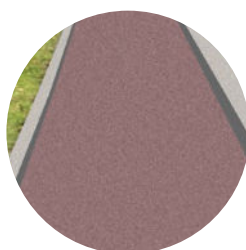


Micro-art



Cold applied high friction buff surface



Segregated cycle track



Pencil shaped bollards



Bike parking



Planters



Raised pedestrian crossing



# THE SRTS DESIGN GUIDE APPROACH

The aim of the Safe Routes to School (SRTS) Design Guide is to provide technical guidance on design principles and considerations that will enable local authorities and Green-Schools to create safer, calmer, more attractive routes to school and front of school environments. Taking the key ideas from the guidance document, this brochure explains:

- The design **concepts** which support active travel
- Infrastructural design **elements**
- A visual example of a SRTS design **concept** for Scoil Ciaran's N.S., Dublin



EXAMPLE: Scoil Ciaran's NS, Collins Avenue East, Dublin 5



# ACTIVE TRAVEL DESIGN CONCEPTS

As part of the **Place Making** design concept, **micro-art** elements provide fun and interactive elements, giving children a sense of belonging within their front of school environment. Planting can be used as part of Sustainable Urban Drainage Systems (SUDS).

The aim of the **pencil bollards** is to discourage parking and set-downs. These are usually built into the kerb or can protect cycle lanes. The pencil design is interactive for children, but their design also aims to alert drivers that they are in a School Zone. The Design Guide manual states that for road carriageways greater than 9m wide, bollards are recommended to protect cycle lanes.

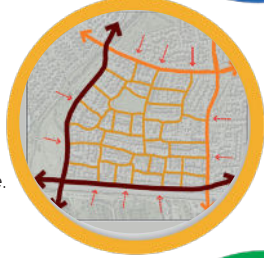
The Department of Transport are accelerating the delivery of sustainable transport modes. Included in their objective is a dedication to allocate suitable and safe cycling environments. By providing **segregated cycle lanes**, children and individuals, including those who are risk-averse, are most likely to cycle on main roads as a mode of travel. The Design Guide recommends that segregated facilities are required on roads with certain speeds and volumes of traffic.

**Surface colour or texture** changes are designed to reduce traffic speeds. These coloured surfaces across a junction, pedestrian crossing, cycle lane or at urban centers with heavy footfall aim to improve legibility and highlight the presence of walkers and cyclists.

**Pedestrian crossings are often raised** and aim to highlight the presence of walkers and to reduce traffic speeds at the crossing.

**Bicycle stands** provide a suitable and safe means of securing a bicycle. These stands are typically stainless steel and are either bolted or buried into concrete surfaces. Designers can consider the four School Zone colours for colour-themed stands.

**Planters boxes** do more than just enhance our public spaces, they also aid to reduce traffic speeds. Vertical elements, such as trees and plants act to narrow the perceived width of the road and in-turn reduce the speed of oncoming traffic. Their physical build out form on kerb-sides discourages the parking and set-down of cars.



## DESIGN ELEMENTS

### Pedestrian Crossings

Designers are guided by pedestrian demands, safety & traffic flow. Crossings can be zebra/signalised crossings & uncontrolled courtesy

### Place Making

Plants & street furniture enhances an urban environment & gives character to public areas.

### Protected Bike Lanes

The implementation of protected bike lanes should be given preference. Reducing vehicular lane width enables the reallocation of road space to active travel.

### Narrower lanes

Research shows that narrowing the width of lanes reduces speed. This new space can be reallocated for active travel by means of footpaths & cycle lanes.

### Permeable Communities

The idea is to maximise walking & cycling connections within an area & to consider restrictions on the movement of private vehicles.

### Junctions

Junctions should prioritise walking & cycling by; improving crossings to be less staggered with shorter waits; tightening bends (a sharper corner radii requires the turning driver to slow down) & omitting left-turn slip lanes (as these can shift drivers' focus away from what's in front of them)

SRTS

## SAFE ROUTES TO SCHOOL

The SRTS Programme launched in March 2021 and was open to all schools in Ireland to apply for front of school upgrades which provide walking, cycling and safer access to school. The programme is an initiative of the Department of Transport and supported by the Department of Education. It is operated by the Green-Schools Programme in partnership with the NTA and local authorities. A dedicated SRTS Infrastructure Officer works with schools and local authorities during the process. The SRTS Design Guide, along with case studies, is available for review on our website.

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