Green School Travel Plan 2021-2022

ST BENEDICT COLLEGE

SECONDARY SCHOOL

KIRKOP

EKOSKOLA COMMITTEE

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1. Geographic Description of KSB Secondary Kirkop

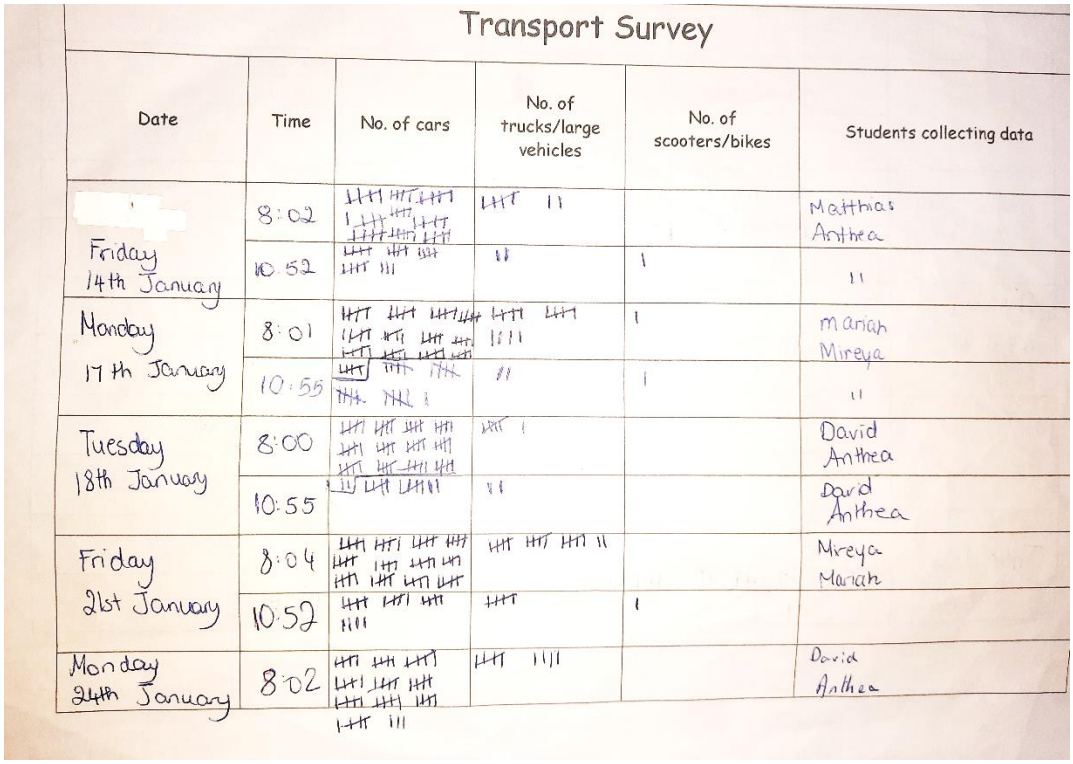
The school is situated in Kirkop (Figure 1). The roads leading to school are Triq San Gwann and Triq il-Paleokristiani through road Triq Hal- Safi.

The amenities close to the school include Lidl Supermarket which contributes highly to the traffic influx in the road observed, and Kirkop Sports Complex. In the close proximity to the school there are industries such as Medavia, SR Technic, Aviation Cosmetics Malta and ST Microelectronics.

Figure 1: Geographical location of the school

Traffic is open at all times through both roads and it is not closed during school opening and closing hours. Traffic was monitored through Triq San Gwann and it was noted that the influx of traffic is larger during the morning rather than in late morning. The traffic was monitored for 10 days (See Figure 2 and 3), two times a day. At around 8:00am when the traffic is monitored for 5 minutes, it was noted that a maximum of 70 private cars and a minimum of 45 cars passed during different days. It was also noted that a maximum of 15 large vehicles, including Public Buses, passed during this time. No scooter or bikes were monitored during the time.

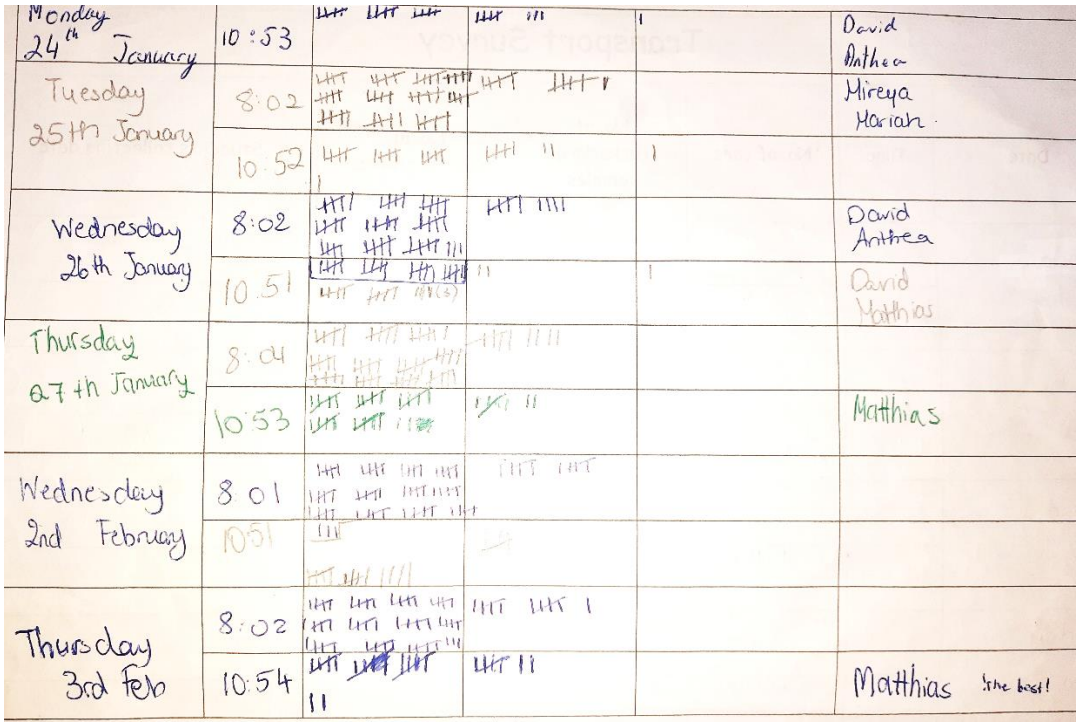
The traffic was also monitored around 10:50 at it was noted that a maximum of 17 private cars and a minimum of 13 passed during different days. At this time a smaller amount of large vehicles passed where it was noted that a maximum of 7 of such vehicles passed. During this time we observed a scooter passing through the road on several days.



Transport Survey

Date	Time	No. of cars	No. of trucks/large vehicles	No. of scooters/bikes	Students collecting data
Friday 14th January	8:02				Matthias Anthea
	10:52			1	
Monday 17th January	8:01			1	Mariah Mireya
	10:55			1	
Tuesday 18th January	8:00				David Anthea
	10:55				David Anthea
Friday 21st January	8:04				Mireya Mariah
	10:52			1	
Monday 24th January	8:02				David Anthea

Figure 2: Transport Survey around the school Part 1



Monday 24th January	10:53			1	David Anthea
Tuesday 25th January	8:02				Mireya Mariah
	10:52			1	
Wednesday 26th January	8:02				David Anthea
	10:51			1	David Matthias
Thursday 27th January	8:04				
	10:53				Matthias
Wednesday 2nd February	8:01				
	10:51				
Thursday 3rd Feb	8:02				
	10:54				Matthias the best!

Figure 3: Transport Survey around the school Part 2.

2. Investigating Travel patters at St Benedict College Secondary School

A) Students' travel patterns

At the beginning of the scholastic year, the Ekoskola Year 10 Subcommittee students investigated the modes of transport used by all the students at school. The data was gathered during various that are held from 08:00 till 08:10 almost on a daily basis. This data presented in Tables 1, 2, 3 and 4 below does not include all the students making up the whole school's population (around 720 students) as for a number of reasons some students might have skipped the Form teacher session when data was gathered. In fact, when gathering data, one could notice that some students where either sick, went for their option group instead of attending the Form teacher session or were simply late at school.

In spite of these issues, the information gathered from 668 students (Table 4) can be considered as a good representative of the whole school cohort. The information presented in graph 1 can also serve to present a quick comparison between the different ways how students reach our school.

Class	By Bus	By Using Private Car	Only 1 student in car	More than 1 student in car	On foot	By Bicycle	Bike-Route Safe	Bike-Route not safe	Bike-Safe place to store at school	Bike-No Safe place to store at school	Total Students
9.1	16	6	6	0	0	0	0	0	0	0	22
9.2	20	6	2	4	0	0	0	0	0	0	26
9.3	18	3	2	1	1	0	0	0	0	0	22
9.4	13	2	2	0	3	0	0	0	0	0	18
9.5	12	6	5	1	2	0	0	0	0	0	20
9.6	12	6	3	3	1	0	0	0	0	0	19
9.7	15	2	1	1	1	0	0	0	0	0	18
9.8	16	1	1	0	0	0	0	0	0	0	17
9.9	12	3	2	1	1	1	1	0	1	0	17
9.10	12	2	0	2	2	0	0	0	0	0	16
9.11	11	3	3	0	1	0	0	0	0	0	15
9.12	12	5	0	2	3	0	0	0	0	0	20
9.13	8	1	0	1	0	0	0	0	0	0	9
Total	177	46	27	16	15	1	1	0	1	0	239

Table 1: Transport patterns Year 9

Class	By Bus	By Using Private Car	Only 1 student in car	More than 1 student in car	On foot	By Bicycle	Bike-Route Safe	Bike-Route not safe	Bike-Safe place to store at school	Bike-No Safe place to store at school	Total Students
10.1	12	8	5	3	4	0	0	0	0	0	24
10.2	13	5	3	2	2	1	1	0	1	1	21
10.3	16	8	6	2	0	0	0	0	0	0	24
10.4	17	4	2	2	1	0	0	0	0	0	22
10.5	13	3	3	0	1	0	0	0	0	0	17
10.6	14	3	3	0	3	0	0	0	0	0	20
10.7	15	1	1	0	2	0	0	0	0	0	18
10.8	11	2	2	0	2	0	0	0	0	0	15
10.9	14	4	4	0	2	0	0	0	0	0	20
10.10	12	0	0	0	3	0	0	0	0	0	15
10.11	6	3	2	1	2	0	0	0	0	0	11
10.12	7	1	1	0	0	0	0	0	0	0	8
Total	150	42	32	10	22	1	1	0	1	1	215

Table 2: Transport patterns Year 10

Class	By Bus	By Using Private Car	Only 1 student in car	More than 1 student in car	On foot	By Bicycle	Bike-Route Safe	Bike-Route not safe	Bike-Safe place to store at school	Bike-No Safe place to store at school	Total students
11.1	10	13	11	3	1	0	0	0	0	0	24
11.2	12	10	4	4	9	0	0	0	0	0	31
11.3	15	2	2	0	1	0	0	0	0	0	18
11.4	10	11	11	0	3	0	0	0	0	0	24
11.5	18	4	4	0	1	0	0	0	0	0	23
11.6	18	3	2	1	1	0	0	0	0	0	22
11.7	13	1	0	1	0	0	0	0	0	0	14
11.8	10	7	6	1	1	0	0	0	0	0	18
11.9	10	3	2	1	0	0	0	0	0	0	13
11.10	9	3	2	1	1	0	0	0	0	0	13
11.11	2	3	3	0	5	0	0	0	0	0	10
11.12	4	0	0	0	0	0	0	0	0	0	4
Total	131	60	47	12	23	0	0	0	0	0	214

Table 3: Transport patterns Year 11

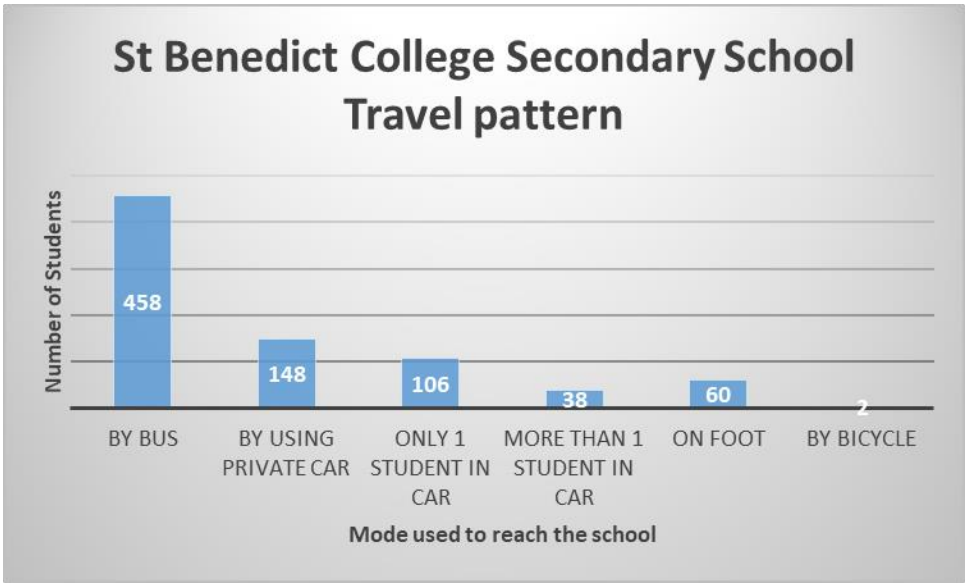
Year Group	By Bus	By Using Private Car	Only 1 student in car	More than 1 student in car	On foot	By Bicycle	Bike-Route Safe	Bike-Route not safe	Bike-Safe place to store at school	Bike-No Safe place to store at school	Total
Year 9	177	46	27	16	15	1	1	0	1	0	239
Year 10	150	42	32	10	22	1	1	0	1	1	215
Year 11	131	60	47	12	23	0	0	0	0	0	214
All Years	458	148	106	38	60	2	2	0	2	1	668

Table 4: Transport patterns St Benedict College Secondary School

Most of the students commute to school by bus (provided by the school) but the school is also accessible by Public Transport. In fact, from the preliminary data collected at the beginning of the school year a total of 458 out of 668 students interviewed use this transport (Table 4 and Graph 1).

Even though school provides free transport some students prefer to get to school accompanied by their parents/ guardians using the private car. A total number of 148 students out of 668 come to school by car however 38 of these students carpool to school.

Some students from Zurrieq, Safi and Kirkop do come to school on foot, in fact a total number of 60 out of 658 students walk to School. 2 out of 658 students commute to school by bike and bike racks are provided by the school to store bikes safely.



Graph1: St Benedict College Secondary School Travel pattern

B) Staff Travel Pattern

Most of the staff reach the school using their private cars. Out of the 113 members of the staff interviewed 102 use their private car, 9 of whom carpool, 6 staff member reach the school on foot, 3 use their bikes and 1 use public transport (see Figure 4).

Most of the private cars still use on petrol and diesel with at total number of 96 cars running on conventional fuel. 5 other cars are hybrid cars which still run on conventional fuel but are more efficient in using such fuels. Only 1 car runs on an electrical engine.

The members of the staff who cycle the school can store their bikes but 2 out of 3 responded that they feel that the route they take and also the place where they place the bike is not safe enough.

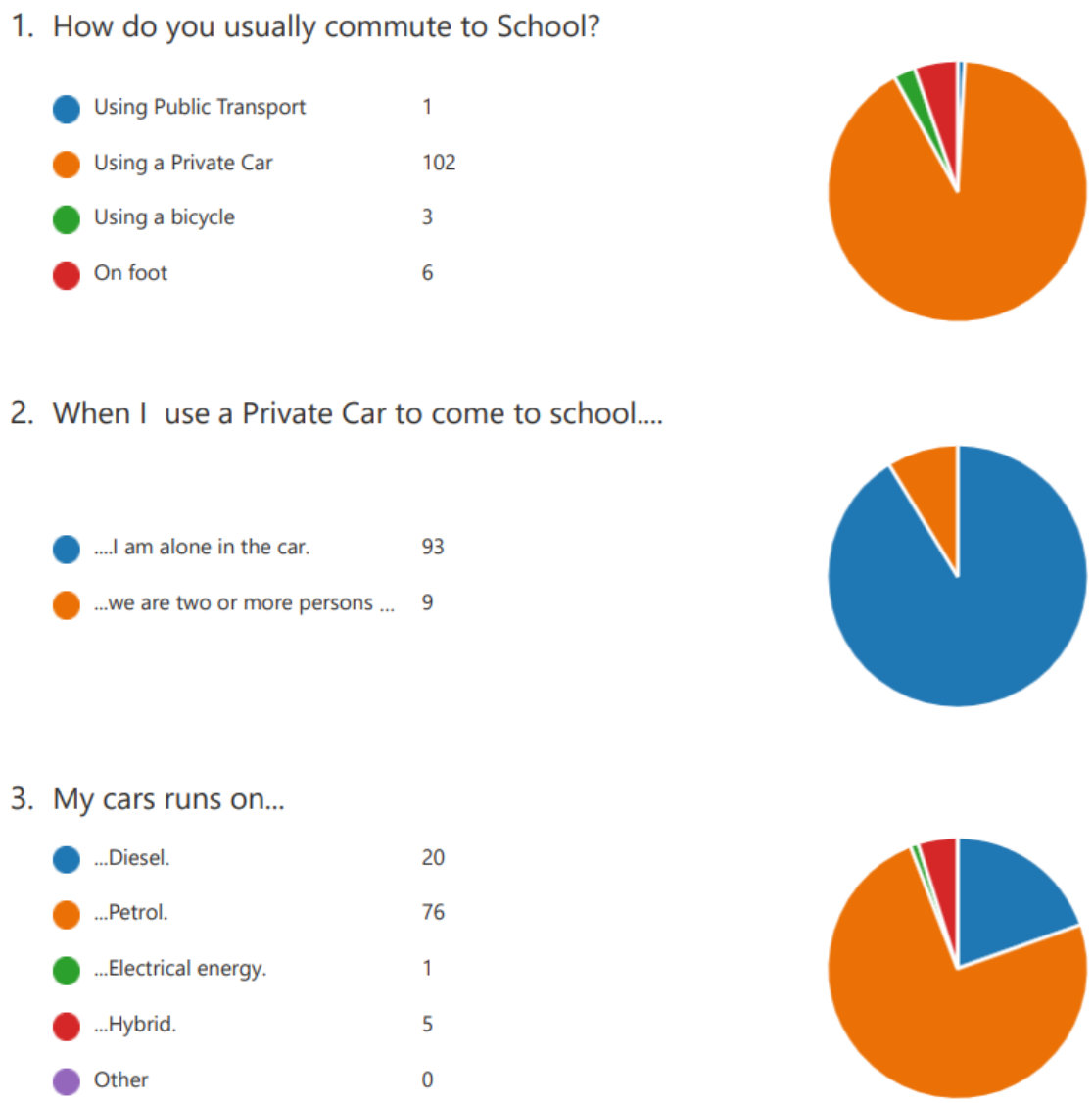


Figure 4: Staff Travel Patterns

3. Existing school infrastructure used for transport

The school's infrastructure is in line with the travel patterns presented in section 2 of this report. In fact, the school premises and surroundings accommodate the main modes of transport used by students and staff.

A) Parking areas

Surrounding the school's premisses there are 3 main parking areas indicated in Figure 5 below as A, B and C.

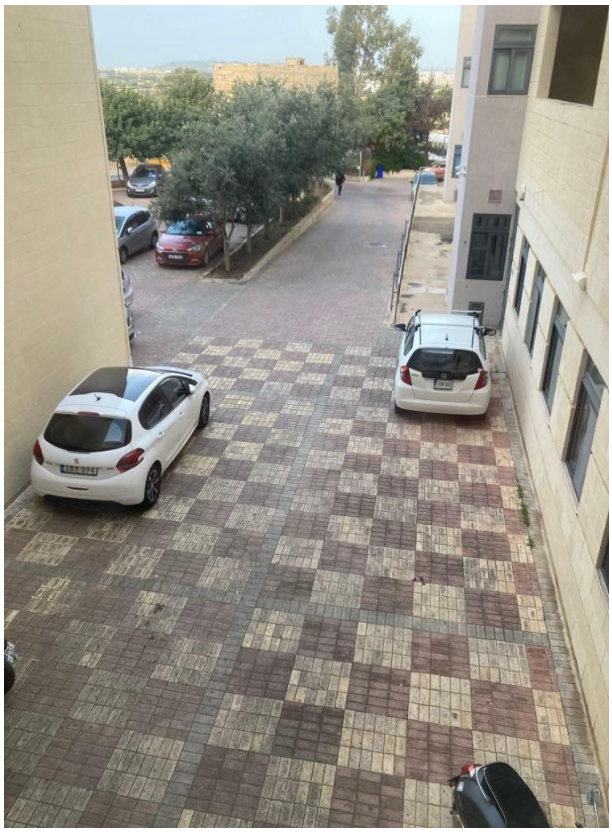
Figure 5: Parking areas around the school.

Parking area A: Can be accessed from the gate near the Sports Complex. This area is shared with the Sports complex administered by SportsMalta and staff working at the College Principals' office but is mainly used by school staff.

The area can accommodate around 30 cars. Parents mainly use this gate to access the school as this is close to the schools' reception. Head of School and College Principal use this area for parking.

Figure 6: Parking area A

Parking area B: Can be accessed from the school's main gate and this area is found near the Science Labs. It is mainly used by staff working at school. The main gate is opened only during the morning and for security reasons it is kept closed almost all day. This area accommodates around 30 cars.



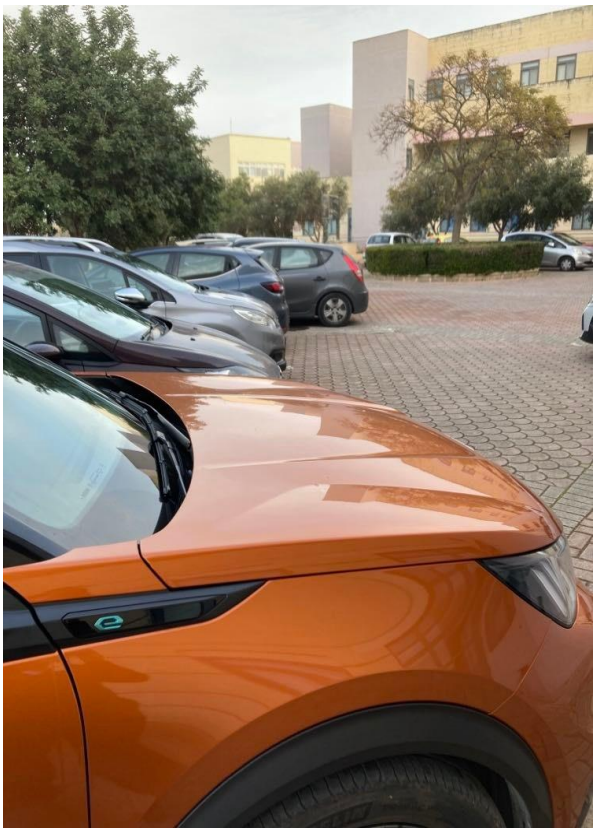


Figure 7 and 8: Parking Area B.

Parking Area C: Can be accessed through the street behind the Sports complex and eventually via the bus dropping/dismissal area. This space is shared with staff from the Principals' Office College and staff working at the Sports Complex and this parking area is actually part of the Sports' Complex. This parking area is the largest one and can accommodate over 100 cars. Despite this fact, it is not used that much from the staff as it is located at the greatest distance from the school's main building.

Figure 8: Parking Area C.

Alternatively to these parking areas, some members of staff and visitors choose to park their cars in the streets around the school premises of near the main gate. One can in fact notice a lot of vacant parking spaces early before school time or after school hours.

B) Bus dropping/picking points

School bus roots enter the school premises from the area around the school football pitch and exit from the area near the Sports complex. The Bus dropping/picking point is situated near just behind the Sports complex (point D) as marked in Figure 9.

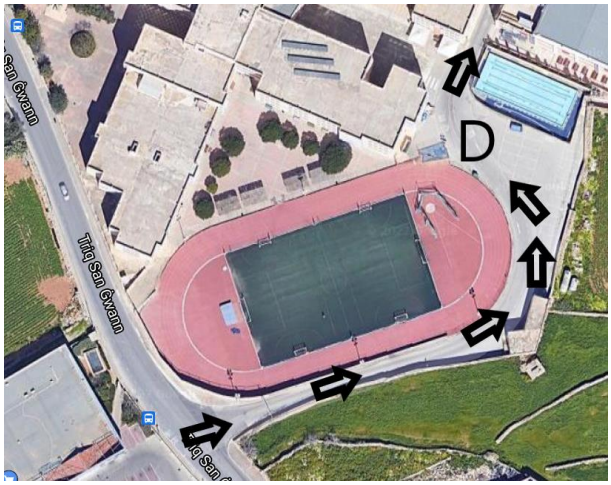


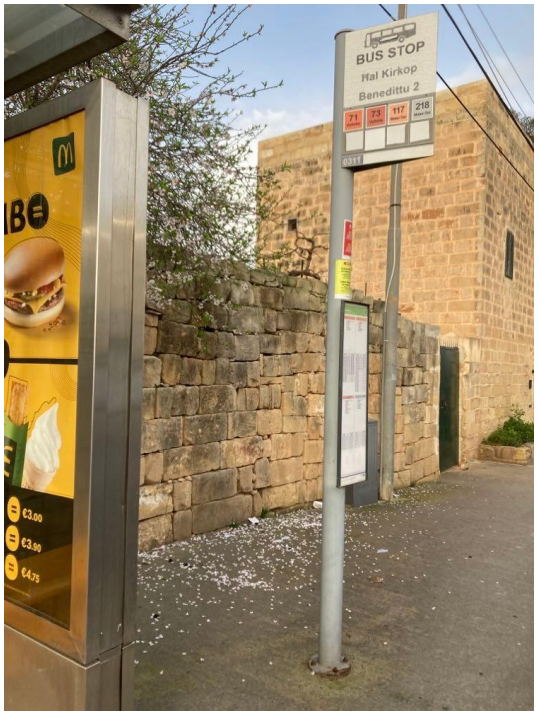
Figure 9: Bus drop/pick point and dismissal area.

C) Public transport around the school

A number of bus stops are positioned just outside the school's main gate or not far away from the school. These are the following bus stops:

Benedittu (towards Valletta mainly) reached by the following Tal-Linja Routes: 71 Zurrieq, 73 Zurrieq, 117 Imqabba, 218 Imqabba.

Benedittu 2 (from Valletta mainly) reached by the following Tal-Linja Routes: 71 Zurrieq, 73 Zurrieq, 117 Imqabba, 218 Imqabba.



Figures 10 and 11: Tal-Linja Bus stops close to school.

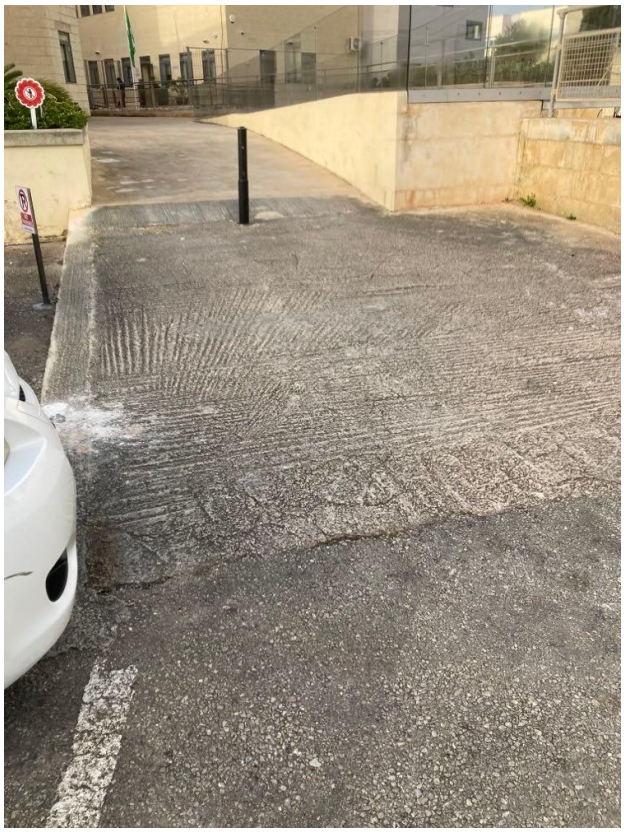
Walking distances from these bus stops, just in front of the Middle School, one can find other bus stops, namely Artillerija, that are serviced by the same bus routes as for the other two bus stops.

D) Access on foot/wheel chair.

Students mainly coming from Safi and Zurrieq who reach the school on foot access the school most commonly from the main gate. While those students who come from Kirkop access the school from the entrance near the Sports Complex.

Visitors who need to access the school premises need to access from the reception area found near the Sports complex and sign in and out.

The school is also accessible by wheelchair through both entrances and cases is facilitated through a number of ramps (Figures 12 and 13). Ramps are also provided close to fire exists to provide access if required.



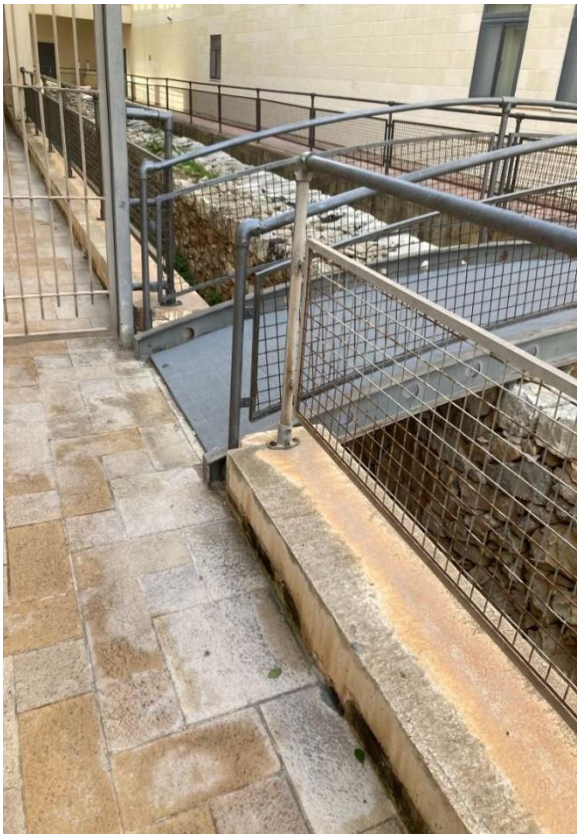


Figure 12 and 13: Ramps around the school.

E) Using the bicycle.

Students or members of staff using their bicycle to reach the school can eventually access/leave the school through the same routes used by school buses or alternatively, use the same access used by those coming on foot.

Cyclists are eventually required to leave their bike in the area near the library. Currently, this being used as a storage of books and other objects. Apart from this, a large section has been taken away to construct a room for one of the cleaners. As one can observe in Figures 14 and 15, the space for bicycle racks has now been reduced and is extremely limited.

Apart from that, the area does not provide any facilities where students can place items such as their helmet. The rack provides the possibility to hold 5 bicycles.

Figure 14 and 15: Bicycle rack and area designed for bicycles.

4. Transport related initiatives

The School does not organise any current transport related events or activities.

During school dismissal, the roads around the school are not closed for traffic, there are no signs of traffic restrictions and no law enforcement officer is present during the morning or during dismissal. Members of staff coordinate the transport during the morning and during dismissal.

5. Final Considerations

Overall it was noted that most of the staff members use their own private car so carpooling can be promoted among the staff to minimise car usage.

It was also noted that during school dismissal the number of cars was significantly higher than any other time of the day, so promotion amongst students for carpooling could improve the situation. The use of transport to and from school was analysed using the data obtained during the first term but no actions have been put in place just yet.

The changes needed for greener travel plans need to be gradual for the changes to be sustainable. At present discussions are being made to organise an Eco-Travel Day, where students will be able to participate in fun activities and which will encourage students to use greener travel patterns. This will aid students be more knowledgeable about safe ways to travel to school on foot and by bike rather than using private cars. Amongst the ideas proposed for this day is the “walking bus”, and plotting of safe routes for bikes and pedestrians, which may encourage students to walk or bike to school throughout the scholastic year and not just for the day.

6. Plan to improve the current Green School Travel Plan

Following the details obtained through this report, Ekoskola Committee has developed a number of actions that fill be included in the Action Plan to achieve the Green flag. These actions include:

1) Create a school event to promote sustainable mobility practices. Encourage more student who can come by bike or on foot actually use this mode of transport or us it more frequently.

2) Provide better facilities for those members of staff or students who want to come at school by bike. Current facilities are not up to standard*

3) Promote a member of staff or student as our ‘Sustainable mobility Champion’.

4) Participate in YRE focussing on issues related to Sustainable Transport.

(update 22-03-2022) *School Administration identified the area behind the Home Economics lab as the idea place for the bike area. Sheffield style bike rack should be installed and the Committee will try to find a sponsor to provide a shelter for the bikes. Solar panels could be installed in this area as it is facing South.

Figure 16: New suggested bike area

(updated 29-03-2022)

*CS-Technologies in collaboration with MFED are planning to install an Air Quality kit (RS DesignSpark) at school. Ekoskola Committee will follow this installation and will try to consider the data obtained from this kit.

Figure 17: RS DesignSpark Air Quality kit

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