

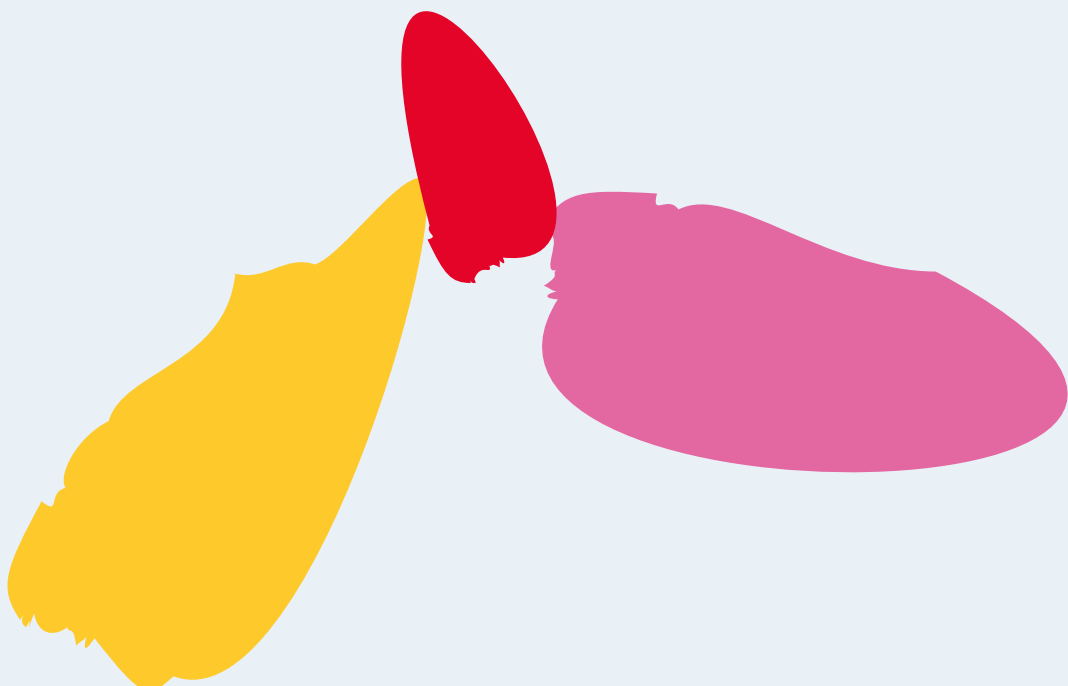
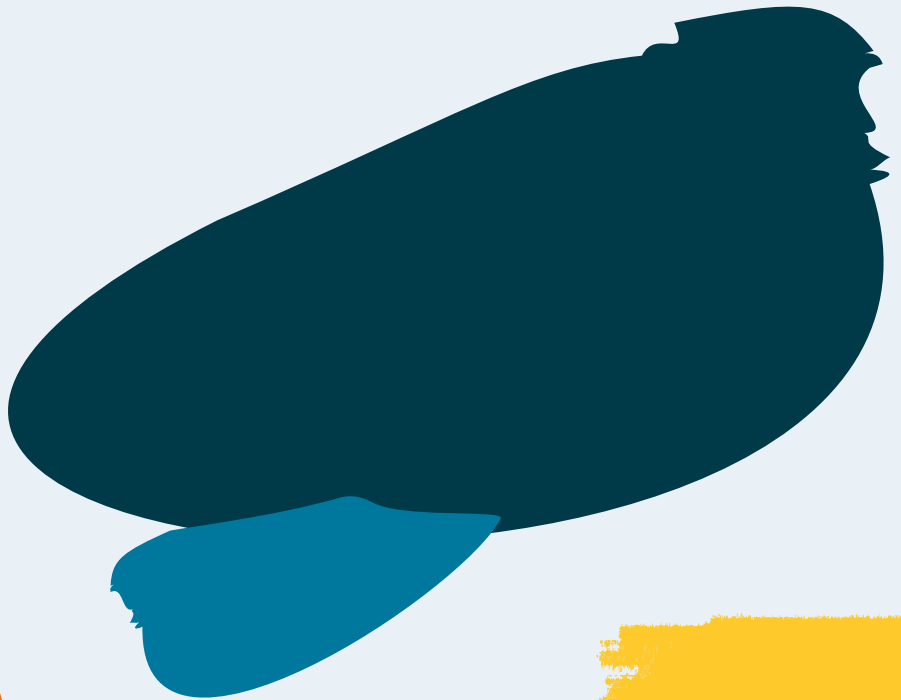


Sráideanna Scoile
School Streets

Scoil Iognáid Pilot Project **(2020-2021)**

Final Report





Executive Summary

In 2020, Galway City Council in partnership with Scoil Iognáid, the National Transport Authority and An Taisce's Green-Schools programme, launched a pilot School Streets programme - the first city centre School Street in Ireland.

The project arose out of concerns of parents and school management about the interactions between children and cars in the front of school environment - a narrow, residential street in an older part of Galway City.

The street was closed from Monday to Friday, from 08.15am to 09.15am, and from 13.15pm to 14.45pm, from Monday 30th November 2020. The mechanism used to pedestrianise the street was Section 45 - (1) to (3) of SI No. 182/1997 - Road Traffic (Traffic and Parking) regulation 1997. Access and bicycles were permitted.

The pilot School Streets project was an iterative process, combining on-going communications, consultation and engagement; and infrastructure - delivering a 'School Zone' design - ultimately creating a safer, calmer, front of school environment.

The pilot project has changed the travel culture and practices at Scoil Iognáid, producing positive outcomes and increasing active and sustainable travel on the school run. These outcomes are summarised overleaf.

Following an assessment of the pilot School Streets project at Scoil Iognáid, it is the recommendation of Galway City Council that the School Street be retained on a permanent basis.

Outcomes of the School Streets pilot:



School Zone and
School Street created

Scoil Iognáid parents reported:



14%
fall in daily
car use to
school



7%
increase
in daily
cycling



11%
increase
in daily
walking



3%
increase
in daily
scooting



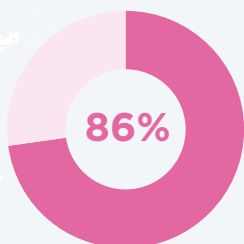
Cycle parking
increased to
54 spaces



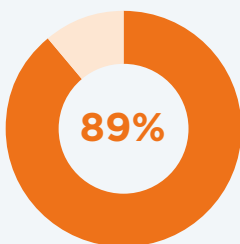
85 children cycling
(June 2021)



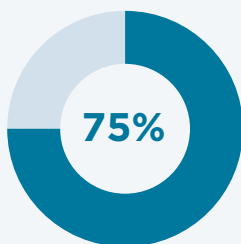
24 scooter
parking spaces



“Better cycling
environment”
- parents/
guardians



“Better walking
environment”
- parents/
guardians



of staff
walking
more



Successful application
to national Safe
Routes to School
programme



Staff noticing children's better
mood, behaviour, readiness to
learn and physical activity levels

Henry Street
pedestrian
crossing
progressing
(July 2021)





Foreword

Galway City Council is proud to collaborate with Scoil Iognáid; the school community; the National Transport Authority; and Green-Schools; to develop the first School Streets pilot in Galway City – the first such project nationally in a city centre.

Galway City Council is committed to supporting active travel on the school run, through the Galway Transport Strategy.

The Galway Transport Strategy (GTS), developed in partnership with Galway County Council and the National Transport Authority, is an Integrated Transport Strategy for Galway City and environs, adopted in 2016. The GTS sets out a series of actions and measures, covering infrastructural, operational and policy elements, to be implemented in Galway over the next 20 years, and sets out a framework to deliver the projects in a phased manner. See www.galwaycity.ie/gts

A number of transformational projects are progressing in Galway City at present, including BusConnects Galway: Dublin Road, BusConnects Galway: Cross-City Link (University Road to Dublin Road), Salmon Weir Pedestrian and Cycle Bridge, and the Galway City Cycle Network. Local permeability projects, such as new pedestrian crossings at Henry Street, Barna Woods walking and cycling path, or the Millar's Lane upgrade, will support children walking, scooting and cycling to school.

Nationally, the recently launched Safe Routes to School (SRTS) programme will support delivery of infrastructure around the school gate. Galway City Council welcome the opportunity to progress SRTS projects and School Zones in selected schools, in partnership with the National Transport Authority and Green-Schools.

This report summarises the School Streets pilot (2020-2021) in Scoil Iognáid, Raleigh Row. The report details the level of commitment, support, resources, and time involved – for both the school and the local authority. School Streets are not without their challenges, but surely deliver a wealth of rewards.

I would like to congratulate Scoil Iognáid for taking a very brave step to tackle car congestion at the school gate, through the removal of cars at drop off and pick up times.

School Streets is not a solution that will suit every school, depending on the school location and opportunities for active travel. It is a challenging solution to implement, but brings transformational change to the front of school environment.

In time in Galway City, as more elements of the GTS are on the ground, closing the front of the school to traffic during school pick up and drop off times may become the norm. In the interim, this report will assist schools locally and nationally to consider potential for School Streets at their school.

Brendan McGrath, Chief Executive
[Galway City Council](#)
September 2021

The National Transport Authority (NTA) are delighted to fund and support the Scoil Iognáid School Streets project.

We congratulate Galway City Council on the initiative, recognising the support and involvement of multiple stakeholders, including An Taisce Green-Schools Travel, parents, elected members, an Garda Síochána and the school itself.

The space outside the school gate, where high numbers of children and young people converge, can often be chaotic. This important scheme demonstrates how that space can be managed differently, placing people as the priority with safety, community and environmental benefits.

This is the first School Street pilot located within a city centre environment, and includes other integrated complementary elements such as Park-and-Stride and new road layouts, scheduled to follow in 2021/2022 under the NTA's Sustainable Transport Measures Grant Programme.

The implementation of this scheme will inform the delivery of similar projects across Ireland in 2021 and thereafter.

Anne Graham, Chief Executive
National Transport Authority
September 2021

Contents

1. Introduction	08
2. What is a 'School Street'?	08
3. Why are We Doing a School Streets Project at Scoil Iognáid?	10
4. Creating Opportunities for Change	13
5. Preparation for the Pilot School Streets Project	16
6. Consultation October 2020	19
7. Consultation 2020 - Outcomes	21
8. Progressing the Pilot	25
9. Residents Access	26
10. Launch Materials	26
11. Infrastructure	28
12. Cycle Parking	32
The Pilot in Action	33
13. Issues Arising during the Pilot	34
14. What else did the School Streets Pilot involve?	39
15. Pilot Evaluation	40
16. Staff Survey	55
17. Pilot Costs & Resources	60
18. Outcomes & Recommendations	62
19. Next steps	65
Appendices	66
Appendix 1 – Brochure October 2020	67
Appendix 2 – Sample Wardens Report on Compliance	69

Pilot School Streets Project - Scoil Iognáid

1. Introduction

On Monday 30th November 2020, Galway City Council and Scoil Iognáid, Raleigh Row, launched the first School Streets in Galway City, and the first city centre School Street in the country.

The School Streets pilot was a challenging and daring initiative for the school, moving from a car-centric environment and school community, to one where all children were required to arrive on foot, by bike, or by scooter.

This report summarises the School Streets pilot at Scoil Iognáid – the approach, methodologies, challenges, outcomes and recommendations.

Notwithstanding the challenges arising, the school community has achieved something very special and very significant - They have removed the car from the school gate, giving children the chance to walk, scoot, and cycle the last leg of the school journey, and creating a calm and welcoming environment at the school gate for children, parents and residents alike.

This project is funded by the National Transport Authority, and supported by An Taisce's Green-Schools Travel programme.

2. What is a 'School Street'?

A 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times¹ - creating a calm, safe space for children, parents and residents to walk, scoot or cycle.

The project was inspired by School Streets projects around the world, including a pilot in Malahide which began in late 2019. The project is still on-going, but initial results published by Fingal County Council showed a 43% shift from car travel to active modes² - with positive feedback from parents, residents and the school.

¹ <http://schoolstreets.org.uk/>

² <https://www.fingal.ie/sites/default/files/2020-03/20200302-300548-school-streets-pilot-review-1-issue-1.pdf>

School Street in Action - June 2021



3. Why are We Doing a School Streets Project at Scoil Iognáid?

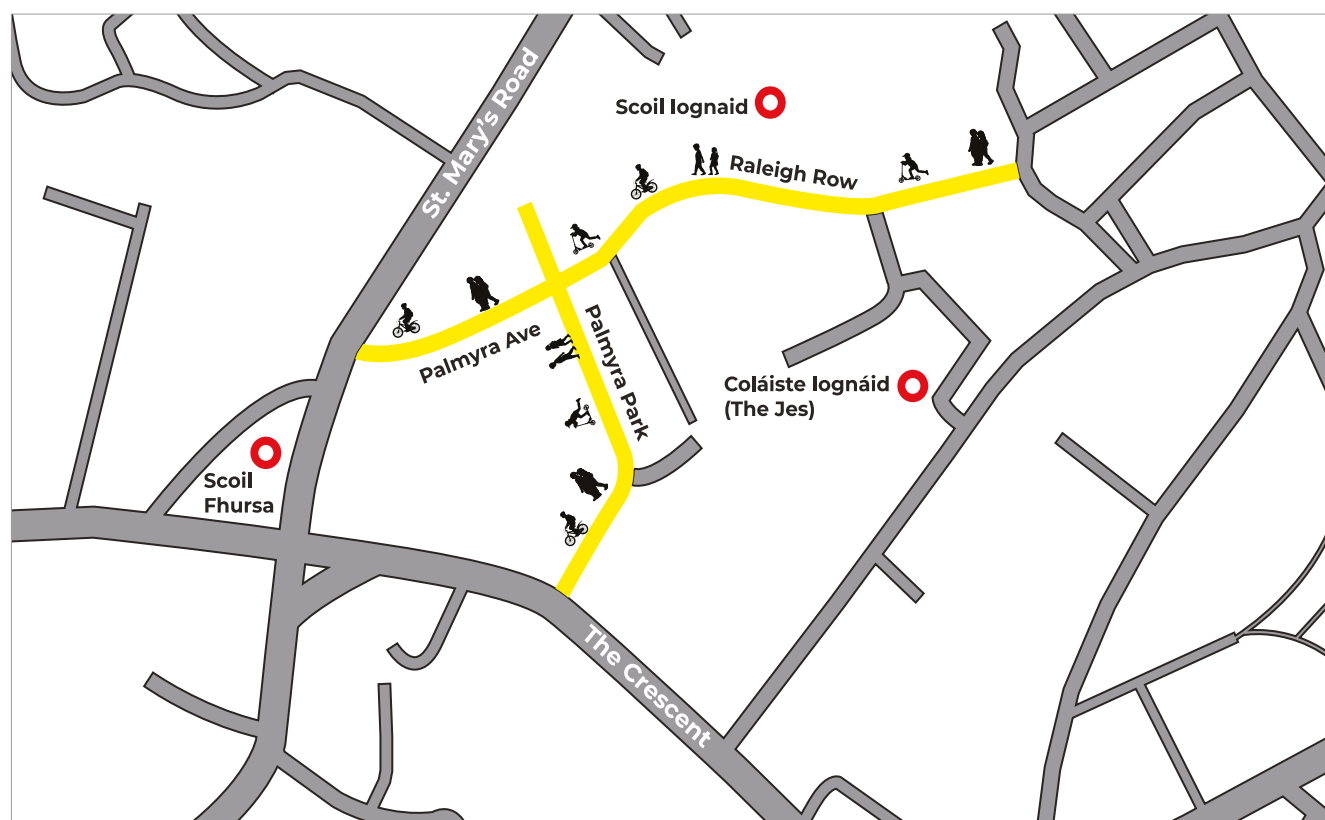
3.1 School Profile

Scoil Iognáid is a mixed, primary, Gaelscoil, with almost 540 children from 349 families travelling to school every day (2020). The school has approximately 250 children under seven arriving on site every day - in three junior and three senior infants classes, and 40 pre-school children in Naíonra.

Scoil Iognáid is registered in the An Taisce 'Green-Schools' programme of environmental management, with a number of flags awarded.

3.2 School Location

Scoil Iognáid is located in a narrow, residential Galway City street - Raleigh Row - with access via the residential streets of Palmyra Avenue, or Palmyra Park.



Map Showing location of Scoil Iognáid, and the three pedestrianised streets



Palmyra Avenue



Palmyra Park



Palmyra Park



Morning drop off, Raleigh Row (2019)

In Q1 2020, approximately 160 cars travelled down Raleigh Row between 8.15am and 9.00am

3.3 Pre-Pilot - Issues Arising

Prior to the School Streets pilot, the school attracted a large volume of car traffic down the narrow streets, converging at school pick up and drop off times.

The congestion spilled over into the surrounding streets, extending onto St Joseph's Avenue and the Small Crane, as far as William Street West, and Sea Road.

Congestion blocked entrances, prevented residents from access/egress, and potentially severely impacted on the ability of the emergency services to respond to an emergency on Palmyra Park, Palmyra Avenue or Raleigh Row.

With the volume of traffic, movement on foot, by bike, or with a buggy were severely impacted on Raleigh Row. On bin day, bins blocked the narrow paths, pushing pedestrians into the path of vehicles.

Residents were regularly blocked in their homes, with cars parked outside their driveways, at school pick up and drop off times. In the afternoon, idling cars would park beside the windows of residents, while parents with two collection times waited for children. One former resident of Raleigh Row expressed frustration at not being able to leave his garden with his child in a buggy, as the gate was blocked by a parent in a car, who refused to move.

The most serious concern for the school was the safety of their children – the school has had a number of potentially very serious 'near misses' with children interacting with cars. Parents also reported being clipped by wing mirrors as they walked down the street. The narrow residential streets leading into the school give rise to potential conflicts between pedestrian and cyclists, with narrow or no footpaths in parts. There was a need to provide for pedestrian and cyclists ahead of the car, improving safety for all.

All children are pedestrians at the school gate, and it was here that some of the more risky practices were occurring. Children coming to school on foot/ by bike, and children with mobility issues experienced significant difficulty accessing the school, with cars blocking their safe access.

At site visits by Galway City Council in late 2019/ early 2020, conflicts between pedestrians, cyclists and drivers, and poor driver behaviour were observed, including:

- Creating three lanes of cars on the road - two lanes dropping off children, in front of a row of parked cars, with cyclists and pedestrians arriving between the opening doors, and a lane of traffic moving in between;
- Reversing into the 'lanes' with no driver visibility of children walking behind them into school;
- Parking at private entrances or in residents' parking spaces;
- Parking on double yellow lines;
- Cars blocking the entrance point to the school for mobility impaired children.

Drivers were also observed doing U-turns on the narrow street on Palmyra Park, as children made their way to the school on foot or by bike.

Its important to state that the above situation is not is not unique to Scoil Iognáid, and versions of this can be observed around the country. What is unique is that Scoil Iognáid took the difficult step to address these practices head on - by removing them from the school gate.



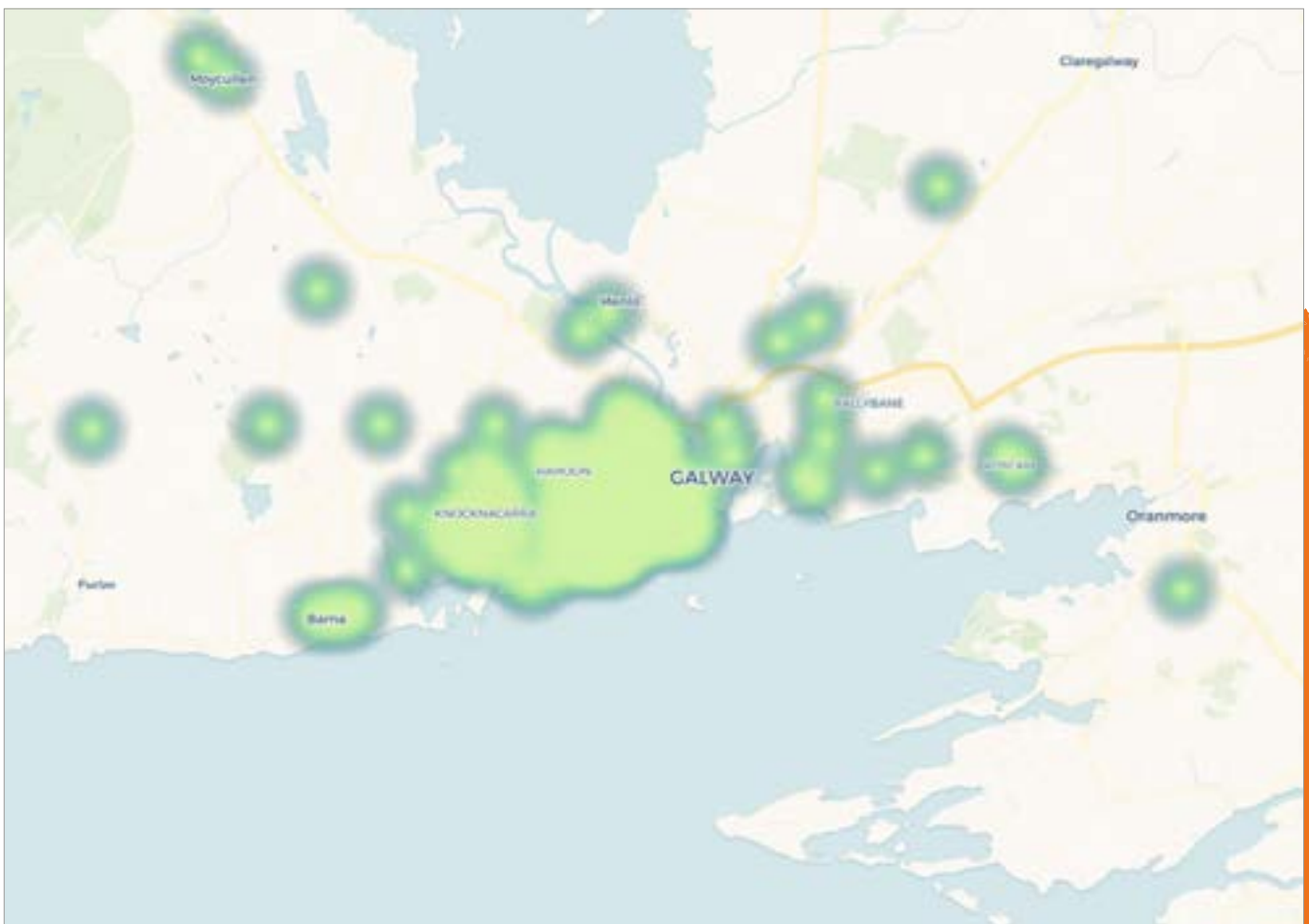
Drop offs on 5th December 2019, showing cars parked on footpaths, narrow footpaths along Raleigh Row, cars double parking to drop off children, congestion spilling onto the Small Crane after drop off.

4. Creating Opportunities for Change

Concerns about daily interactions with cars on the way to school prompted parents in Scoil Iognáid to make contact with Galway City Council, to explore potential for a 'School Streets' project in this location.

Parents had heard of the experience of Fingal County Council at St Oliver Plunkett's School, Malahide, and felt that Scoil Iognáid could follow their example.

Although there are children travelling to the school from around the City, and the County, the majority of children lived within 2-3km of the school (2020).



Map of Children's Home Locations 2020/2021

During site visits in January 2019, there was evidence of a number of children cycling to school in spite of the rain, darkness and cold.

Residents had expressed their concerns to the school, and were keen to see a solution to the problems arising on their streets.

A survey was undertaken by an Engineer from Galway City Council to establish if there was parking capacity in the streets surrounding Scoil Iognáid. The survey was conducted on the 27th February 2020, between 8.30 and 8.45am, and is an indication of on street and off street availability within a 10 minute walk of the School.



Cycle parking at Scoil Iognáid, Jan 2020



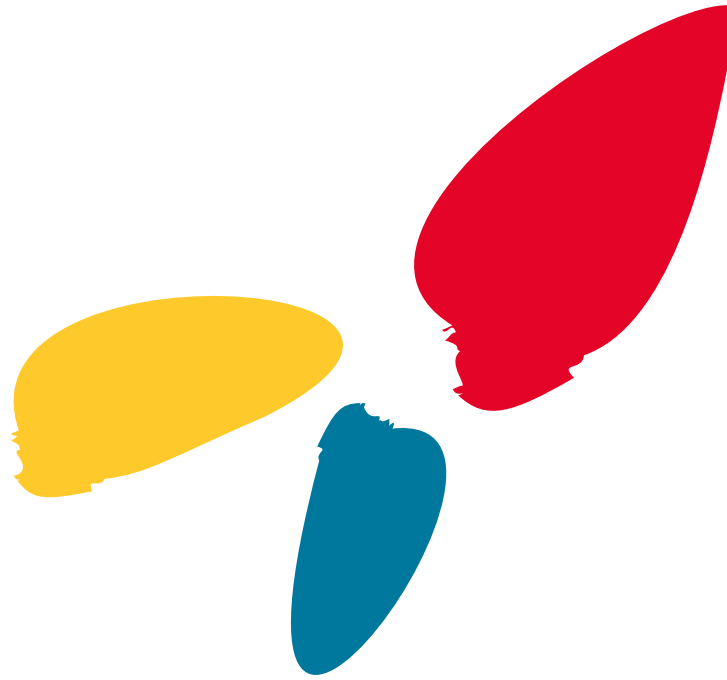
Parking Availability Survey 27th February 2020

Parents and Management of the school were willing, and ready, to take on the challenge of a School Streets Project.

Galway City Council had recently been funded by the National Transport Authority to expand the Transport Capital Projects team, and to engage in school projects, with senior management supportive of the pilot as proposed.

From a Policy Context, the School Streets proposal is complementary to the Galway Transport Strategy; the Galway City Development Plan 2017-2023; the Regional Economic and Spatial Strategy; the Metropolitan Area Strategic Plan; the National Policy on Climate Action; the National Planning Framework/ Project Ireland 2040; the National Cycle Policy Framework; and Healthy Ireland, among others.

The National Transport Authority identifies the front of school as the place where children congregate in the greatest numbers and where they are most vulnerable to indiscriminate parking practices, hazardous crossing conditions and air quality issues from idling cars (Safe Routes to School Design Guidance 2021).



Each red dot represents a person dropped to school by car (i.e. a parking or set down event).

Each green dot represents a person walking/cycling to school.

School Zone with No Parking at School - Graphic from Safe Routes to School Design Guidance (2021)

The Road Safety Authority echoes this statement, identifying that “congestion at the school gates is another particularly serious problem, with parents often double parking, or parking on yellow lines to drop their children off. The result is incredibly dangerous: small children weaving in and out of parked and moving cars at the school gate, many of whom are too small to be seen by drivers pulling in and out.”³

³ <https://www.rsa.ie/en/Utility/News/2019/RSA-ESBNetworks-and-An-Garda-Siochana-urge-caution-and-vigilance-around-school-gates>

5. Preparation for the Pilot School Streets Project

5.1 Steering Group

A 'Steering Group' comprising GCC/ School staff/ Parents began meeting to develop the pilot.

It was imperative for Galway City Council that the solution was not being foisted onto the school community, including residents, and that there was general buy in and support from the school management, the parents and the wider school community. The school was also the anchor to the parents and to the residents for communications on the project.

For the School, it was important to have the local authority backing, and direction, for the project.

A Green-Schools Travel Officer regularly attended these meetings too, offering support and advice.

5.2 School Engagement January 2020

It was intended to launch the School Streets pilot in May 2020.

In preparation, Scoil Iognáid held a 'town hall' style event with parents and residents on the 8th January 2020 to collectively explore how to address recurring child safety concerns, traffic congestion issues and associated problems.

The meeting was attended by 32 parents, 32 residents, and 5 staff members.

A wealth of ideas, issues, and actions were put forward.

Attendees noted issues including:

- "cars driving up Raleigh Row the wrong way"
- "cars abandoned while collecting kids"
- "houses being blocked on Palmyra during collection time"
- "Cars stop in middle of road to let kids out in front of school"
- "no buggy access to front door of houses due to entrance being blocked by parked cars"
- "no room for emergency vehicles down Raleigh Row (Fire, Ambulance, etc. School Fire exits blocked"
- Footpaths "too narrow and broken, impossible to walk on, parents/ children forced onto narrow road space, with cars on front and behind"
- "car regularly drive through pedestrians at inappropriate speed, with no care... pedestrians on footpath being struck by wing mirrors regularly"

A range of solutions were also suggested, including:

- “create/ organise cycle buses”
- “create drop zones, from which walk buses originate”
- “use the current front yard as a fast drop off zone, 8 cars will fit in the yard at any one time”
- “provide more bike racks”
- “encourage parents to car pool”
- “suggest more children take the bus”
- “temporary no car zones at school times. Pedestrianise Raleigh Row and Palmyra for 30 mins around drop offs and collections, excludes residents, carers and resident family members.

Additional town hall events were planned to introduce the School Streets concept, in preparation for a launch in May 2020.

Green-Schools Travel Officers were engaged to support the school with workshops and events over the course of the pilot, and to participate in the Town Hall events.

However, due to the Covid pandemic and ensuing school closures, these events did not take place, and the pilot was delayed until the school year 2020/2021.

5.3 Impacts of Covid

Unsurprisingly the Covid pandemic impacted on the School Streets pilot – in both negative, and positive, ways.

The negative impacts included:

- A delay progressing and formally launching the pilot project;
- The project team could not physically meet with stakeholders in person to introduce the project and discuss their concerns;
- During the initial lockdown, government advice on construction activities resulted in delays to the progression of the resurfacing of the road, in order to facilitate new road markings for the pilot,
- There was significant delays receiving poles and statutory signage to legally make the street pedestrianised, due to both Brexit and Covid. There were also delays sourcing and receiving the prescribed School Zones ‘spots’ (road markings).
- Requirements for social distancing influenced every decision, event, idea, promotion or action the School Streets Steering Group considered. Many of our ideas had to be put aside in case they encouraged congregation of people e.g. workshops with Green-Schools Travel Officers; music playing as children arrived to school; fruit giveaways and chalk drawings by children on the street on the launch day.
- Air quality monitoring was included in the original pilot, with a test tube installed close to Scoil Iognáid in Q1 2021. Covid restrictions meant that the test tube could not be collected in an appropriate time frame, so the test tube data was unusable. Traffic patterns changed over 2020, with a reduction in car traffic as many people were either not working, or working from home. Thus the impact of the pilot on air quality could not be measured as anticipated.



Despite these negative impacts, there was one significant positive brought about by Covid.

The monumental impact Covid had on our lifestyles, our travel patterns, our attitudes and how we engaged with our environment created opportunities. More people were walking and cycling in their local neighbourhood in summer 2020, many bringing children out on their bikes for the first time, as traffic dissipated while people worked from home or services were closed.

HSE guidance (see below), was released in summer 2020 with respect to reopening schools. This guidance supported walking and cycling as physical-distancing measures for schools reopening in September 2020.

Physical Distancing outside of the classroom and within the school⁴

- School drop off/collection
- Arrangements for dropping off/collecting pupils should be arranged to encourage physical distancing of 2m where possible.
- Walking/cycling to school should be encouraged as much as possible.
- Arrangements should be made to remain a distance of 2m between parents and guardians and between parents and guardians and school staff.
- Aim of any arrangements is to avoid congregation of people at the school gates where physical distancing may not be respected.
- Staggered drop off/pick up times should be considered where practical and feasible.
- If school have additional access points, consideration may be given to whether they can be used to reduce congestion.
- Consideration may be given to where pupils congregate as they arrive at school. This could include heading straight to their small group designated learning space/classroom.

(HSE 2020)

While statutory signage and poles were on order, Scoil Iognáid took a decisive step to introduce an informal School Street on Raleigh Row. Parents and guardians were asked to voluntarily avoid driving to the school, to facilitate social distancing and children arriving on foot, scooter and bike.

As this was a voluntary, informal scheme, there was some non-compliance from parents who opposed the School Streets pilot. Other drivers e.g. taxis, deliveries, residents, also drove down the street, as they would not have been aware of the request from the school.

The informal School Street was largely positively received and the school felt more confident proceeding with the formal scheme. The formal scheme was necessary as those who were not fully in agreement with the pilot could still legally drive down the street, creating a hazard for the many children walking, scooting and cycling at the same time.



4 <https://assets.gov.ie/82063/f53cc783-ed0a-4e55-bac0-18133323e90d.pdf>

6. Consultation October 2020

In anticipation of progressing a formal School Streets project at Scoil Iognáid, materials were developed and a design was done for the three proposed pedestrian streets in September 2020.

In summer 2020, the National Transport Authority issued 'School Zones' design guidance to Galway City Council. The design for Scoil Iognáid School Streets pilot incorporated School Zones elements.

The intention in terms of infrastructure was to proceed with a temporary scheme initially, and to proceed to formalise the scheme subject to a successful pilot, and continued funding from the NTA e.g. bollards demarcating path space at the junction of St Mary's Road and Palmyra Avenue would in time be replaced with build outs.

Consultation on the proposed pedestrian hours and design took place in October 2020. Social distancing requirements at that time meant that consultation and interaction in person was not possible.

An Garda Síochána were formally consulted in relation to the proposed changes, and had no objections to the proposal.

Community Wardens in Galway City Council were informed about the proposals and invited to share any observations or concerns. The Community Wardens were key personnel in progressing this project, with the two wardens for the area visiting the school; reporting on compliance and issues arising; and supporting enforcement both prior to the project, and once it was live.

One resident and one business were notified by letter about the proposal, where their properties would be directly adjacent to proposed infrastructure. Their feedback was considered and incorporated into the project e.g. the proposal to remove the exit at Palmyra Avenue onto St. Mary's Road was changed, as a busy afternoon clinic at Art Vets would have channelled all clients leaving the vets down Palmyra Avenue and Raleigh Row, in the same period children were leaving school in the afternoon. This engagement shows the importance of local feedback into projects as they are being developed.

The wider school community were invited to participate in a non-statutory public consultation.

An information booklet was distributed to residents/ businesses in the local area summarising the project and inviting feedback (see Appendix 1).

Our local community tell us that they have difficulty getting out of their homes, with school traffic blocking their entrances, as well as fumes from idling cars right outside their windows. We have a good relationship with our local community, and we want to maintain that, as we pass by their living rooms and kitchens every day of the week. We are neighbours, and good neighbours look out for each other.

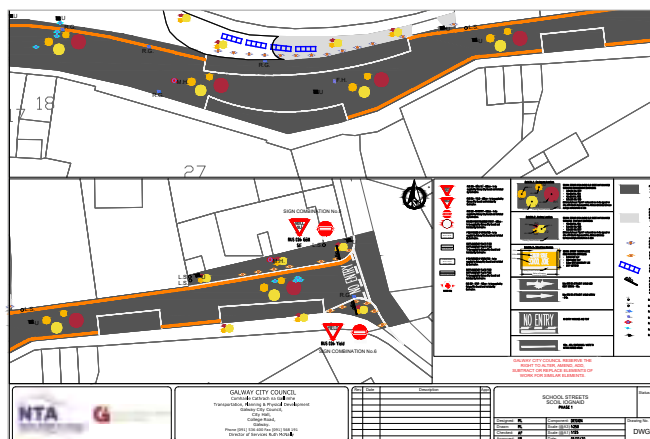
From Scoil Iognáid public consultation brochure

An online survey was made available through English and Irish, to capture feedback. Paper versions were available on request, to facilitate those without digital access. Feedback was also received by phone and emails.

Scoil Iognáid invited parents and guardians by email to respond. Scoil Iognáid also contacted the Residents Committee and requested them to publicise the survey to residents by email.

The consultation was publicised on social media, and in the local press.

The booklet, scheme drawings and an online feedback survey were available at www.galwaycity.ie/schoolstreets.



Sample of Work in Progress drawings, published as part of the consultation in October 2020.



Facebook post publicising the consultation

COMHAIRLIÚCHÁN MAIDIR LE PÁIRC PHAIRMÍRE, ASCAILL PHAIRMÍRE AGUS BÓITHRÍN NA SLOGÁN A THEORANNÚ DO CHOISITHE MAR CHUID DE THEOIRSCÉIM "SRÁIDEANNA SCOILE" I SCOIL IOGNÁID, BÓITHRÍN NA SLOGÁN

I bhfeidhmiú na gcumhachtaí a bhronntar air in Alt 45 - (1) go (3) de IR Uimh. 182/1997 - Rialachán Thrácht ar Bhóithre (Trácht agus Páirceáil) 1997 - agus ar mhaithe le sábháilteacht an phobail, tugann Comhairle Cathrach na Gaillimhe fógra leis seo go mbeartaíonn sí Páirc Phailmíre, Ascaill Phailmíre agus Bóithrín na Slogán a theorannú do choisithe mar chuid de theoirscéim "Sráideanna Scoile" le linn na n-uaireanta atá sonraithe thíos:

Luan go hAoine, le linn am téarma amháin
Ag tosú 2 Samhain 2020 go dtí 25 Meitheamh 2021 agus an dá dháta san áireamh
8.15am go 9.15am
2.00pm go 3.00pm

Beartaíonn Comhairle Cathrach na Gaillimhe, mar chuid de theoirscéim "Sráideanna Scoile" roinnt feabhsúcháin bonneagair a dhéanamh inár gceantar, le maoiniú ón Udarás Náisiúnta Iompair. Déanfar na feabhsúcháin seo le linn na treoirscéime, agus ina dhiaidh.
 Gheofar dréacht-líniocartaí agus eolas breise ar an togra ag www.galwaycity.ie/schoolstreets
 Conas Aighneacht a Dhéanamh - líon isteach an fhoirm ar líne ag www.galwaycity.ie/schoolstreets
 Inrochtaineacht - dóibh siúd nach féidir leo aighneacht a dhéanamh tríd an suíomh gréasáin, is féidir socrúithe eile a dhéanamh.

Glaigh ar 091 536 400 nó seol ríomhphost chuig Roads@galwaycity.ie

CONSULTATION IN REGARD TO THE PROPOSED PEDESTRIANISATION OF PALMYRA PARK, PALMYRA AVENUE AND RALEIGH ROW, AS PART OF A 'SCHOOL STREETS' PILOT IN SCOIL IOGNÁID, RALEIGH ROW

Galway City Council in exercise of the powers conferred on it by Section 45 - (1) to (3) of SI No. 182/1997 - Road Traffic (Traffic and Parking) regulations 1997, and in the interests of public safety, hereby gives notice of its intention to pedestrianise Palmyra Park, Palmyra Avenue and Raleigh Row, as part of a 'School Streets' pilot in Scoil Iognáid, Raleigh Row, for the hours specified below:

Monday to Friday, during school term times only
Commencing 2nd November 2020, until 25th June 2021 inclusive
8.15am to 9.15am
2.00pm to 3.00pm

As part of the School Streets pilot, Galway City Council is proposing a number of infrastructure improvements in our area, with funding from the National Transport Authority. These improvements will take place over the course of the pilot, and beyond.

Draft drawings and further information on the proposal can be found at www.galwaycity.ie/schoolstreets.
 How to Make a Submission - please fill in the online form at www.galwaycity.ie/schoolstreets

Accessibility - for those who cannot access the website to make a submission, alternative arrangements can be made.

Please contact 091 536 400 or Roads@galwaycity.ie



7. Consultation 2020 - Outcomes

The results of the public consultation in October 2021 were largely positive.

109 responses were received via the online survey. Additional feedback was received by phone and email from residents, which was largely supportive of the proposals.

Consultation was largely positive from both residents and parents. Many concerns raised were addressed through the pilot e.g.

- access for residents/ blue badge holders;
- facilitating parking in the surrounding areas through free on-street Pay and Display parking as part of Park and Stride;

- Progressing infrastructure;
- Providing cycle parking.

Amendments to the original proposal as a result of consultation included:

- Amending St Mary's Road junction design, to facilitate those attending afternoon clinics in Ark Vets to turn onto St Mary's Road, instead of being directed down Raleigh Row during the hours of pedestrianisation.
- Extending the time period for the pedestrianisation in the afternoon, following feedback from the school.

The graphics below summarise the online survey feedback.⁵

Figure 1 – Response profile School Streets Survey 2020 Q1, N=109

I am a...

Parent/Guardian in Scoil Iognáid

Resident in Palmyra Park, Palmyra Avenue or Raleigh Row

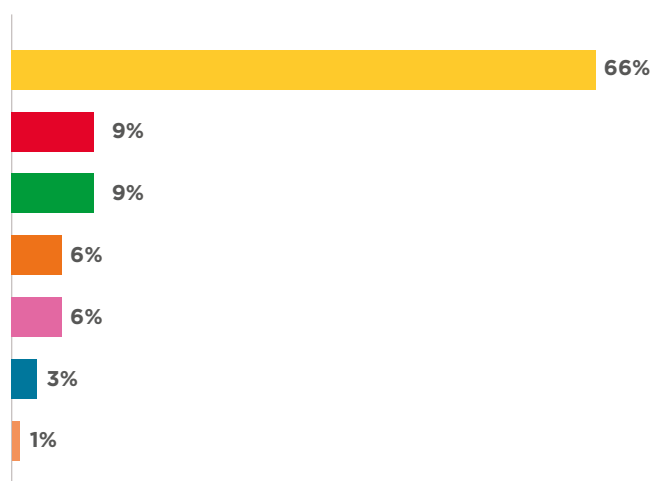
Parent/Guardian in other local school

Resident in other local area

Other

Commuter

Visitor



⁵ www.galwaycity.ie/schoolstreets

Figure 2 – Positive Aspects of School Streets Proposal, School Streets Survey 2020 Q2, N=109

Having reviewed the details of the proposed scheme, please tell us what you like about the scheme:

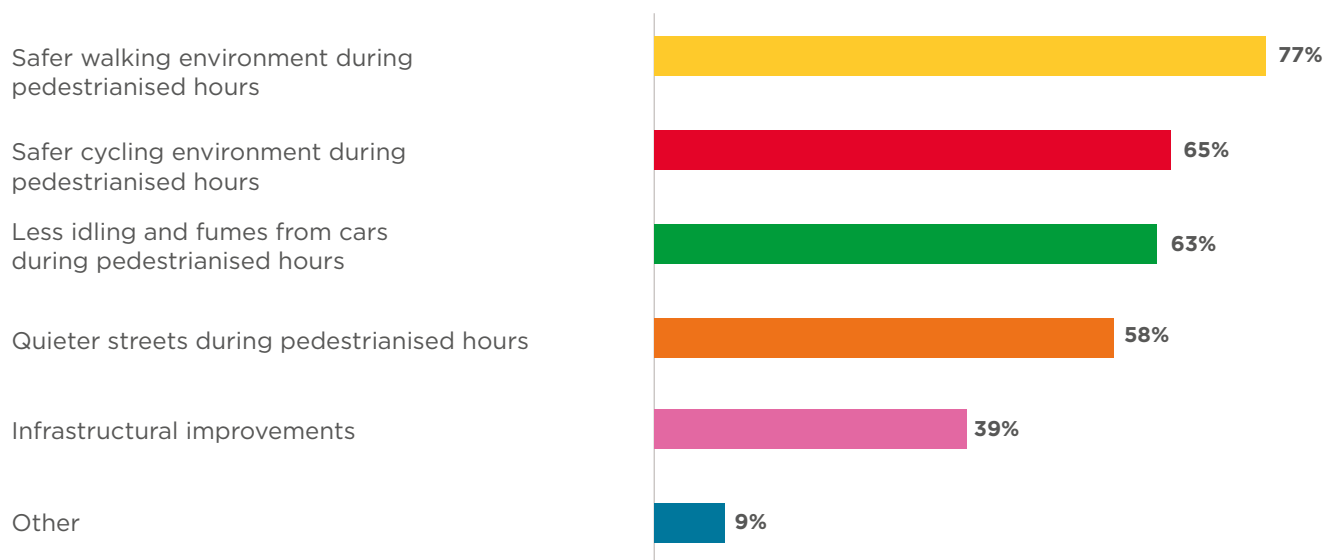
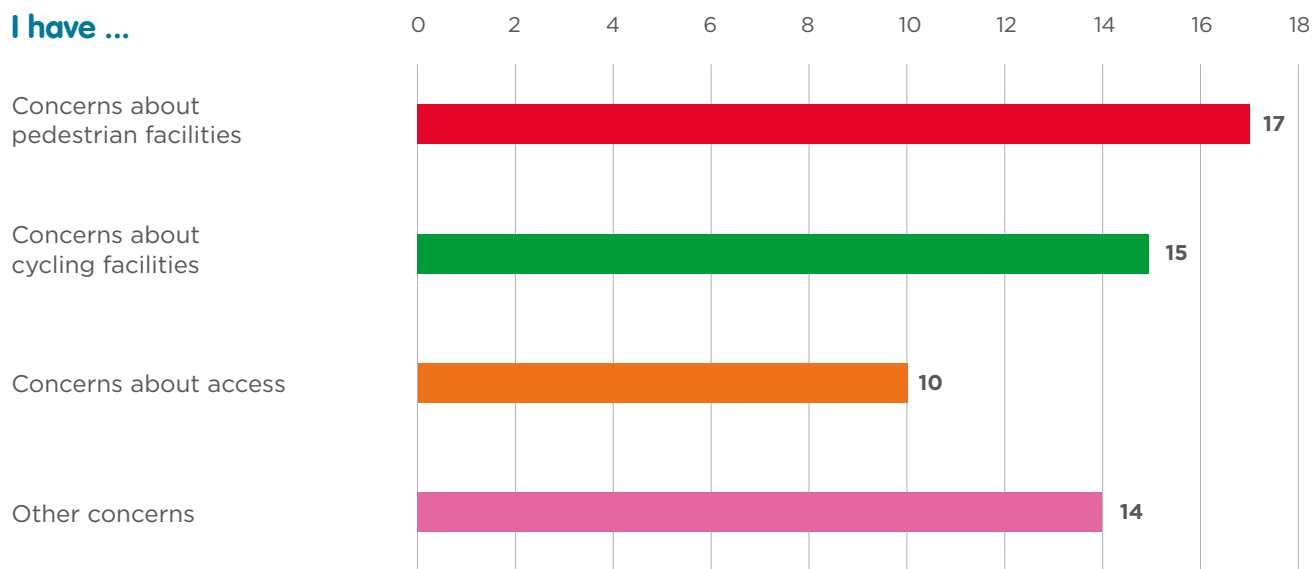


Figure 3 – Concerns about School Streets Proposal, School Streets Survey 2020 Q3, N= as shown on bar chart



Comments

Because of the safer environment parents are **more inclined to walk** their children to school which has obviously massive **health** benefits for the children...I have found there are psychological benefits - the children are gaining **independence** and are asking to walk down Raleigh Row themselves...

I give my **full support** as resident and member of the west end community. I think is a brilliant idea very needed in our community.

The school street has made the environs of the school significantly **safer**. The few cars that do travel down the street during the school street hours are much more conscious of giving way to pedestrians and cyclists. The school street has also encouraged much more **active travel** in the mornings and afternoons. There is a pleasant **atmosphere** around the school.

As mentioned in the other sections - **there is no need for such drastic actions**. It would appear to me that this has nothing to do with child safety and everything to do with cyclist/pedestrians wishing to push their favoured mode of transport on all others by such draconian measures.

I no longer need to have vice like grip on my children's hands as we walk down Raleigh Row, it is much **less stressful** on children.

My son was **clipped by a car** and it is one incident of many and we need to act before we have a serious injury. It is also incredibly important that **emergency services** are able to get down to the school or residents. Once there was a significant delay with an ambulance trying to get to a resident.

It was very **dangerous** to walk in the traffic prior to the pilot. The crossing between St John's Terrace and Raleigh row was lethal, with cars often parked at this junction, decreasing **visibility**...I witnessed at least one **incident** where a child ran out in front of a car...moving and parked cars posed accessibility problems (I had a buggy, so was acutely aware of these issues), and pedestrians were funnelled into a tight path. The pilot has seen a lot of these issues resolved.

There's lots of talk of **putting children first**. This school manages it and now civic society is acting on it too. I hope this scheme is a success and leads to other school communities following suit.

There should be **no drive zones** around all primary schools.

Comments

I would also suggest a **pedestrian crossing on Sea Road**, as this street is so busy and is really difficult to cross, as cars swing around the corner really fast and you can't see them coming. It is especially difficult with young children who walk more slowly, as you have to dash across the road and end up dragging them by the hand and getting all stressed about the oncoming cars.

There may be requests for access by car for those that have mobility issues, babies, or very young children, or older people/grandparents dropping or collecting. Those with **mobility issues** who cannot walk/cycle should of course have access. ... i would be a bit concerned that other may try to have access even though they can walk ...

Enforcement is important, children and parents will assume the street is safe from moving traffic.

Having dropped children to school at Scoil Iognáid over the past six years. I have never felt there was a safety issue. I would find it most **inconvenient** if we were not in a position to drop children at the gate.

I think the School Streets pilot is a fantastic initiative that I and my family fully support. We live a 10-15 minute walk from the school (depending on how slow the 5 year old goes :)), and are delighted with the move to a **safer, healthier journey for all**.

I am concerned that the **infrastructural improvements** won't happen... possibly needs to be some sort of form of access for people with genuine additional **access requirements**, but this will be abused if made available.

I have noticed ... the street has definitely become much quieter, safer and healthier (thankfully!). However, it also means that those who do drive down have unfettered access and often **drive without due care** and attention. This makes me really nervous as the kids now think that the street is pretty much car-free and don't even look when stepping onto the street. I saw a close shave with a young child on a scooter and a car going way too fast recently and it gave me a real fright.

... the number of children and adults accessing the school by **bicycle has gone from a dozen or so daily to 50+ daily**, not taking into account the number of small children arriving on parents bikes adding maybe another 20 or so. I note that the **Park and Stride** has been expanded to include neighbouring streets including the Crescent and Sea Road, this will be a huge help.

We need more **bike parking** please.

8. Progressing the Pilot

Having engaged in consultation, both Scoil Iognáid and Galway City Council were happy to progress the pilot, with amendments.

Statutory signage and poles were ordered, but were delayed arriving to Galway City Council due to Covid and Brexit.

Following receipt and installation of statutory signage, Galway City Council pedestrianised Palmyra Park, Palmyra Avenue and Raleigh Row from Monday 30th November 2021.

The School Streets were pedestrianised from:

- Monday to Friday
- Commencing Monday 30th November 2020
- 8.15am to 9.15am
- 1.15pm to 2.45pm

The supplementary plates proposed by Galway City Council were the timings plate and 2 Exception plates - one for “Except Cyclists” and the other for “Except Local Access”.

All signs proposed are in line with Chapter 5 of the Traffic Signs Manual, with the exception of the replacement of the word ‘pedestrianised zone’ to ‘school zone’.

Residents still have access to their homes during these times, as do ‘blue badge’ holders needing access to the school.

The original intention at the time of consultation was to launch on 2nd November, until 25th June 2021 inclusive, in line with school holidays. However the delay receiving signage impacted on the launch date. The end date for the pilot was also extended, following a review of feedback through a survey in April 2021, and in agreement with the school, so that it would be in place in September 2021 for the return to school, pending the publication of the final report and pilot recommendations.



Signage at St Mary's Road junction

9. Residents Access

Residents were able to access their homes during the School Streets pilot. However, they were requested to avoid using their car during the periods of pedestrianisation, if at all possible – as more children and parents would be on the street on foot, on scooters, and on bikes.

School Streets stickers were available for residents to display in their windscreen. The stickers indicated to the school community that the driver was not in contravention of the pedestrian hours, if they needed to access/leave their home during these times.

Stickers could be requested by phone/ email, and were posted to residents at their address on the pedestrian streets. There was limited update of these stickers, with many residents happy to use their GCC parking permit instead.



Residents Sticker



Mayor of Galway City, Cllr. Mike Cubbard; Caitriona Cunningham, Green-Schools Travel Officer; Minister Hildegard Naughton, Department of Transport; Tommy Harper, Community Warden, Galway City Council; Garda Hugh Rodgers, An Garda Síochána

10. Launch Materials

Materials progressed for the Scoil lognáid School Streets launch are shown in the images below, and include:

- Bilingual 'buddies' stands, featuring children and animals celebrating the School Street
- Children's artwork on coriboard signs (visible on railings in images shown)
- Pop up banner stands
- School bus photo prop

A parent in the school also produced bright posters and handheld props, which added to the atmosphere and colour on the street.



Children in Scoil lognáid arrive to school on the launch day



Chalk road markings on launch day; Garda cones at the junction with the Crescent.



Sign on railings

Children in Scoil lognáid arrive to school on the launch day



Sign on railings



An Garda Síochána speaking to motorists on Raleigh Row on launch day

11. Infrastructure

Infrastructure was an important element of the School Streets pilot at Scoil Iognáid.

Galway City Council proposed a number of infrastructure improvements in the local area, with funding from the National Transport Authority. These improvements were intended to progress over the course of the pilot, and beyond.

To inform the design of the pilot, a Galway City Council engineer undertook to review the existing road layout to determine interventions that could be progressed as temporary measures (for the pilot), and also permanent measures, should the interventions be retained.

During the site visit, it was noted that the existing road surface condition was poor, leading to the requirement to resurface the road in order to provide new road markings and School Streets 'Spots'.

It was also noted during the site visit that a one-way traffic system was in operation along Raleigh Row. However, due to wide junction radii, poor pavement condition and worn markings, traffic was observed utilising the road as a two-way system.

Due to the tight nature of the street, and to facilitate the design, a topographical survey was procured for the pilot extents.

11.1 Phase 1 (2020/2021):

In order to address the initial issues on site, the following infrastructural interventions were progressed:

- Commencing at the St. Mary's Road Junction, along Palmyra Avenue and Raleigh Row to the junction with St. Johns Place / The Small Crane, the existing road was resurfaced in order to improve the road condition, facilitate road marking and School 'Spot' installations.
- Existing road markings along the route were also renewed,
- To address the wide junction radii and 2-way street misconception, a build out comprising a solid white edge line and bollards was constructed at the junction with St. Mary's Road and at St. Johns Place, and
- New 'No Entry' and 'Stop/Yield' signage was also installed at the junctions in order to highlight the one-way system
- Following completion of these works, Pi-Pencil bollards were installed along the school frontage to highlight the presence of the school.
- A small area of green space, adjacent to the existing on street cycle stands, was also concreted to facilitate the installation of two new Sheffield cycle stands.
- Statutory signage as noted earlier was also installed at the junction of St. Mary's Road and Palymra Avenue and also at the junction of Palmyra Park with the Crescent.



Spots at Palmyra Avenue/ Row & Raleigh Row Junction

Front of school



Bollards at the end of Raleigh Row



Raleigh Row



Front of school

During the course of all the construction works, issues were noted in terms of:

- **The sourcing and supply of materials** – materials prescribed in the draft School Zones design guidance were not readily available. Some suppliers and contractors for items such as the School Zones ‘spots’ were regional suppliers and were not in a position to provide their services to the west of the country.
- Similarly, the impacts of **COVID and Brexit** on supply chains also impacted on the availability of steel (for sign posts and traffic signs).
- **Weather conditions**, including low temperatures and snow, impacted on the potential to resurface the existing route, lay road markings and School Streets spots.
- Road surfaces also needed to be free of **grit and salt**, which was laid over the winter months, to ensure that the ‘spots’ could be laid in accordance with the manufacturers requirements.
- During the installation of the spots, reports of **slips** resulting from the spots in footway locations were also noted. Contractors for the scheme undertook the post installation testing required, included additional skid resistance materials and the resulting test results achieved the required skid resistance.

11.2 Phase 2 (2021/2022):

It shall be noted that the design progressed for the Scoil Iognáid School Street Pilot also considered the additional requirements for the retention of the pilot. Where temporary build outs were proposed and installed, it is proposed to formalise these by a build out of the existing footway. These interventions will be progressed should the scheme be retained and funding is made available.

During the course of the construction, bollards were also installed at a number of locations:

- Bollards were installed at the gated pedestrian access to one of the residential properties to facilitate access and egress for the residents, who were at times barricaded into the property by vehicles parking across the inconspicuous access, and
- Bollards were also installed at the corner of Palmyra Park and Raleigh Row to dissuade parking on the corner. However the presence of these bollards resulted in some issues for residents in terms of access to their property and the bollards were removed. Additional School Streets ‘Spots’ were added within the junction at this location to highlight the presence of the School Street for traffic turning into Raleigh Row from Palmyra Park.

The exact details of the proposed measures to be installed should the pilot be retained, will be dependent on the design School Zones guidance currently under development by the National Transport Authority and An Taisce’s Green School Programme.

These measures will be progressed in conjunction with the Safe Routes to School programme. Scoil Iognáid has been selected by the National Transport Authority and An Taisce’s Green-Schools programme to participate in Call 1 of this infrastructural-based programme (2021).

11.3 Other Interventions

Separately, but complementary, GCC is progressing a pedestrian crossing on Henry Street. This will facilitate children walking from Parkavera/ Mill Street car park.

A scheme is also progressing at the junction of St Mary's Road/ The Crescent, down to Sea Road, to improve pedestrian and cycling facilities. These improvements will benefit Scoil Iognáid, Scoil Fhursa, and Coláiste Iognáid, as well as residents and those accessing services/ retail in the area.

These schemes will take time to see on the ground, but will complement the School Streets pilot.

11.4 Longer Term

Longer term, pending consultation and funding, a permanent design can be progressed, if required. This would include realignment of the road to provide a pedestrian crossing, with car parking reallocated/ rationalised to facilitate this. A wider area-based approach could also be explored, with respect to changing direction of traffic, or restricting access to residents/ access only. This is not proposed as part of the current School Streets pilot project, and would be subject to requirements, resourcing and funding, as well as the relevant planning consent processes.

12. Cycle Parking

Sheffield stand style cycle parking (6 stands for 12 bikes) was installed on the footpath outside Scoil Iognáid, prior to the pilot commencing.

30 (3 x Sheffield stands) parking spaces were installed at the front of the school, on the path in Q1 2021. More bikes continued to appear outside the school gates, attached to the railings, as more children were cycling to school.

As the space on the footpath was limited, an additional 20 spaces were provided to the school (2 x Sheffield stands), for installation on the school grounds.

Two scooter pods were also provided, to facilitate scooter parking (and locking) for 24 scooters (2 x 12 spaces). The scooter pods were installed by the school, on school grounds.



Cycle parking June 2021



Cycles



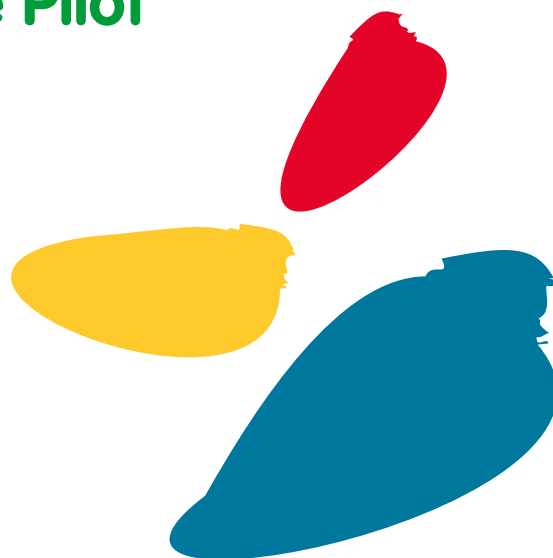
Scooter pod

The Pilot in Action



13. Issues Arising during the Pilot

As this was a pilot project, it was anticipated that some tweaking and alterations of measures would be required on an on-going basis. These issues are summarised below.



13.1 Park and Stride

Both the school and Galway City Council understand that many children travel by car because they have no other alternative, whether it's because of distance, lack of public transport, or travelling with siblings to different schools or crèche.

While the school community was encouraged to walk, scoot, cycle and use public transport where they can⁶, for those who need to drive to school, 'Park and Stride' was promoted as part of the School Streets pilot.

Park and Stride is where parents park a short distance away from the school, and finish the last leg of the journey on foot. As the school is in a busy city centre location, parents/guardians were encouraged to park a couple of streets away.

Galway City Council has a Park and Stride scheme, where parents and guardians can park for free in over 20 car parks in the city. Parents/Guardians must register for the scheme, to receive a permit to park in these locations. See www.galwaycity.ie/parkandstride.

Potential Park and Stride car parks near the school include:

- Crescent Court/ Joyce's Supermarket;
- The Cathedral (approx. 13 mins walk);
- The Prom (approx. 15 mins walk).

Parents were encouraged to 'spread out' from the school, so that the congestion is not moved one street over.

In the run up to the pilot launch, feedback from the school community indicated that parents were unhappy that they would have to use Pay and Display parking, while dropping their children to school.

To counteract that obstacle, Galway City Council extended the school Park and Stride scheme to include Pay and Display parking within 1km of the school, on a pilot basis.

Parents and guardians registered for Park and Stride and were issued a pink Park and Stride permit to display in their windshield. All other terms and conditions applying to the Park and Stride scheme apply.

⁶ In line with government advice on use of public transport, in light of Covid-19 measures

During inspections in September 2021, no cars were found to remain in the streets around the school, after the school drop off period.

In the afternoon period between the first and second pick up times, approx 3-4 cars were parked in nearby streets, with pink permits on display. These cars were gone just after the second pick up time.

This indicates that parents are using the scheme as intended - to avoid driving down Raleigh Row, and park within walking distance of the school instead.

Pay and Display parking in Galway City is governed by Bye-Laws, which are a Reserve function.

Inclusion of Pay and Display parking in Park and Stride could be beneficial in encouraging and facilitating parents to avoid bringing cars to the front of school, where there is no other participating car park nearby.

75% of parents, responding to a survey as part of the Park and Stride registration process, would support restrictions on cars in the vicinity of their child's school, to facilitate a safer school gate with less traffic for children to interact with.

This would support School Zones measures, as well as introducing a short period of physical activity on the school commute. Subject to a review of the financial implications of this measure, the inclusion of Pay and Display parking in Park and Stride is worth consideration, when the Bye-Laws are reviewed or amended in future.



Scoil lognáid Park and Stride Map

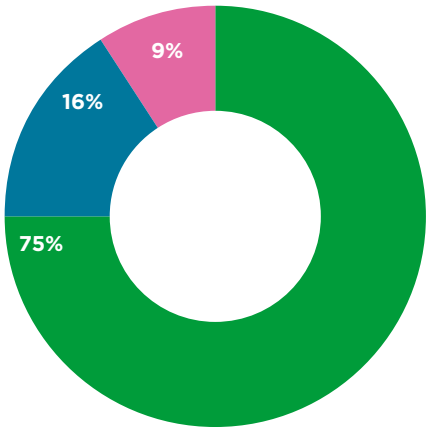


Park and Stride permit sticker

Figure 4 - Park and Stride Registration Form

Would you support restrictions on cars in the vicinity of your child's school, to facilitate a safer school gate with less traffic for children to interact with?

- Yes
- No
- Don't know



13.2 Non-compliance with pedestrian hours

Parents and residents reported some non-compliance with the pedestrian streets.

There were various categories of non-compliant drivers observed including:

- A small cohort of parents from Scoil Iognáid;
- A number of parents from a school close by;
- Visitors to businesses in the local area e.g. the Crescent;
- Taxis/ delivery drivers;
- 'Accidental' entries, who were not familiar with the area.

There was a small number of parents of children in Scoil Iognáid, and another school nearby, who persistently ignored the statutory signage, and drove down (and reversed up one-way) Raleigh Row to access the school or to use the street.

Parents in Scoil Iognáid would have been aware of the pilot and the statutory pedestrianisation of Palmyra Avenue, Palmyra Row and Raleigh Row, but were choosing to drive illegally down the street.

For other drivers, they may not have seen the signage or been aware of the scheme.

Drivers coming down the pedestrian street, when informed by parents about the project and the statutory signage at the head of the road, frequently responded 'what signs'?

Initially there was only the statutory signage on poles, as shown in Section 8 above.

The 'School Buddies' and 'yellow bus' prop were put on the street outside the school to discourage parking on double yellow lines, or outside the school, and to raise awareness of the initiative. However these would only be seen when the driver was at the school.

Parents in the school got permission from a land owner for short-term display of 'Sráid Scoile' posters at the head of Palmyra Avenue.



Sráid Scoile Posters at the junction of Palmyra Avenue and St. Mary's Road. These were replaced with the posters shown in the image below.



Signs on Palmyra Avenue



Head of Palmyra Avenue at St Mary's Road

Drivers, when alerted by parents, continued to report not seeing the signage.

To reinforce the visual impact of the signage, additional AO posters were put up on the streets leading into Raleigh Row, and at the head of Palmyra Avenue.

The poles with the statutory signage were changed for colour-banded poles to draw attention to them.

Art Vets kindly agreed to inform clients about the scheme, through display of a poster of the times.

The 'yellow bus' was run over during the afternoon collection period, in April 2021. This was replaced with a stand showing children standing in a row, and the hours of pedestrianisation. A 'pull out' barrier was also supplied to the school.

Ads were placed in the Galway Advertiser for three weeks in the final term, to publicise the pedestrian street.



Yellow bus photo prop



Poster on Palmyra Park



Colour banded poles for statutory signage



Stand showing parking buddies in a row



Galway Advertiser ad showing pedestrian hours

13.3 Enforcement

In addition to attending on launch day, enforcement support by Community Wardens and An Garda Síochána ensued periodically, following reports of non-compliance with the pedestrian hours.

An Garda Síochána are the only authority which can stop moving cars or address unsafe/dangerous driving.

In other School Streets projects internationally, the street is physically closed with barriers during pedestrian hours – sometimes by School Wardens. While there is a School Warden on St. Mary's Road, this is a shared resource with Scoil Fhursa, so not available to Scoil Iognáid only.

Within Ireland, the requirements for traffic management requires specific training, certification and insurance indemnifications for both the design and implementation of traffic management, none of which are held by Galway City Council School Wardens.

During one period of enforcement in Q2 2021 (long after the pilot was in place), a parent driving outside the school told a Community Warden that she didn't know anything about the School Streets pilot or the pedestrianisation. Another parent drove over the yellow bus stop during an afternoon collection. Unfortunately individuals such as these bring risk and potential harm to an otherwise calm street, where children are walking, cycling, and scooting to school.

Both the school and Galway City Council recognise that it is an effort to have to walk the last leg of the journey to Scoil Iognáid. This is more challenging for someone with more than one child, or travelling with a baby or small child. On balance, the risks presented by the pre-existing car-oriented situation to all children, all parents and all residents, outweigh the inconvenience caused by having to walk the last leg of the journey.

13.4 Illegal parking

There were reports about illegal parking in St John's Place/ St Joseph's Avenue, with parents stopping on double yellow lines or at junctions. Callers were advised to report incidents to Community Wardens or An Garda Síochána at the time of the incident.

The Community Warden for this area greatly assisted the pilot, by doing ad-hoc monitoring, engagement with parents, and parking enforcement. Sample feedback from one visit can be found in Appendix 2.

In the medium term, as part of the Safe Routes to School programme, consideration will be given to ways to prevent illegal or obstructive parking on the routes into the school e.g. through bollards or build outs.

13.5 Community Interactions

There were reports of a small number of residents 'policing' the road outside of the pedestrian hours at one point in early 2021. This caused consternation among those driving down the street, when the road was open to all users.

The messaging about the hours of pedestrianisation were highlighted in the A0 posters put in place in April 2021, see images of posters above in 13.2



14. What else did the School Streets Pilot involve?

14.1 Workshops

Green-Schools were engaged by Galway City Council to do workshops with parents and children, and to support the school community to walk, cycle and scoot safely to school. Due to Covid restrictions, there were limited opportunities for engagement in 2020/2021. However, activities will take place in 2021/2022, to support the continuation of the School Streets programme, subject to any Covid restrictions.

14.2 Surveys

Parents, guardians and the wider school community were invited to complete a survey/consultation in April 2021, to share their feedback on the pilot to date. See section 15 for the results of this consultation.

14.3 Teachers and Visitors

The majority of teachers park off site, and continued to do so as part of the School Streets Pilot.

School Visitors were to be advised by the school that they must walk, cycle, use public transport or park away from the school if travelling by car, during hours of pedestrianisation.

The school liaised with all scheduled deliveries to ensure they are aware of the hours of pedestrianisation.

Drivers doing deliveries on behalf of Galway City Council were notified of the pedestrian hours e.g. delivery of printed materials.

15. Pilot Evaluation

Feedback on the pilot School Streets project was generally positive, with issues arising reviewed and addressed where possible.

Sentiment on social media was particularly positive, with parents and the local community welcoming the initiative. The look of the School Zones infrastructure was well received – particularly the pencil-like bollards.

To consult with the community in a coordinated fashion to inform the final report, Galway City Council contracted Interactions Ltd to undertake research with parents/guardians and the local community on their experience of the pilot project, see 15.1 below.



15.1 Consultation

A survey of parents, guardians, residents and the local community of Scoil Iognáid, Raleigh Row, took place, to inform the final report on the pilot School Streets project.

The survey ran from Thursday 29th of April to Friday the 21st of May 2021 and was conducted by Interactions Ltd, on behalf of Galway City Council.

The survey was publicised to the wider school community through:

- Flyers in the letter boxes of over 875 homes and businesses in the wider school community area
- Notices in the Advertiser for three weeks
- Posts on social media
- Contact from the school to parents, and to the residents association
- Direct drop of paper surveys into homes along Raleigh Row, facilitated by a parent/ resident



Post on social media advertising the School Streets survey

Sráideanna Scoile – School Streets – Scoil Iognáid Suirbhé don Phobal, do Thuismitheoirí agus do Chaomhnóirí Community, Parents & Guardians Survey

In 2020 ba é Scoil Iognáid, Bóithrín na Sliogán, an chéad treoirscéim 'Sráideanna Scoile' i nGaillimh, agus an chéad tionscadal Sráideanna Scoile lár na cathrach sa tír. Toisc gur treoirscéim í seo, agus an chéad cheann dá leithéid, tá fonn ar Chomhairle Cathrach na Gaillimhe agus ar an Udarás Náisiúnta Iompair foghlaim uaidh – cad a d'oibrigh agus cad nár oibrigh go maith. Iarrtar ar chónaitheoirí agus ar ghnólaichtaí sa cheantar thart ar Scoil Iognáid agus tuismitheoirí/caomhnóirí a bhfuil leanaí acu sa scoil a gcuid smaointe ar an treoirscéim go dtí seo a roinnt linn. Cheobhaidh an chéad 100 freagróir dearbhan do **chaife/tae saor in aisce** do shiopa caife áitiúil. Ina theannta sin tá dualais iontach le buachan – ceann amháin de dhá **thábléad Samsung** nó ceann de **thri rianaire corpacmhainne Huawei**!

In 2020 Scoil Iognáid, Raleigh Row, became the first pilot 'School Streets' project in Galway, and the first city centre School Streets project in the country. As this is a pilot, and the first of its kind, Galway City Council and the National Transport Authority are keen to learn from this pilot – what worked and what didn't work so well. Residents and businesses in the area around Scoil Iognáid, and Parents/ Guardians with children in the school, are now invited to share their thoughts on the pilot to date. The first 100 survey respondents will receive a **free coffee/tea voucher** for a local coffee shop and there's a fantastic prize draw to win one of two **Samsung tablets** or one of three **Huawei fitness trackers**!

Glac páirt sa suirbhé ag / Access the survey at
www.galwaycity.ie/schoolstreets

Dúnfar an suirbhé ar an 21ú Bealtaine 2021/ Survey closes on 21st of May 2021

Inrochtaineacht – mura féidir leat leagan digiteach den suirbhé seo a fháil, iarr leagan páipéir orainn ag roads@galwaycity.ie nó ar 091 536 400.

Accessibility – if you can't access the digital version of the survey, but wish to respond, please contact us to request a paper version at roads@galwaycity.ie or 091 536 400.



Ad in the Galway Advertiser promoting the School Streets survey

15.2 Responses to Evaluation Survey

There were 294 responses to the School Streets survey in May 2021, including 8 from teachers, and 9 who did not specify their main interest.

188 respondents were parents of children in Scoil Iognáid, 19 were parents in other schools. 70 responses were received from the wider community, with 8 of these from businesses.

The sections below relate to parents/ guardians' responses only, except for where indicated.

Parents' responses were broadly representative of the school, in terms of class make up.

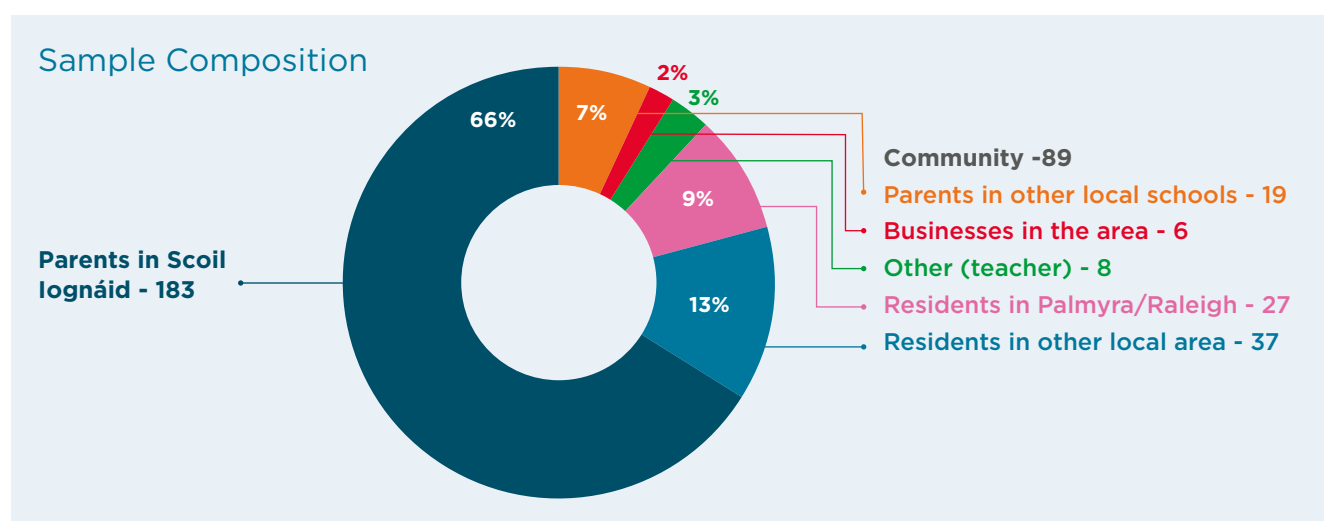
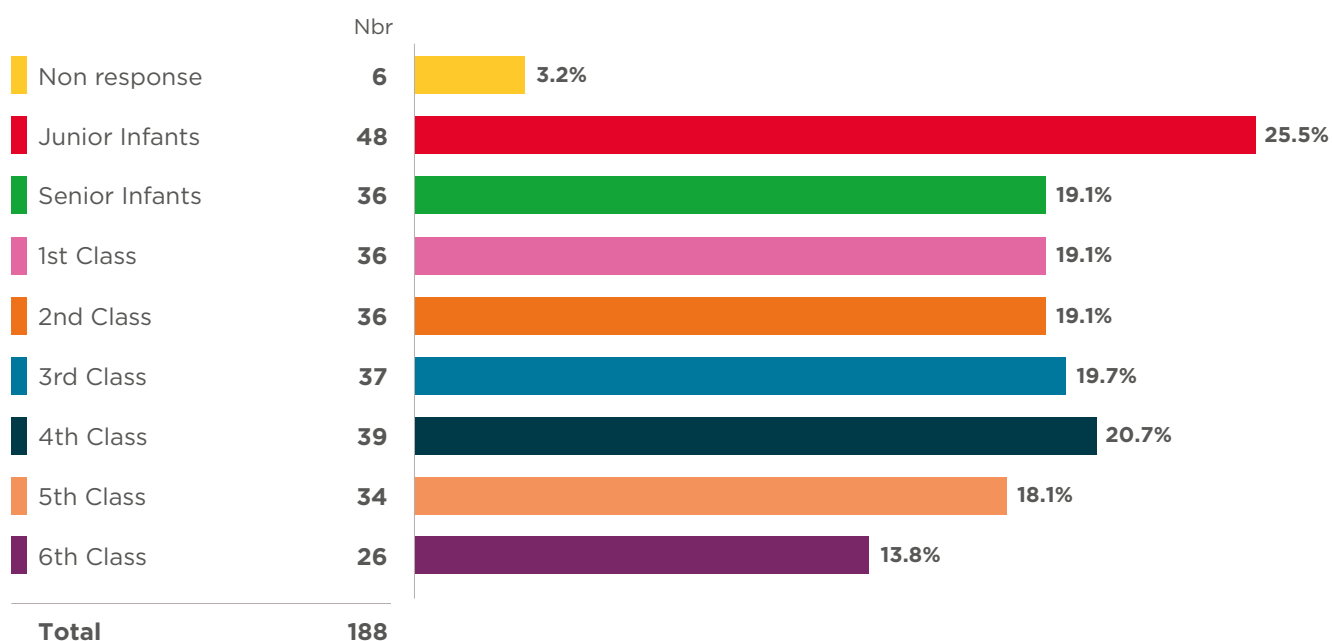


Figure 6 – Parents/ Guardians Profile, School Streets Survey 2021

What classes are your children in at Scoil Iognáid?



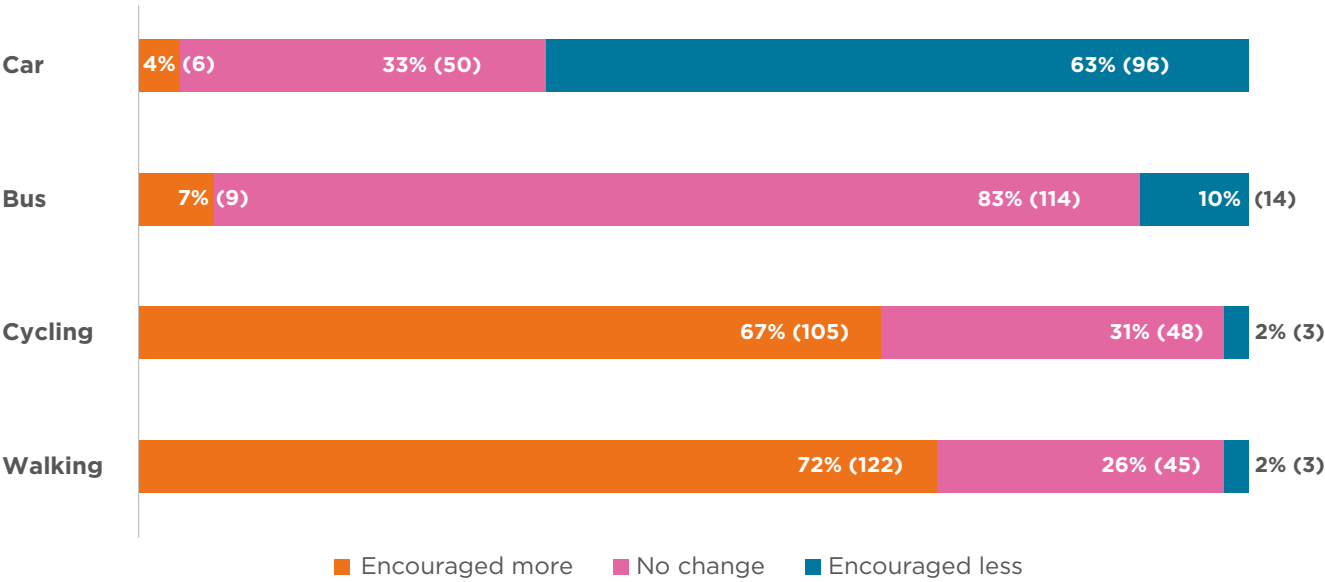


15.3 Impact on Modal Choice

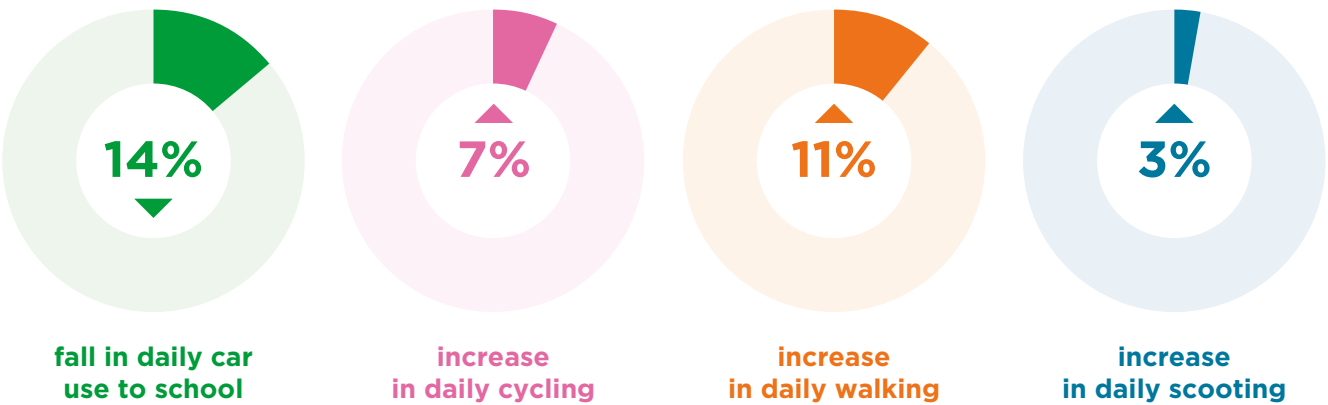
There was strong endorsement across the board that the School Streets initiative encouraged both walking and cycling, and discouraged car use.

Figure 7 – Impact on Attitude to Travel, Parents/ Guardians School Streets Survey 2021

Do you feel your attitude to travel has been affected by the School Streets Pilot in the following ways? Encouraged more? No change? Encouraged less?

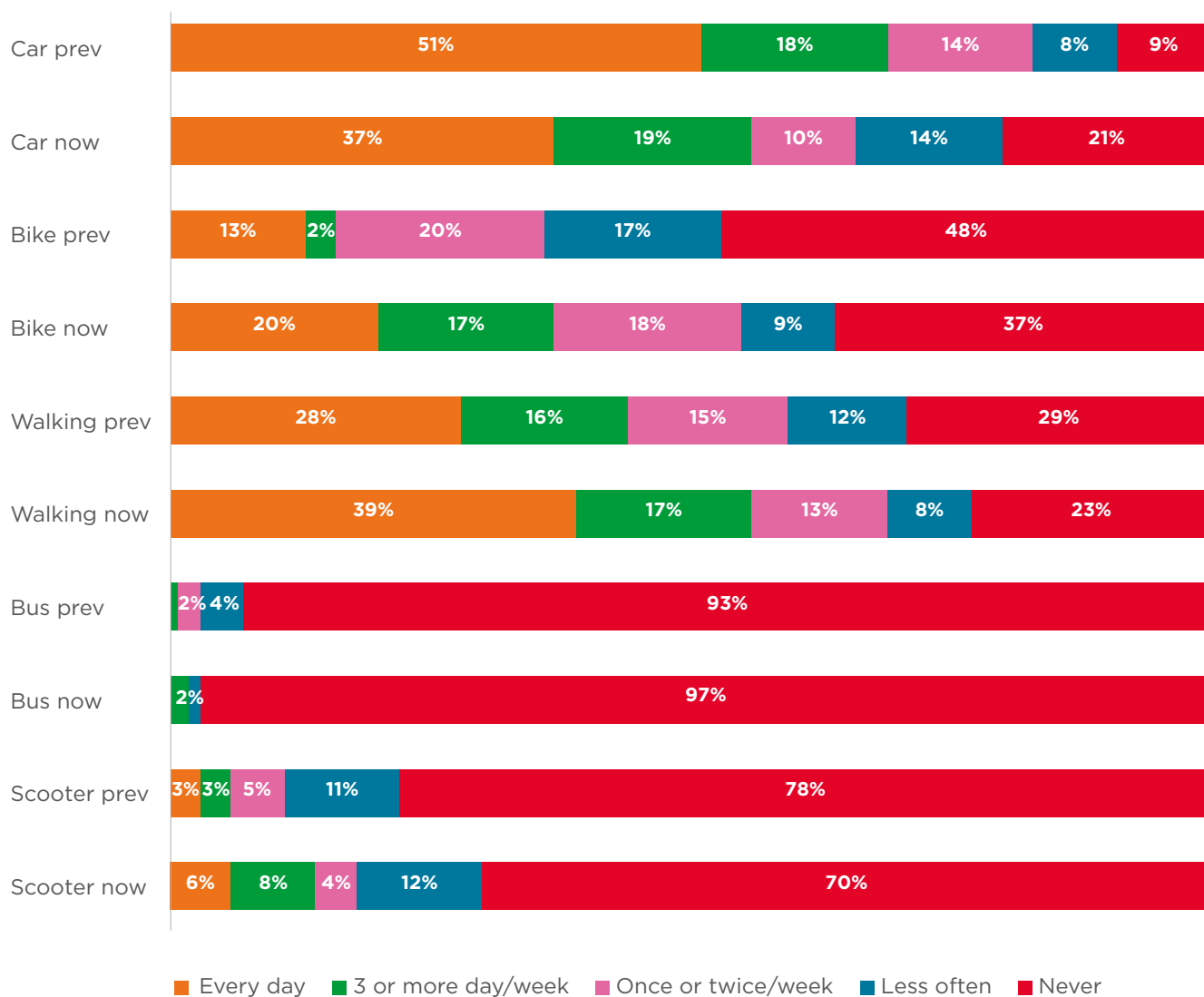


Scoil Iognáid parents reported:



There was an increase in bike use in all classes (see Figure 8), and a consistent drop in car use across the classes (see Figure 10).

Figure 8 – Modes Used, Parents/ Guardians School Streets Survey 2021



Questions asked:

Before the School Streets Pilot, how often DID your child/children use each of these types of transport going to and from Scoil Iognáid (at about this time of year)?

Since the School Streets Pilot, how often DO your children use each of these types of transport going to and from Scoil Iognáid now?

Figure 9 – Change in bike use, Parents/ Guardians School Streets Survey 2021

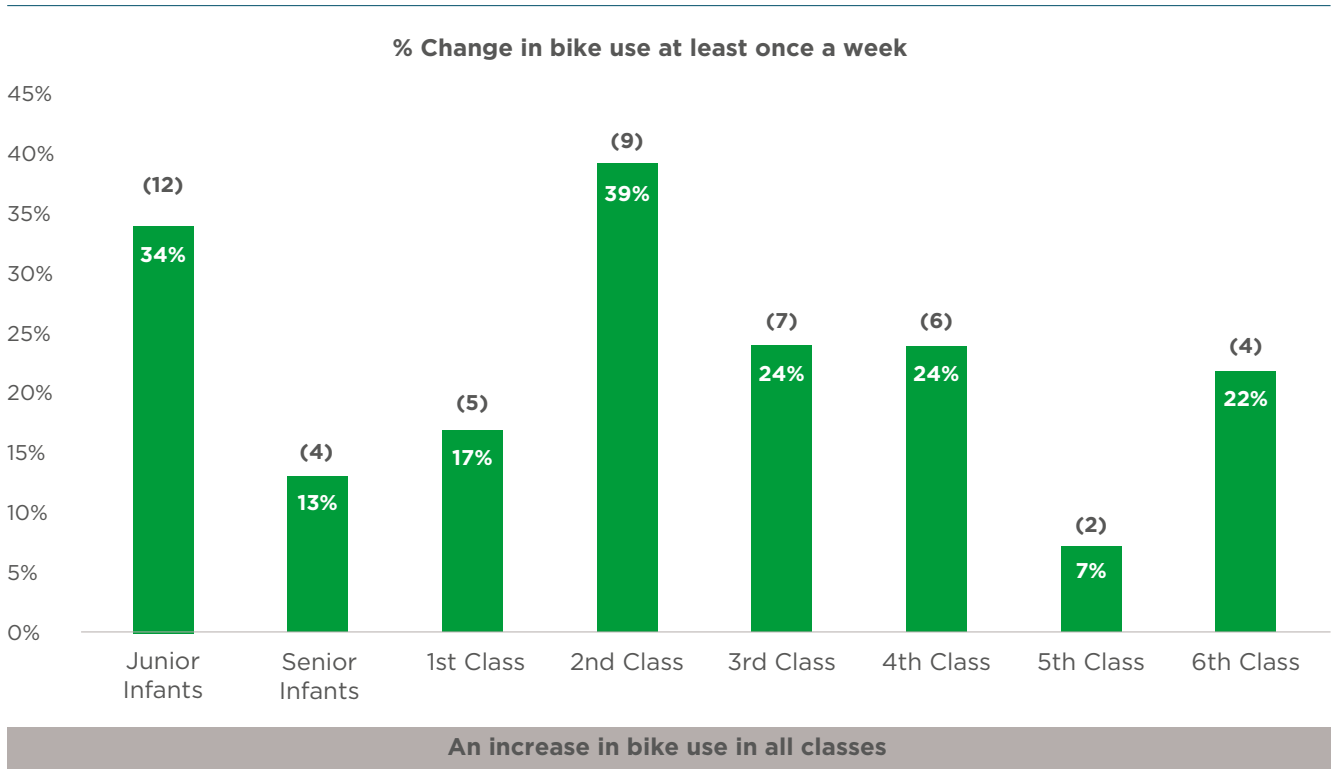
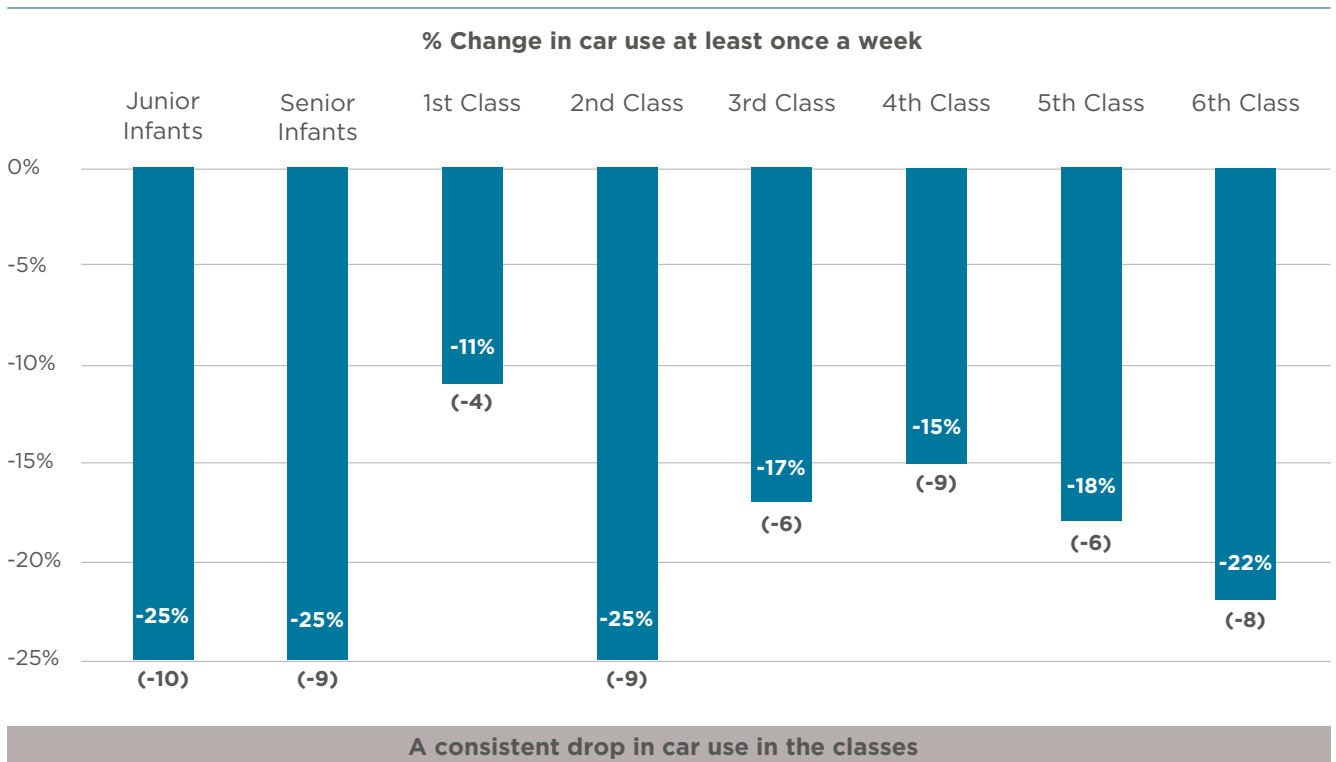


Figure 10 – Change in car use, Parents/ Guardians School Streets Survey 2021

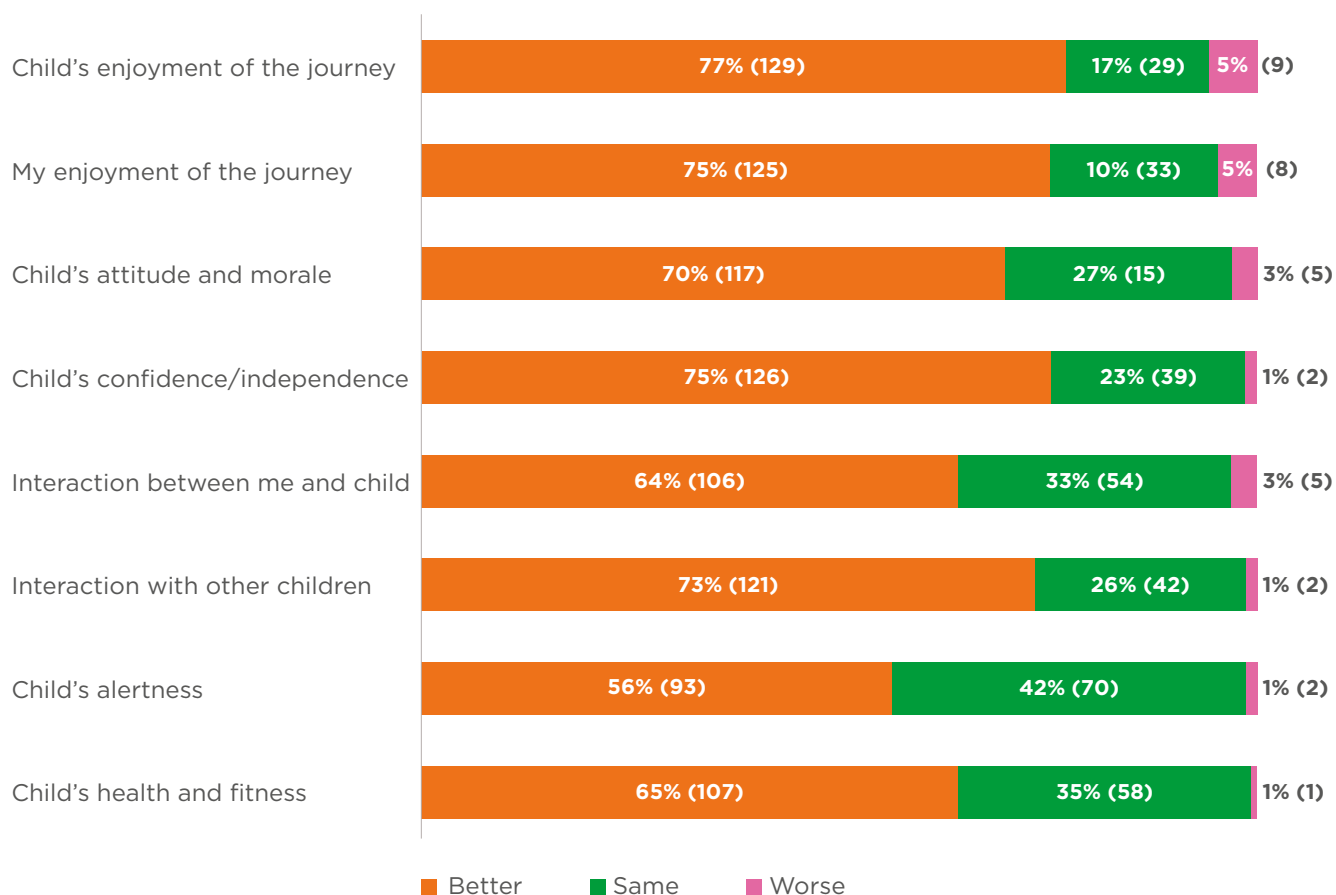


15.4 Rating of journey/child's experience

Parents reported improvements in a number of areas, as a result of the School Streets project, including the child's personal effectiveness and enjoyment of the journey to school.

Figure 11 – Impact of Changes, Parents/ Guardians School Streets Survey 2021

How would you rate the impact of the changes on the following?



15.5 Impact on local area

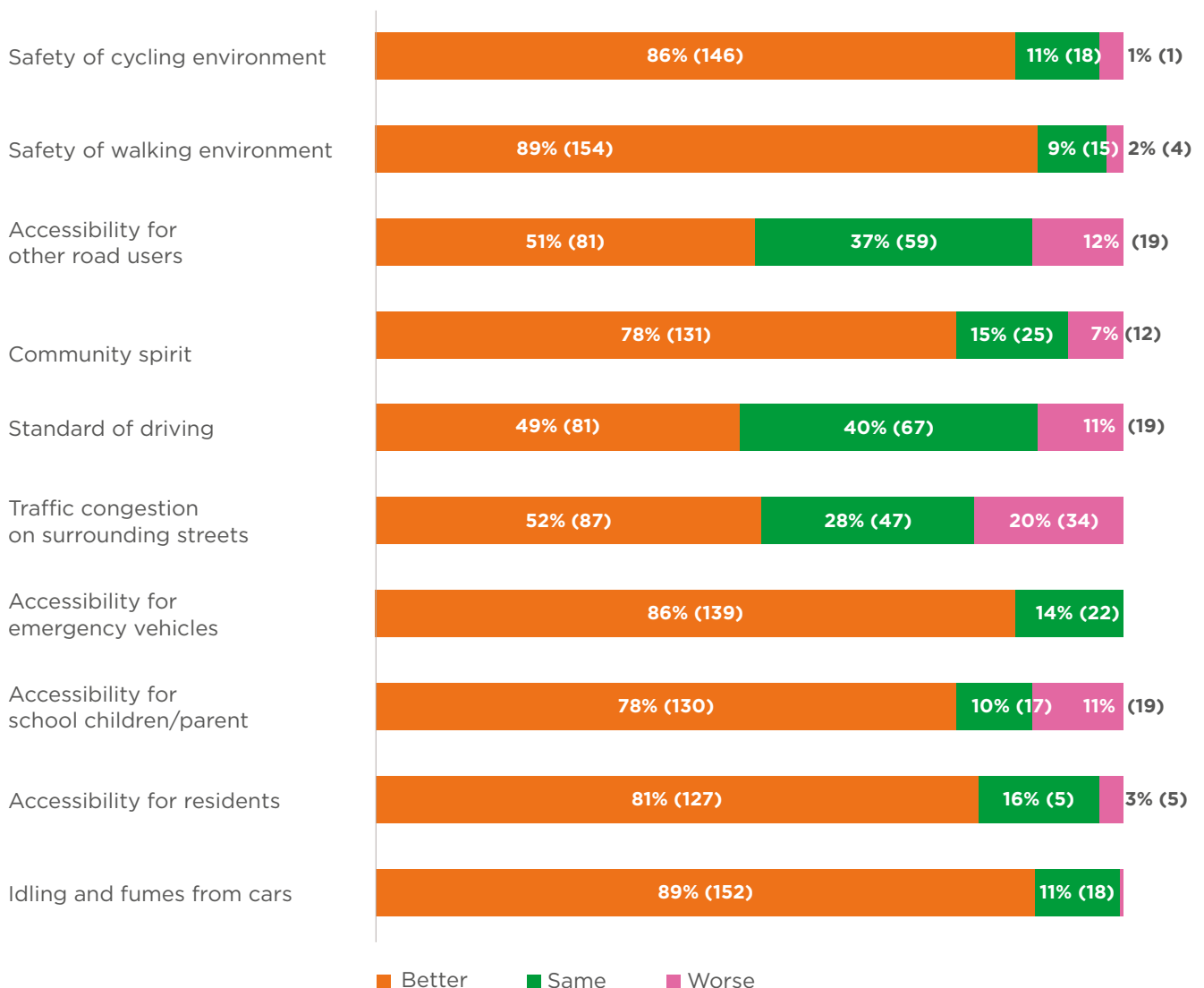
Parents and Guardians observed positive impacts on the local area, as a result of the School Streets project. 86% of respondents said the cycling environment was better, with 89% saying the walking environment was better.

Other observed positive impacts include accessibility for emergency vehicles, school children/ parents and residents. Idling and fumes from cars was also positively impacted.



Figure 12 – Ratings of the local area, Parents/ Guardians School Streets Survey 2021

How would you rate the following compared to before?



Parents/ Guardians reported availing of free on-street parking, as part of Park and Stride, every day (24%), three or more days a week (16%) and once or twice a week (9%).

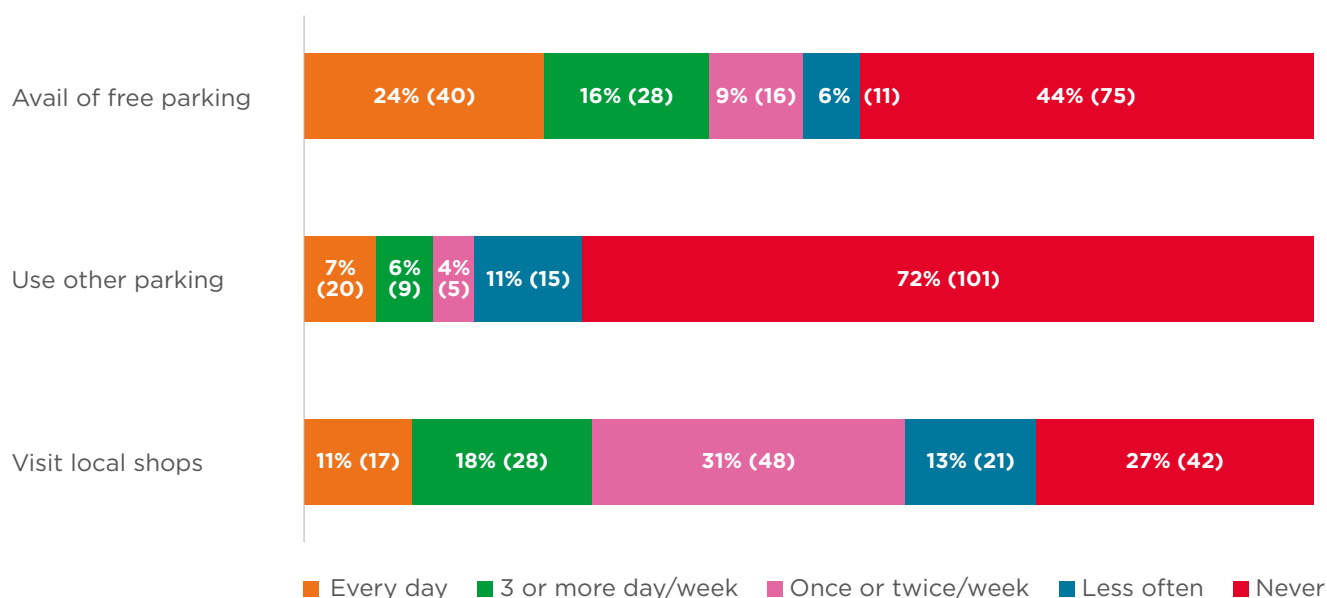
Parents/ Guardians were less likely to use other parking, as part of Park and Stride (every day - 7%; 3 or more days a week - 6%; once or twice a week - 4%).

Parents/ Guardians reported use local shops near the School Streets on the school run e.g. for papers, milk, coffee etc. every day (11%), three or more days a week (18%), or once or twice a week (31%).

It is undetermined if a connection can be made between encouraging Park and Stride and parents/ guardians accessing local services, as a 'pre' study figure or comparison with another school is not available.

Figure 13 – Parents interactions with local area, Parents/ Guardians School Streets Survey 2021

Since the start of the School Streets pilot, how often do you do the following?



15.6 Overall Satisfaction

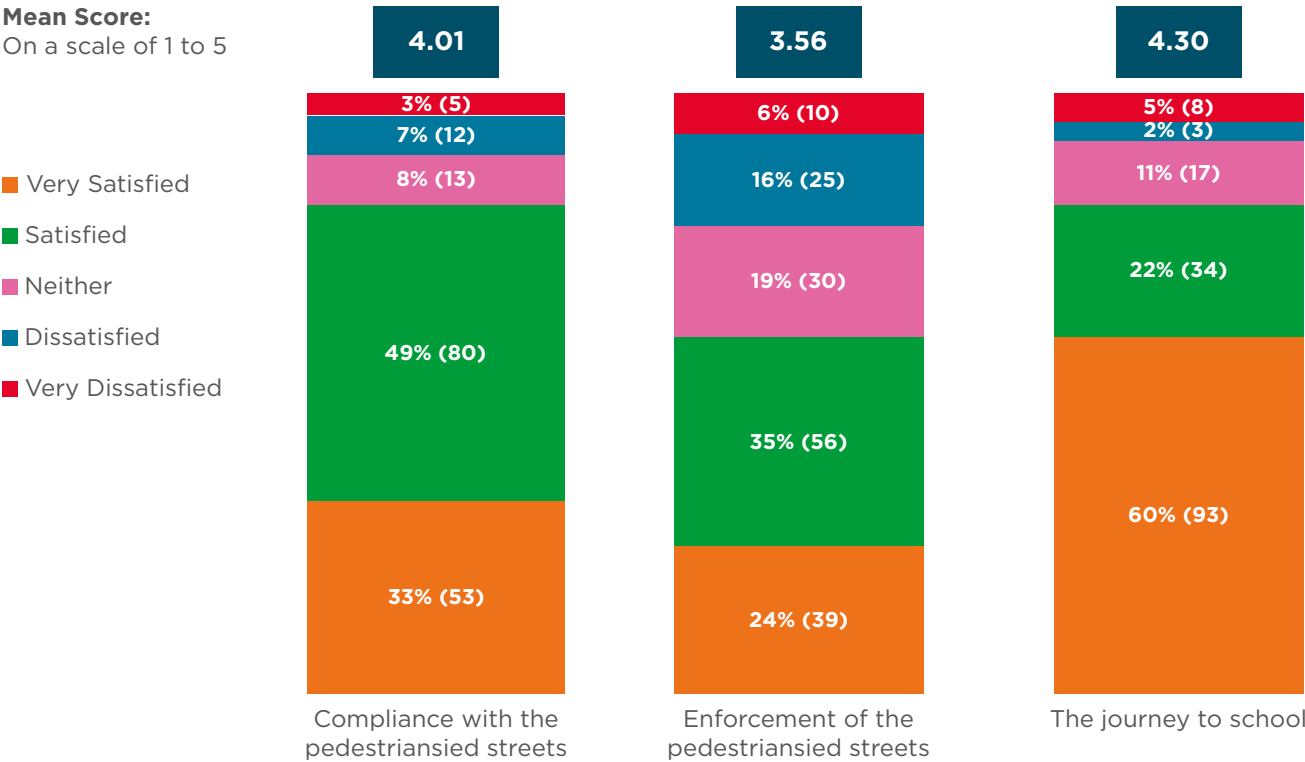
Overall, parents/ guardians expressed satisfaction with the School Streets pilot.



There were a number of comments in relation to enforcement, and drivers not complying with the statutory signage. This is one of the limitations of this scheme, with enforcement of the Rules of the Road outside the control of Galway City Council.

Figure 14 – Overall Satisfaction, Parents/ Guardians School Streets Survey 2021

How satisfied are you with the following?



15.7 Community Feedback

89 surveys were completed by the local community, including businesses.

Comparing the community surveys to the parents'/ guardians' surveys, there was strong endorsement across the board that the School Streets initiative encouraged both walking and cycling, and discouraged car use.

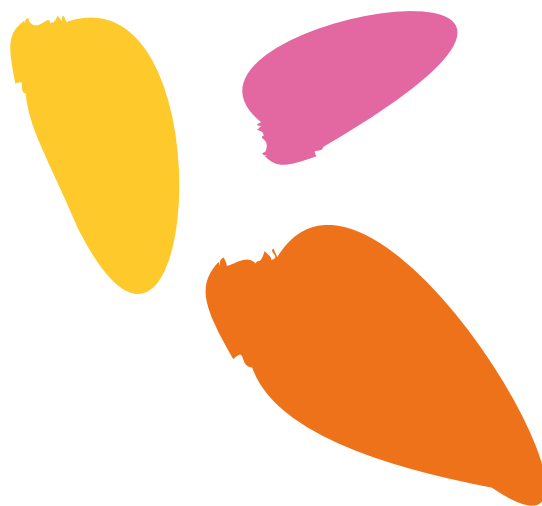
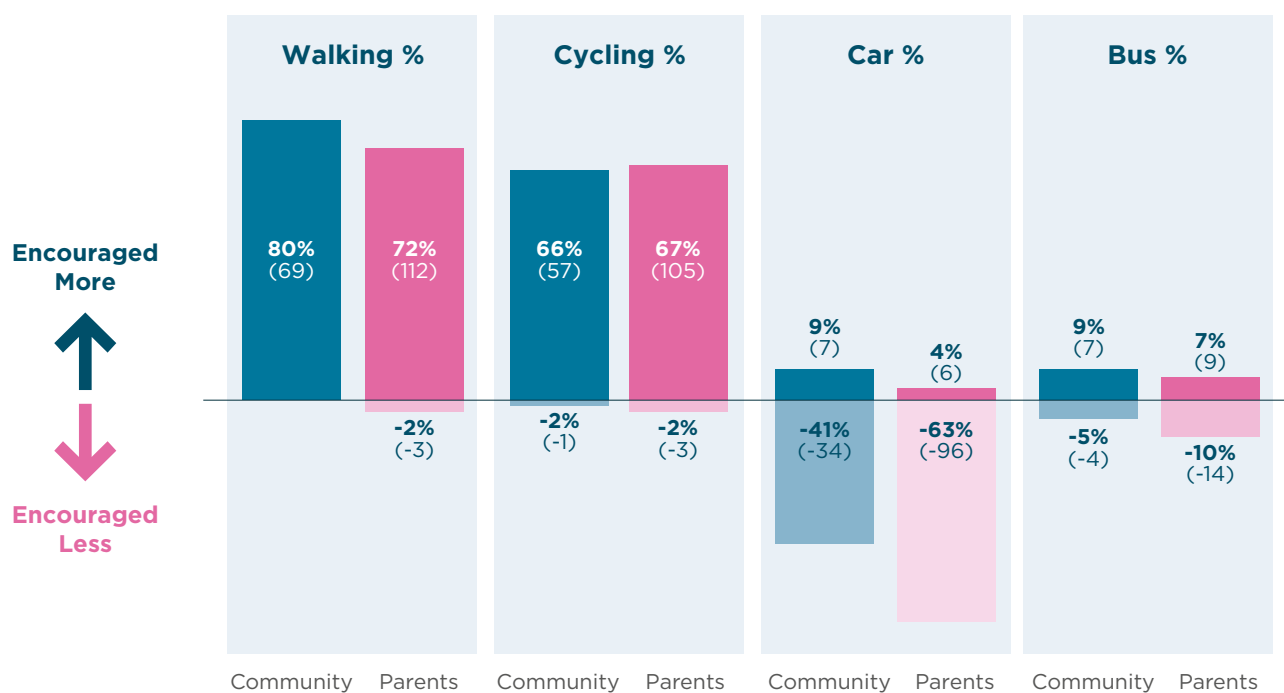


Figure 15 - Impact on Modal Choice, Community and Parents/ Guardians School Streets Survey 2021

Do you feel your attitude to travel has been affected by the School Streets Pilot in the following ways? Encouraged more? No Change? Encouraged less?

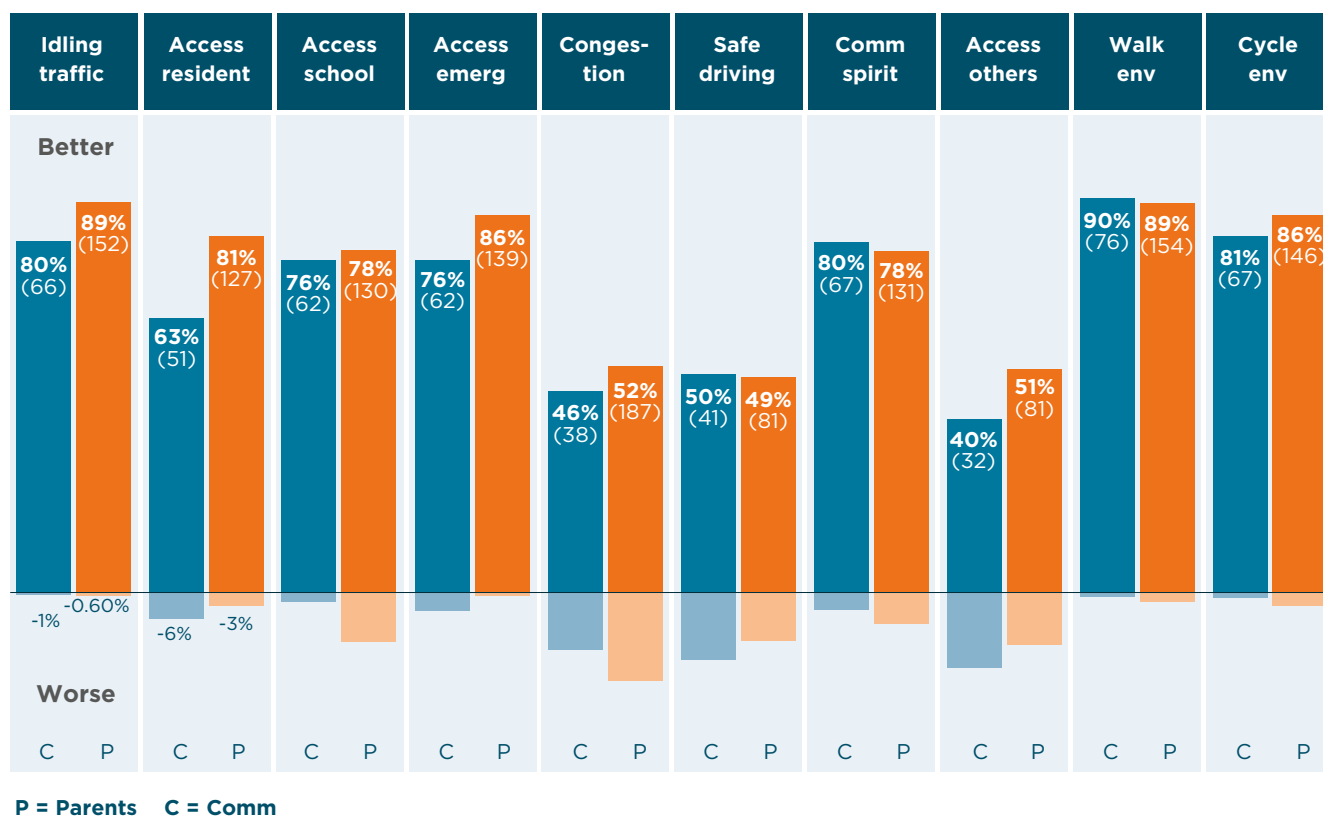


Strong endorsement across the board that the initiative encouraged both walking and cycling and discouraged car use

Parents and the Community have both noted the improved walking and cycling environment, improved access (for school & emergency vehicles), and community spirit, with 76% to 90% saying these are better. In contrast, only ~50% have noted improved driving standards and reduced congestion.

Figure 16 – Impact on local area, Community and Parents/ Guardians School Streets Survey 2021

How would you rate the following compared with before?



Full question text is as follows:

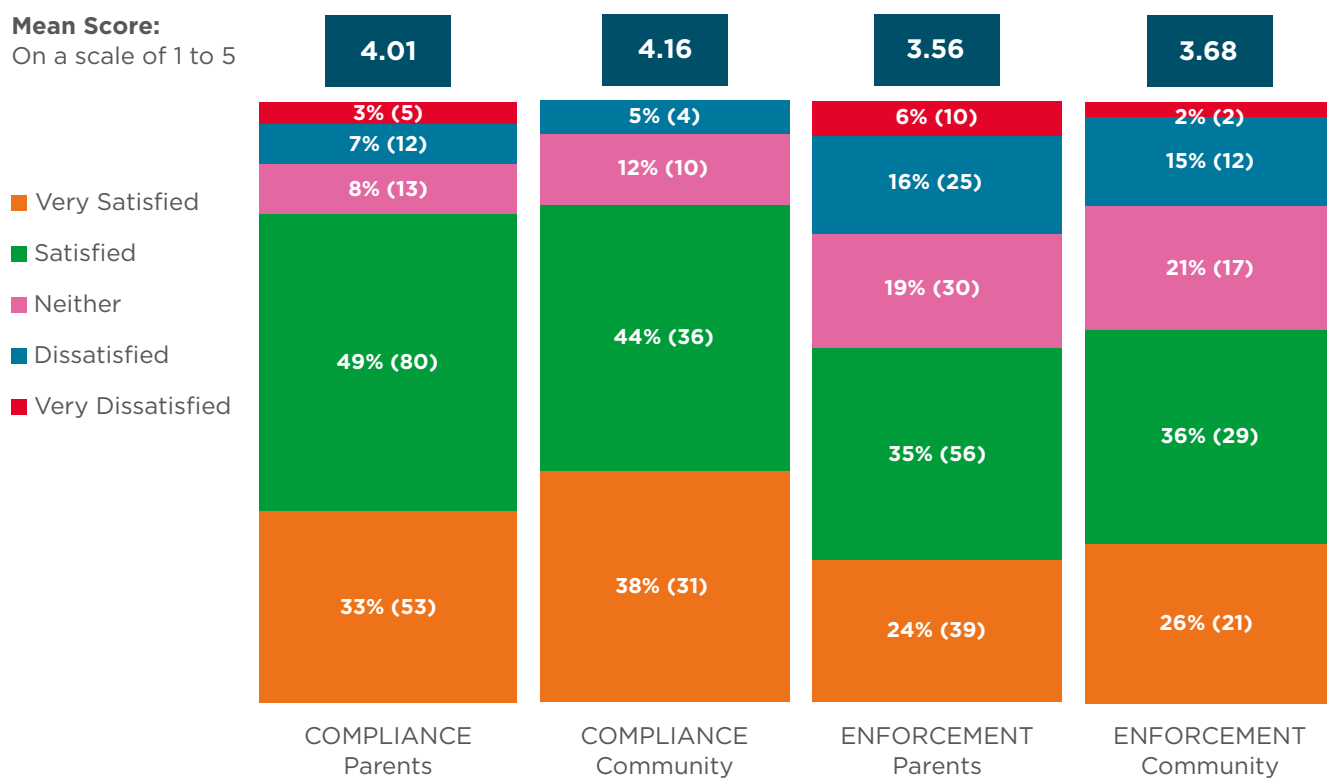
Q2. How would you rate the following, compared with before the School Streets project commenced?

- Safety of walking environment during pedestrianised hours
- Safety of cycling environment during pedestrianised hours
- Idling and fumes from cars during pedestrianised hours
- Accessibility of School Streets (Palmyra Row, Palmyra Park & Raleigh Row) for residents
- Accessibility of School Streets (Palmyra Row, Palmyra Park & Raleigh Row) for school children, parents and guardians
- Accessibility for emergency vehicles during the pedestrianised hours
- Traffic congestion on the surrounding streets during the pedestrianised hours
- Standard of driving – safe manoeuvres, obeying road signs, parking, etc
- on surrounding streets
- Community spirit
- Accessibility for other road users e.g. deliveries, drivers taking a short cut



expressed positive satisfaction with compliance with the pedestrianised streets. Satisfaction with enforcement is lower for both parents and the community.

Figure 17 – Rating of Compliance and Enforcement, Community and Parents/ Guardians School Streets Survey 2021

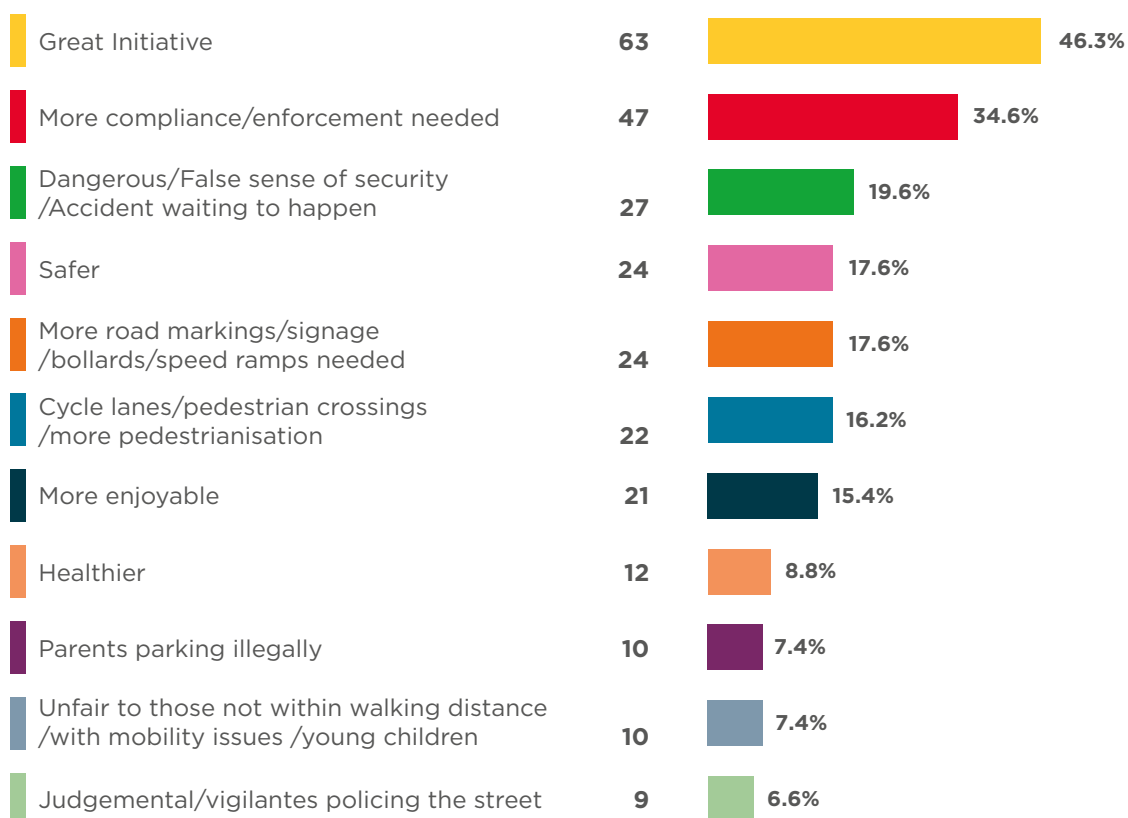


15.8 Comments – Main Themes

The majority of respondents expressed their satisfaction/delight with the scheme, citing it as safer, healthier, and more enjoyable.

Many of these, however, also expressed concern with the lack of compliance, and the resulting dangers, citing the need for better signage, cycle lanes to school, etc.

Figure 18 – Summary of Comment Themes, Community and Parents/ Guardians
School Streets Survey 2021



"As a parent, I enjoy the journey to school much more, I am happier knowing that my kids have done a bit of exercise in the morning and I think they are better prepared for school when they arrive."

"Does not take into consideration families with mixed aged children where 1 or more is too young to travel independently therefore adding extra stress to/from school where you need to allow extra time to try find parking."

Covid has affected bus options for us but in future we would consider letting the children go independently on the bus. The older ones already ask if they can walk independently as some of their friends do now. This stretch of road used to be dangerous and unpleasant. It is now wonderful, one of the best streets in Galway. Full of character. If not for Covid we would definitely shop more often in Ernie's or get a coffee or lunch in Kai. This is a glimpse of the city which Galway could be, a truly wonderful initiative.

"School Streets is a fantastic initiative. I only have positive things to say about it. Our children walk 10-15mins every day to and from school, in all weather! It is safer, healthier and WAY more enjoyable."

"The routes to Raleigh Row and Palmyra Park are not cycle-friendly with awkward junctions and narrow areas. Cycle lanes and proper pedestrian crossings as a priority please!"

"Fails to accommodate families living outside walking distance from school. We are 15km away. Parking stress is unfair. Introducing this additional stress during level 5 Covid pandemic is unnecessary stress on parents."

"Maith sibh, is tionscnamh iontach é. Bíonn mo páiste ag rothaíocht níos mó. Tá atmaisféar níos sábháilte thart an scoil freisin."

"As child is in 6th class he has full independence now getting to school. He seems happy. I feel he is safe."

"There is a massive reduction in traffic noise. I did not realise how noisy they were until the cars were gone."

"Is iardhalta Scoil Iognáid mé. Tá dul chun cinn ollmhór déanta ag an scéim seo chun timpeallacht sábháilte siúil agus rothaíocht a cruthú mórthimpeall na scoile. Tá mé fíorbhuíoch don obair ar fad agus don chomhoibriú ar fad."

As a resident and parent, I wholeheartedly support the initiative. It has made a huge difference to child safety and to the air quality on Raleigh Road and around the school itself. I hope that other school communities will also benefit from such schemes. The only proposal I would make for future initiatives like this is that the implementation in the initial weeks would be supervised daily by traffic wardens or other GCC personnel... With less traffic, some drivers drove at a faster pace than (sic) usual down the street... some drivers were not parents and were just unaware of the scheme... Others were childminders/grandparents who may not have been informed of the new rules or didn't realise that the scheme was in operation. The GCC personnel, parents, and teachers who worked behind the scenes to make this happen should be proud - this is what transformational change looks like.

"It is a pleasure to be able to allow my children to cycle safely down Raleigh row. They are occasionally lulled into a false sense of security when cars pass down during school time, but overall, a much safer environment, and we definitely cycle more now that it is safer."

"There is room to actually walk next to your child - a simple pleasure that was not possible before due to the traffic and narrow footpaths."

15.9 Business Feedback

Only 6 businesses responded to the survey – as such their responses are not representative so are included for illustrative purposes only.

	Better	Same	Worse
Footfall in the area	1	5	0
Morning trade	0	6	0
Accessibilty to your business	0	3	3

16. Staff Survey

A Staff Survey was promoted to teaching and other staff in Scoil Iognáid, to capture their feedback on the pilot at the same time as the parents/ guardians/ community surveys.

There were 13 responses from staff, with the survey available in both English and Irish.

“Significantly more pupils are cycling to school.”

“Is maith le na páistí a bheith ag rothaíocht ar scoil ar maidin le chéile mar ghrúpa.”

16.1 Impact on Children

Staff reported very positive impacts from the School Streets pilot on the children’s mood, behaviour, readiness to learn and physical activity levels. These are benefits that may be unseen by the wider school community, but undoubtedly have add on benefits to the children and the school.

Staff commented on children’s increased independence, their readiness to learn, and the improved atmosphere and reduced stress at the school gate:

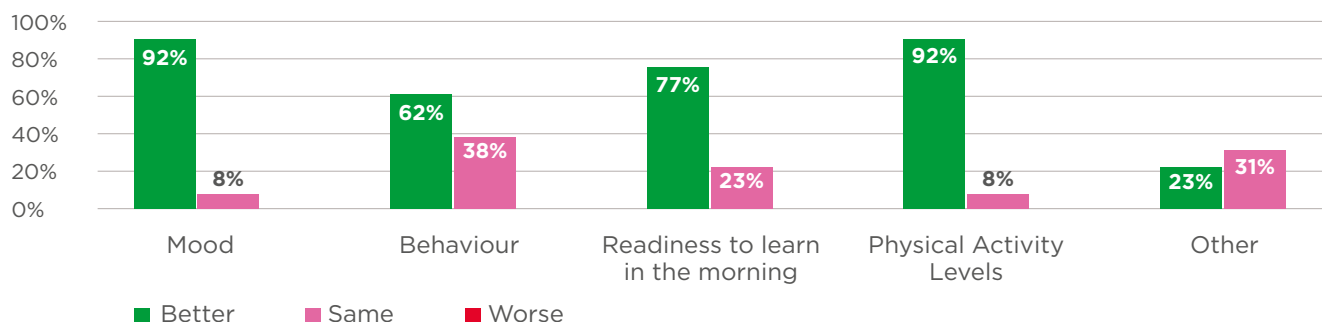
“The children have gained much more independence, they are able to come down Raleigh Row on their own, they are coming into the yard and the classroom on their own also. The children are much more awake when they arrive into my classroom because they have walked a longer distance then from the gate of the school. They are fresher and full of energy.”

“Tá an atmaisféar taobh amuigh do gheataí na scoile i bhfad níos ciúine gan carranna. Tá an torann agus an stress laghdaithe go mór.”

“I have noticed a huge improvement when the children arrive to school. They are much more awake and a lot less sluggish. They have rosy cheeks, bright eyes and are fresh and ready to start.”

Figure 19 – Impact on Children, Staff Survey May 2021

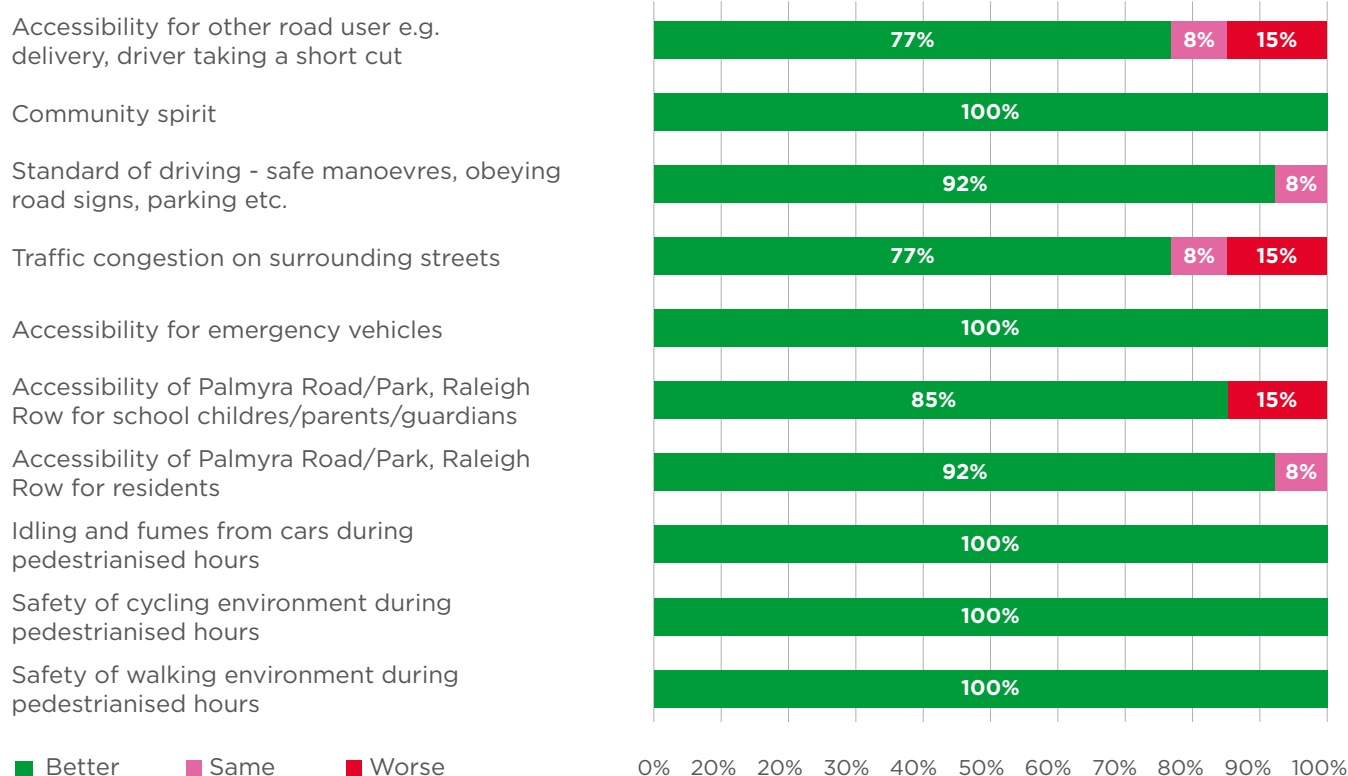
Since Palmyra Part, Palmyra Avenue and Raleigh Row were pedestrianised as part of the pilot School Streets project in Scoil Iognáid, have you noticed any changes in children's... (N=13)



Staff observed a number of improvements as a result of the School Streets pilot, in particular community spirit; idling and fumes from cars during pedestrianised hours; and safety of the walking/ cycling environment during pedestrianised hours, with all 13 teachers reporting a positive impact.

Figure 20 – Rating Before/ After, Staff Survey May 2021

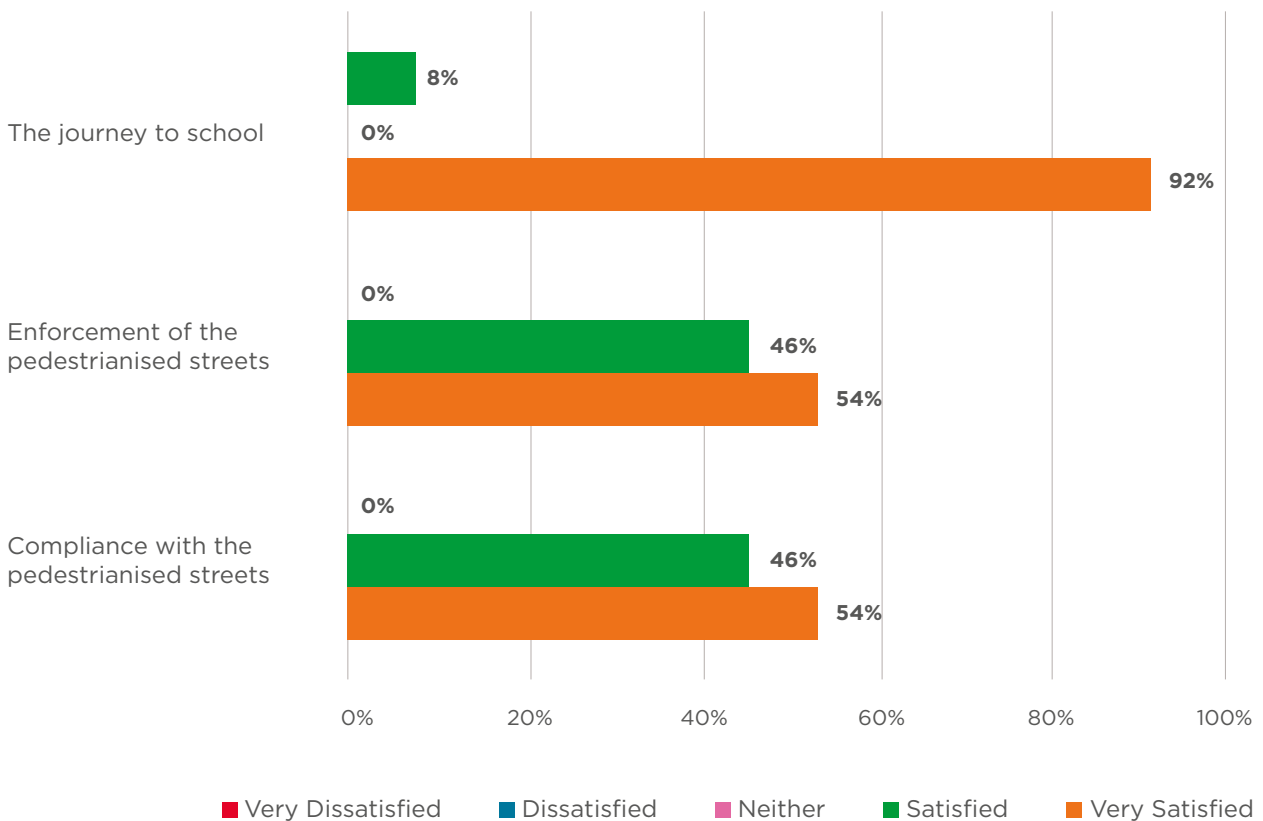
How would you rate the following compared with before the School Streets pilot? (N=13)



Generally the staff were satisfied with the journey to school, enforcement and compliance. It was noted by one staff member that, “Teachers must arrive at school much earlier in order to access school parking. This is a problem in the evening too.”

Figure 21 – Journey to school, Enforcement & Compliance, Staff Survey May 2021

How satisfied are you with the following... (N=13)

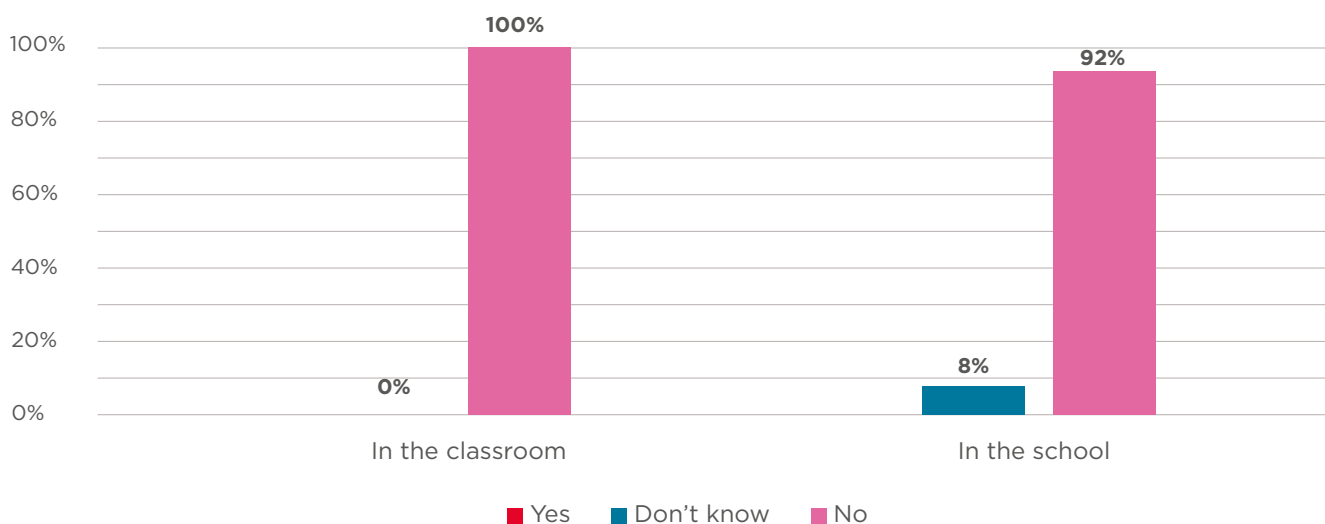


Staff reported no negative impacts in the classroom or the school, as a result of the School Streets pilot. One staff noted, “Bíonn na páistí ag caint agus ag comhrá Lena gcairde ar an mbealach ar scoil agus tugann sé neamhspleachas dóibh.”

However, one staff member noted that signage could be “...clearer – for those outside the school community who would not be aware of pedestrianisation, as a person turns down Palmyra from either end it would be easy to miss the signs... It is easy for a car to turn down by Arc Vets without realising they shouldn’t.”

Figure 22 – Negative Impacts, Staff Survey May 2021

Has the pilot School Streets project in Scoil Iognáid had any negative impacts... (N=12)



Staff reported that they were more encouraged to choose active modes of transport as a result of the School Streets pilot, with 50% encouraged to do less driving. More significantly, the staff in Scoil Iognáid changed their behaviour too, with 75% walking more 33% cycling more and 25% using the bus more. 42% of staff reported doing less driving.

Figure 23 – Attitude to Travel, Staff Survey May 2021

Do you feel your attitude to travel has been affected by the School Streets Pilot in the following ways? (N=12)

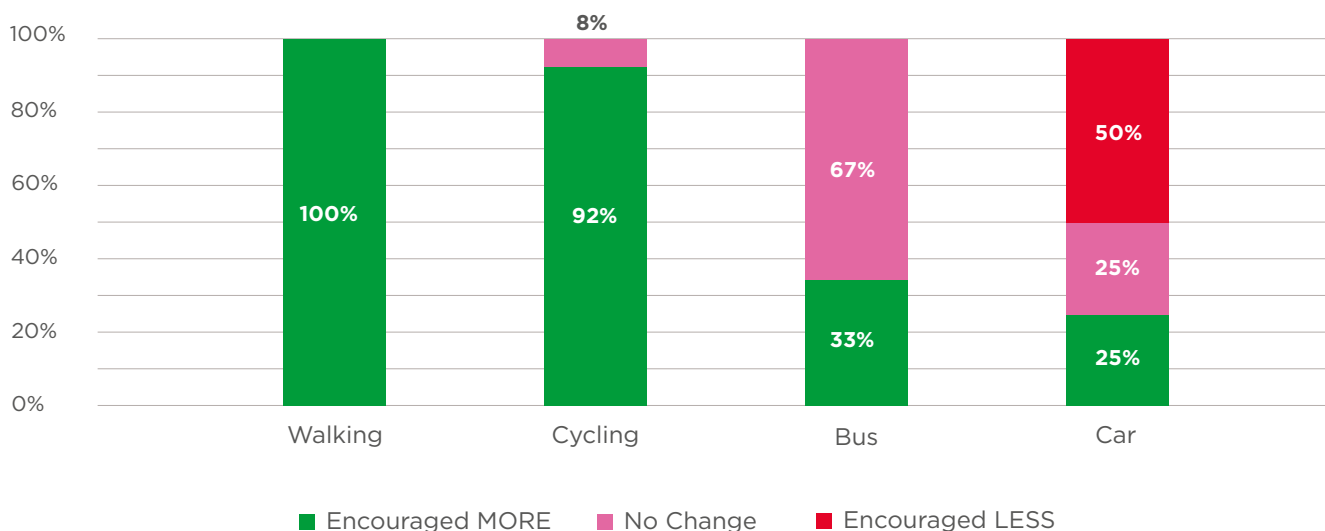
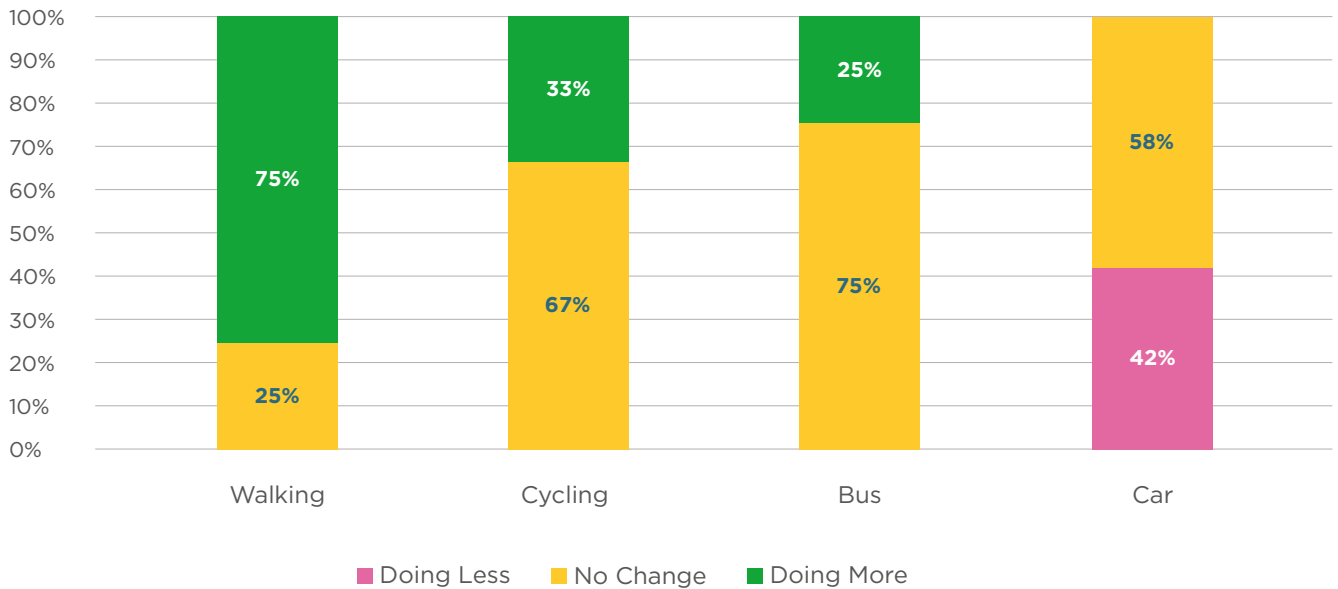


Figure 24 – Changes in Travel Behaviour, Staff Survey May 2021

Have you changed your Travel behaviour as a result of the pilot? (N=12)



I think the scheme has worked brilliantly. I see a huge improvement in the mood of the children in my class. I watch the yard in the mornings and can see children arriving by foot, running, scootering and on bicycles in their droves now. It's fabulous!! I wish that there could be a big more of an intervention from the Guards / community Guard to help us to reinforce it. It can be very hard to enforce if we are the only ones. A Garda presence every now and again would be brilliant and I feel the parents would take it more seriously if there was a Garda here from time to time. The odd car still comes down Raleigh Row in the afternoon. The children are not expecting traffic any more and this could cause a problem. Over all I think the scheme is working brilliantly and is very very worth while.

17. Pilot Costs & Resources

A School Streets project is a significant undertaking for all parties, financially and in terms of human resources.

Resources deployed and costs accrued on the project by Galway City Council to date (July 2021) include:

- Galway City Council Project Staff (Administration Officer, Executive Engineer, Clerical Officer, Community Wardens, Operations and Maintenance) engaged in design, engagement, procurement, materials, reporting, communications, enforcement, works, and administration.
- Graphic Design and Print - School Streets design materials including logo, buddies, props, materials, Park and Stride materials.
- Advertising - in local media and through leaflet drops to homes/ businesses in the local community.
- Translation to Irish for all surveys, materials, press releases, web content etc.
- Surveying (parents & guardians, community survey) including incentives, third party delivery/ analysis of surveys, advertising, and leaflet drops.

- Infrastructure and third party contractors. Additional infrastructure will follow as part of the Safe Routes to School programme.

These costs are in the region of €209,000 up to end August 2021, for infrastructure; marketing and communications resources; and two staff working directly on the project.

This is in addition to

- Parents volunteering their time as part of the steering group;
- The Green-Schools Coordinator and Principal of Scoil Iognáid managing the project at the school level;
- Community Gardaí supporting the pilot launch and enforcement;
- Green-Schools Travel Officers who attended meetings, and were to do workshops/ other activities, which were postponed due to Covid.



School Street in the Afternoon

Outcomes of the School Streets pilot:



School Zone and
School Street created

Scoil lognáid parents reported:



14%
fall in daily
car use to
school



7%
increase
in daily
cycling



11%
increase
in daily
walking



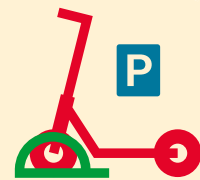
3%
increase
in daily
scooting



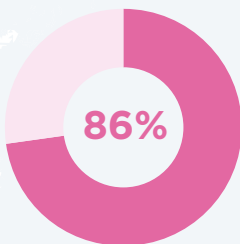
Cycle parking
increased to
54 spaces



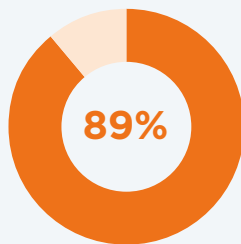
85 children cycling
(June 2021)



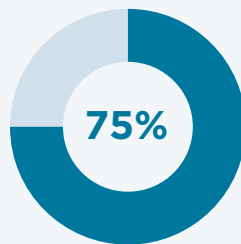
24 scooter
parking spaces



"Better cycling
environment"
- parents/
guardians



"Better walking
environment"
- parents/
guardians



of staff
walking
more



Successful application
to national Safe
Routes to School
programme



Staff noticing children's better
mood, behaviour, readiness to
learn and physical activity levels

Henry Street
pedestrian
crossing
progressing
(July 2021)



18. Outcomes & Recommendations

18.1 Outcomes - Commentary

While the School Streets pilot at Scoil Iognáid undoubtedly produced a wealth of positive outcomes, it is not without its flaws. When the school reopens in September 2021, additional communication to the school community and the wider community will be required to communicate the closure of the streets at pick up and drop off times. Additional visuals may also be required.

Additional enforcement would be beneficial to the pilot. 59% of parents/ guardians were very satisfied/ satisfied with enforcement of the pedestrianised streets – however there were a number of comments in relation to enforcement. This is a weakness in the pilot, as Community Wardens in Galway City Council and Community Gardaí in An Garda Síochána have limited resources to spread across all 36 schools in the local authority area.

The main question about the School Streets pilot at Scoil Iognáid is:

Is the School Streets pilot, with its flaws, better than the situation that preceded it, where the majority of children accessing the school arrived by car, and mixed with vulnerable road users arriving by buggy, scooter, on foot and by bike?

Having observed both situations on site visits throughout 2019, 2020 and 2021; reviewing feedback from stakeholders; and comparing:

- the interactions between road users;
- mode split;
- access for mobility impaired children;
- driver behaviour;
- access to homes;
- noise; and
- the general environment and atmosphere on the School Street,

it is the recommendation of Galway City Council that the School Street be retained.

This is the wish of the school also, and is supported by the feedback of the school community, including residents.



Arriving to school Jan 2019 vs June 2021



Front of school in the morning Jan 2021 vs June 2021



Cycling into Raleigh Row Jan 2019 vs June 2021

At a national level, to support additional schools seeking to promote active travel, to reduce car use and to manage travel demand, it may be in order to make additional resources available to An Garda Síochána to support Safe Routes to Schools programmes, including School Streets projects. Alternatively funding could be made available to local authorities to procure third party, appropriately trained personnel, to manage the closure of the street on a daily basis.

At present, neither An Garda Síochána nor Galway City Council would have the resources to be physically present to stop traffic, or to man barriers the end of Palmyra Row and Palmyra Avenue every day to enforce the School Street.

This highlights the fact that the pedestrian hours are subject to the good-will and buy in of those using the street, and dependent on drivers to understand and observe statutory signage.

18.2 Park and Stride

The pilot School Streets project explored the inclusion of on-street Pay and Display parking in the Galway City Council Park and Stride scheme. A number of Galway City Council Pay and Display car parks are included in Park and Stride at present. It is recommended that the inclusion of all on-street Pay and Display parking in Park and Stride be explored, as part of any review of the Parking Bye-Laws.

In the interim, it is recommended that Pay and Display on-street parking continue to be made available to parents and guardians of Scoil Iognáid.

Reports of parents/ guardians using on-street parking for long periods were examined through site visits in September 2021. No Park and Stride participants were found to be availing of on-street parking, after the morning drop off period had concluded.

3-4 Park and Stride participants were found to be using on-street parking bays between the two afternoon collection times - they left the area after collection.

5 parents/ guardians were observed parking on double yellow lines/ junctions on one street on one of the site visits - requests were made to Gardaí and Wardens to do periodic inspections in the afternoon, and the school reminded parents of the need to park responsibly. Preventing parking in these locations through bollards/ build outs etc. will be explored through Phase 2 infrastructure, as part of Safe Routes to School.

19. Next steps

This report will be circulated to the project partners for review, commentary and sign off. These parties include:

- The National Transport Authority
- Scoil Iognáid
- Green-Schools

Subject to the agreement of stakeholders to issue the report, An Garda Síochána will be informed of the intention of Galway City Council to retain the pedestrianised streets.

Transport will present the report to the Elected Members of Galway City Council to seek their support and endorsement of the project recommendations.

Subject to the agreement of parties listed above, the retention of the pedestrian hours will be publicised in the local press and through a letter to the residents in the local area.

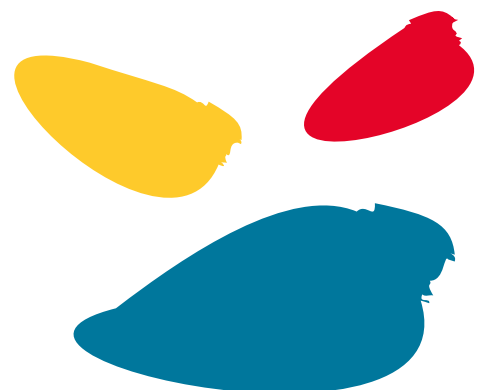
Additional infrastructure will be progressed through the Safe Routes to School programme, pending the outcome of the above steps.

Support will be requested from An Garda Síochána, by Scoil Iognáid when traffic enforcement issues are observed. Support in relation to parking enforcement will be requested from Community Wardens, when required, by Scoil Iognáid.

Longer term, subject to resources, consultation and the necessary statutory requirements, consideration could be given to exploring additional initiatives such as:

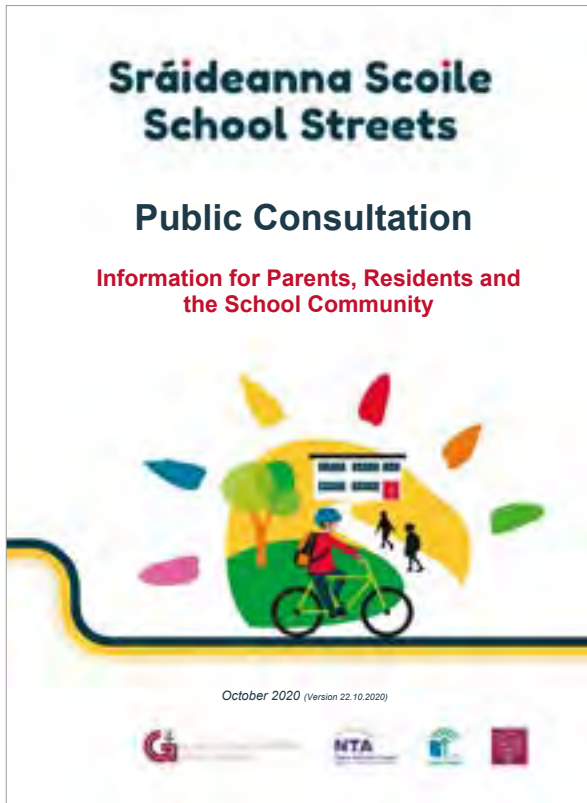
- Reversing the flow of traffic
- Residents only access on a permanent basis on the three pedestrianised streets
- Residents only access on a permanent basis on residential streets at the end of Raleigh Row
- Creating a Shared Street/ Slow Zone with a shared surface in residential streets at the end of Raleigh Row

In the immediate term, Galway City Council will continue to work with Scoil Iognáid, as part of the Green-Schools Safe Routes to School programme (Call 1). Safe Routes to School will examine further opportunities for enhancement to the front of school environment, and on the approach to the school. This programme is funded by the National Transport Authority.



Appendices

Appendix 1 – Brochure October 2020



Pilot School Streets Project - Scoil Iognáid

Public Consultation – Information for Parents, Residents and the School Community

1. Introduction

Scoil Iognáid is working with Galway City Council, the National Transport Authority and Green-Schools to create Galway's first 'School Street', as part of a pilot project running in 2020/2021.

We are excited to work with our partners to create a safer space for our children, residents and school community!

2. What is a 'School Street'?

A 'School Street' is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times¹ - creating a calm, safe space for children, parents and residents to walk, scoot or cycle.

We are inspired by School Streets projects around the world, including a pilot in Malahide which began in late 2019. The project is still on-going, but initial results published by Fingal County Council showed a 43% shift from car travel to active modes² - with positive feedback from parents, residents and the school.

3. When and Where will the Pilot take place?

Galway City Council intends to pedestrianise Palmyra Park, Palmyra Avenue and Raleigh Row, as part of the 'School Streets' pilot in Scoil Iognáid, Raleigh Row. Our School Street will be pedestrianised from³:

- Monday to Friday, during school term times only
- Commencing 2nd November 2020, until 25th June 2021 inclusive
- 8.15am to 9.15am
- 1.15pm to 2.45pm

The supplementary plates proposed by Galway City Council will be the timings plate and 2 Exception plates - one for "Except Cyclists" and the other for "Except Local Access".

All signs are proposed in line with Chapter 5 of the Traffic Signs Manual, with the exception of the replacement of the word 'pedestrianised zone' to 'school zone'.

Residents will still have access to their homes during these times, as will 'blue badge' holders needing access to the school. *Residents, please see page 6 for more information.*

The start date for our proposed School Street pilot is subject to public consultation in October 2020, and statutory signage being in place.

Page 1

¹ <http://schoolstreets.org.uk/>
² <https://www.fingal.ie/sites/default/files/2020-03/20200302-300548-school-streets-pilot-review-1-issue-1.pdf>

4. Why are We Doing a School Streets Project?

Scoil Iognáid is located in an old Galway street, from a time when more people walked, cycled, and maybe even used horses and carts.

Approximately 160 cars travel down Raleigh Row to get to school between 8.15am and 9.00am (Q1 2020).

The street isn't physically wide enough for cars to interact safely with the volume of vulnerable road users coming to our school by bike, or on foot.

Child Safety

Our most serious concern is the safety of our children – we have had a number of potentially very serious 'near misses' with children interacting with cars. We cannot wait for a child to be injured by a car to act.

Children coming to school on foot/ by bike, and children with mobility issues experience significant difficulty accessing the school, with cars blocking their safe access.

If the school ever needed a fire brigade or ambulance to attend in the morning or afternoon, we have very serious concerns about whether they would get to us in a timely manner.

Drivers dropping children off at our school have been observed –

- Double parking on yellow lines and in front of private driveways/ homes;
- Pulling up in the yellow box at the front of our school, blocking access;
- Creating three lanes of cars on the road - two lanes dropping off children, in front of a row of parked cars, with cyclists and pedestrians arriving between the opening doors;
- Reversing into the 'lanes' with no driver visibility of children walking behind them into school.

These driver behaviours are dangerous, and risky.

Our Community

Our local community tell us that they have difficulty getting out of their homes, with school traffic blocking their entrances, as well as fumes from idling cars right outside their windows. We have a good relationship with our local community, and we want to maintain that, as we pass by their living rooms and kitchens every day of the week. We are neighbours, and good neighbours look out for each other.

Almost 540 children from 349 families travel to our school every day.

The majority of our children live within 2-3km of our school.

Benefits of Physical Activity

Walking, cycling and scooting from home or adding in 5 or 10 minutes' walk at the end of the commute by car can make all the difference - it's not just the kids who'll be getting fresh air, a stretch of their legs and some time to chat with their favourite people, you'll be getting some exercise too! The World Health Organisation recommends that children should get at least 60 minutes of exercise each day. It is fun, free, and provides a wonderful start and finish to your school day!

Caring for our Environment

Scoil Iognáid is a Green-School, with a number of flags awarded for our environmental actions. There have been a number of stories in the news over the past year that have caused concern for our children, and parents, including wildfires in Australia, and the Covid-19 pandemic.

Taking part in the School Streets pilot helps our school community to feel good about taking a proactive approach to our health and our environment. We want to encourage our children to engage in the world as global citizens, ready and able to achieve change and face the challenges of their lifetimes.



Less Idling!

As part of our School Streets pilot, Scoil Iognáid is encouraging all parents to stop idling vehicles on the school run.

Idling vehicles contribute to air pollution and emit air toxins, which are pollutants known or suspected to cause cancer or other serious health effects. Monitoring at schools has shown elevated levels of benzene, formaldehyde, acetaldehyde and other air toxins during the afternoon hour coinciding with parents picking up their children.

Children's lungs are still developing, and when they are exposed to elevated levels of these pollutants, children have an increased risk of developing asthma, respiratory problems and other adverse health effects.

Limiting a vehicle's idling time can dramatically reduce these pollutants and children's exposure to them.

See <https://www.epa.gov/schools/idle-free-schools-toolkit-healthy-school-environment>

Page 3

5. Can I Still Come to School By Car?

We understand that many children travel by car because they have no other alternative, whether it's because of distance, lack of public transport, or travelling with siblings to different schools or crèche.

While we encourage our school community to walk, scoot, cycle and use public transport where they can⁴, for those who need to drive to school, you can still 'Park and Stride' as part of School Streets.

Park and Stride is where parents park a short distance away from the school, and finish the last leg of the journey on foot. As we are in a busy city centre location, parents/ guardians are encouraged to park a couple of streets away.

We have already shown we can do this when our children returned to school in September 2020!

Galway City Council has a Park and Stride scheme, where parents and guardians can park for free in over 20 car parks in the city. Parents/ Guardians must register for the scheme, to receive a permit to park in these locations. See www.galwaycity.ie/parkandstride for information, and to register.

Locations near our school include:

- Crescent Court/ Joyce's Supermarket (part of GCC Park and Stride)
- The Cathedral (approx. 13 mins walk) (part of GCC Park and Stride);
- The Prom (approx. 15 mins walk) (part of GCC Park and Stride);
- On street - Parkways (less than 5 mins walk, by the Canal, Pay and Display);
- On street (Pay and Display) - in The Crescent, Sea Road or Father Griffin Road, for example;

Cars will need to 'spread out' from our school, so that the congestion is not moved one street over.

Please note that once the street is pedestrianised, as part of our School Streets pilot, there will be no through traffic during the designated times. Access for blue badge holders and residents will still be permitted.

Over the course of the pilot, Community Wardens will monitor our area to ensure that parents and guardians park safely and legally in the local streets, and Gardai will monitor access on the pedestrianised streets.

It is imperative that you have a plan in place, and have tried it, the week before School Streets formally commences, on the 2nd of November (commencement date subject to public consultation, and statutory signage being in place).

⁴ In line with government advice on use of public transport, in light of Covid-19 measures.

Page 4

6. What else will the School Streets Pilot involve?

Workshops

Green-Schools will be engaging with our school to do workshops with parents and children, to support our community to walk, cycle and scoot safely to school - this will be done remotely initially, but we hope to welcome our Green-Schools Travel Officers, Caitriona Cunningham and Tiarnan McCusker, into the school, as government restrictions change.

Surveys

Parents will be invited to complete a survey about how their child travels to school. This survey follows the national evaluation format, and we would encourage parents to take 5 minutes to fill it in.

7. Infrastructure

As part of our School Streets pilot, Galway City Council is proposing a number of infrastructure improvements in our area, with funding from the National Transport Authority.

These improvements will take place over the course of the pilot, and beyond. Please note that the programme is dependent on government restrictions in place at a given point in time, but will include (work in progress, and subject to consultation):

Phase 1 (2020):

1. Delineation (Road Markings) to provide a temporary buildout of the kerb at the Small Crane. With the inclusion of bolt down bollards to restrict turning movements against the flow of traffic along Raleigh Row.
2. Bollards where the planters are at this point, to create a safe walkway towards the school
3. Coloured spots on the road, to draw drivers attention to the fact that they are driving into a school environment (this is based on 'School Zone' design guidance coming from the National Transport Authority)
4. Signage at the ends of the three roads indicating the pedestrianisation and times applying
5. Bollards on the corner of Palmyra Park and Raleigh Row to stop cars parking on that corner
6. Concreting of the grassed area at the front of the school and provision of 2 cycle stands
7. GCC will seek to resurface and reline Palmyra Avenue and Raleigh Row
8. Topographical Survey to inform the final kerb locations - designed under phase 2

Phase 2 (2021):

1. Formalisation of the kerb build outs with concrete footway, uncontrolled pedestrian crossing at the junction of Raleigh Row and the Small Crane, and
2. Formalisation of the kerb build out with concrete footway at St. Marys Road / Palmyra Avenue

You can see the work in progress drawings at www.galwaycity.ie/schoolstreets

Page 5

Separately, but complementary, GCC will look to progress a crossing on Henry Street, and a scheme at the junction of St Mary's Road/ The Crescent, down to Sea Road. These schemes will take time to see on the ground, but will complement the School Streets pilot.

Cycle networks are also progressing on the West and East of the city, with Stage 2 including 8 routes on the West, on Threadneedle Road, Dr. Mannix Road, Salthill Road Lower, Salthill Road Upper, Clybaun Road, Bóthar Stiofáin, Bishop O'Donnell Road, and Canal Road (funded by the NTA and URDF).

Longer Term

Longer term, pending consultation and funding, a permanent design can be progressed *if required*. This would include realignment of the road to provide a pedestrian crossing, with car parking reallocated/ rationalised to facilitate this.

8. Teachers and Visitors

The majority of our teachers park off site, and will continue to do so as part of the School Streets Pilot. School Visitors will also be advised that they must walk, cycle, use public transport or park away from the school if travelling by car, during hours of pedestrianisation. The school will liaise with all scheduled deliveries to ensure they are aware of the hours of pedestrianisation.

9. Residents Access

Residents will still be able to access their homes during the School Streets pilot. However, we would ask residents to avoid using their car during the periods of pedestrianisation, if at all possible - as more children and parents will be on the street on foot, on scooters, and on bikes.

If you do need to use your car during the hours of pedestrianisation, residents are invited to display a School Streets sticker in their windshield in a visible location. This will help patrolling Gardai identify that you are accessing your home. **Please contact Galway City Council to get this sticker.**

10. More information

For more information on the School Streets pilot project, please contact:
Galway City Council Transport Section - 091 536 400
Email roads@galwaycity.ie

We Need You!

The School Streets proposal (pedestrianisation and infrastructure) is now at the public consultation stage. **It is essential that the support and feedback of our school community is captured**

Please fill in the feedback form at www.galwaycity.ie/schoolstreets

Page 6

Sráideanna Scoile School Streets

Please share your **feedback and support** for this proposal as soon as possible, as we hope to commence our pilot in **November 2020**.

Go Raibh Míle Maith Agat!

Please fill in the feedback form at www.galwaycity.ie/schoolstreets



Appendix 2 – Sample Wardens Report on Compliance, April 2021

Mon 26-04-21...14:10. Whilst here for 20 minutes, 1 vehicle made a 60 second stop on double yellows to pick up child. No other issues.

Tues 27-04-21....14:05. Whilst there for 25 minutes, 3 vehicles drove through. One was a resident from Raleigh Row, One was an “out of town” who was lost and the other driver made a genuine mistake. All 3 apologised for the “transgression”.

Wed 28-04-21... I engaged with 4 drivers. One was a teacher from this school who was heading off for an appointment. One was a resident from St John’s Terrace who was accessing his home. One was the “regular offender” who found a legal parking position. She claimed she was not aware of the initiative. The other was a friend of a parent who was doing the pick-up & was not aware of the driving restrictions.

Thurs 29-04-21... 3 vehicles passed through in the short time I was there (14:00 - 14:15). 2 were apologetic and appreciated being advised of the School Streets project, but one driver was extremely loud & abusive. He said he was well aware of the rules of the road and that as a motorist he was entitled to use the road and use what he called his “auditoria system” to warn pedestrians to use the footpaths. He was very aggressive & boisterous.

Fri 30-04-2001... 3 other vehicles passed through, one lost, one coming from the nearby dentist & one genuine error.

Notes

Notes

Notes

