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Mobility Management Plan
Colaiste Chillian, Old Nangor Road, Clondalkin
May 16th 2016

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1 Introduction

ORS have been commissioned by The Department of Education and Skills to prepare a mobility management plan for a proposed shared educational campus on Old Nangor Road, Clondalkin, Co. Dublin. The development includes for 2 No. proposed 500 pupil-capacity primary schools, to be accommodated at the same site as the existing post-primary school on the Old Nangor Road, Clondalkin, Co. Dublin. This mobility management plan will address the need for pedestrian/cycling traffic to and from local population centres.

The location of the campus in the context of the surrounding area is shown in Figure 1 below.

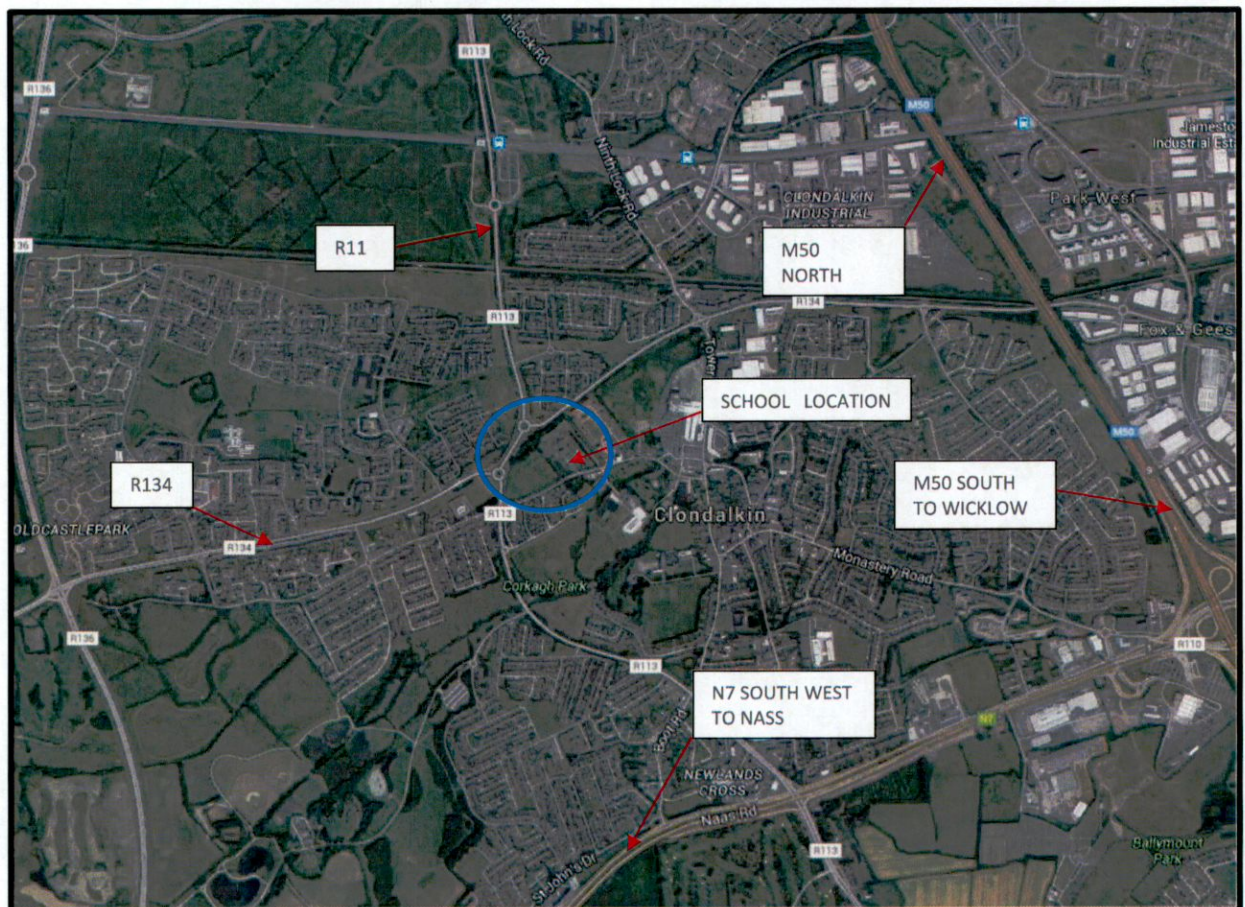


Figure 1: Site location plan (Source Google maps)

1.1 What is a Mobility Management Plan

A mobility management plan aims to provide a package of measures that can be implemented by the operator of a development such as an educational campus as an incentive to the users of the campus to improve their thinking on transportation. Mobility management plans are particularly important in urban/semi urban areas where provision can be made for the transportation needs of people and goods in a well thought and planned manner. Mobility Management can be best described as a transport demand management mechanism that seeks to provide for the transportation needs of people and goods.

A successful mobility plan or strategic plan for an educational campus will introduce a higher than normal proportion of users into more sustainable forms of transport thus reducing environmental, economic and social impacts.

Sustainable travel plans work best when investment by the relevant authorities presents a choice for users to alter their preferred modes of transport. A list of measures generally include the attraction of using public transport, cycling, walking, car sharing or a combination of these as alternatives to move away from standalone journeys to and from the campus by private vehicle as is the case in many areas.

1.2 Aims and Objectives

The aim of this mobility management plan is to reduce demand for and use of cars by increasing the attraction and practicality of other modes of transport. A list of measures will include the attraction of using public transport, cycling, walking, car sharing or a combination of these as alternatives. The measures suggested in this plan should ideally be part of a dynamic process, where they can be implemented by the management, run on a pilot basis, reviewed by the Local Authority and monitored over time to assess their performance.

In certain educational settings, the use of private vehicles to drop off and collect children is essential and often coincides with other important trips such as travelling to work, shopping etc. This mobility management plan recognises the urban setting of the proposed shared educational campus in Clondalkin and aims to highlight transportation alternatives which could be implemented.

The objective of this mobility management plan is to seek to employ small changes in the approach parents, pupils, visitors and staff have when travelling to the campus.

This mobility management plan also recognises the location of the existing campus on Old Nangor Road with access to the campus gained through one existing access point which exits directly onto Old Nangor Road. Old Nangor Road provides access to a number of residential properties including an existing leisure complex along its route. There is no designated cycle lanes in place on the approach to the campus. The provision of dedicated cycle lanes would be beneficial to improve the overall safety of students cycling to the campus however this will need to be discussed with the Local Authority as the approaches to the site are outside the control of the applicant.

The changes which are proposed as part of this plan aim to introduce policies which all act together to reduce the reliance on private vehicle use when travelling to and from the campus. These policies include car sharing one day a week, designated days where walking/cycling is promoted, or taking the bus on days which do not conflict with other activities.

This mobility management plan aims to identify the various people who access the campus, establish their current travel trends, determine the modes of transport that is utilised and determine the factors which influence their travel decisions. Once all this data has been established and analysed, the goals for the mobility management plan can be set out. Once the objectives of the mobility management plan are established, the benefits associated with

alternative means of travel should become apparent. This mobility management plan aims to bring the following benefits to the proposed shared educational campus upon implementation:

- A net reduction in the level of traffic congestion associated with the campus and on the surrounding road network at peak times.
- Increased safety for pedestrians on the approaches to and from the campus.
- Increased levels of fitness among the site users through using sustainable forms of transport such as walking and cycling.
- A reduction in the carbon footprint associated with the campus as a result of the decreased number of private vehicles travelling to the site.
- A reduction in the parking demand associated with the site which in turn will increase the safety for pedestrians/ pupils in the vicinity of the campus.
- Improvement of the campus's image.
- Improved relationships being forged by pupils engaging in more active forms of transport.

At present the Board of Management recognise that the existing campus is not ideally suited to accommodate guardians dropping off and collecting students at peak times due to the volume of campus traffic at these peak times. Due to the increased safety risk to vulnerable road users such as pedestrians and pupils interacting with vehicles in this area, this mobility management plan introduces a number of policies in an attempt to make the area a safer zone for vulnerable road users. These policies include but are not limited to the following:

- Dropping off older children away from the campus gate on the approaches to the campus.
- Park and walk with younger children.
- Implementation of cycling or walking plans.

The Board of Management aims to be proactive in their approach to the proposed development and works to the existing campus. This mobility management plan incorporates a number of surveys which are to be undertaken by the pupils, staff, and visitors to the campus to obtain information of existing travel trends. The Board of Management also recognises the importance of engaging in consultation with local residents to obtain feedback on the proposed measures put forward in this mobility management plan.

This mobility management plan recognises the work that the existing school has done with regard to sustainable transport and aims to build on and develop these policies to ensure that the travel trends to the campus remain sustainable going forward.

1.3 Methodology

In preparation of this mobility management plan, reference has been made to the following documents;

- South Dublin County Council Development Plan 2010-2016,
- Traffic Management Guidelines 2003,
- Dublin Transportation Office (DTO) Smarter Travel – A New Transport Policy for Ireland 2009-2020,
- Dublin Transportation Office (DTO) Advice Note 2002.

The South Dublin County Council Development Plan 2010-2016 requires a mobility management plan to be prepared for developments which will result in more than 500 employees and which will generate significant trip demand (residential, commercial, campus's, hospitals, other institutions etc.).

At the moment the current occupancy of the school is 686 people (730 students plus 37 staff). The projected numbers for future years will be approximately 10% per annum. From this projected increase we can see the need for the mobility management plan to be in place.

This mobility management plan also makes reference to the Dublin Transportation Office (DTO) advice note 2002 for mobility management plans. The recommended procedure as outlined in the DTO Advice Note in relation to "Mobility Management Plans" is that they are split into stages. The first stage of the plan is to outline the parameters for the particular development, with the information available at planning information stage.

This information includes the following items in no particular order:

- Estimated number of staff and associated visitors and support staff.
- Estimated traffic generation from the development. I.e. likely trip rates for the various land uses and their peak times of operation.
- Outline the existing level of public transport and the likely improvements to the network over the next number of years.
- Describe the facilities available for pedestrians, ease of accessibility, cycle facilities.
- Outline the car parking provision for the campus, comment on its number, and suggest ways to ensure that the most efficient use of space is maintained.

The second stage of a Sustainable Travel plan should involve the following items:

- Consultation with the Local Authority in agreeing measures to be incorporated on site or discuss any initiatives by the applicant to promote sustainable transport measures.
- Consultation with staff and student bodies.
- Conducting additional surveys to establish changing travel trends.
- Establishing a mobility management plan coordinator.
- Implementation of measures outlined in the mobility management plan.
- Review of the mobility management plan.

2 Baseline Information

2.1 Existing Travel Patterns

In order to establish a good foundation for the mobility management plan, it is necessary to understand the existing travel patterns for everyone travelling to the campus. The Board of Management will carry out research into the travel trends associated with the campus's pupils, staff and visitors. This information will be gathered from the questionnaires (See Appendix A) which will be disseminated to both staff and students and returned to the appointed mobility management plan coordinator for analysis.

3 Action Plan

Upon completion of the proposed works, it is anticipated that the student or staff profile will increase. The campus will generate a significant volume of pedestrian traffic at AM arrival times and PM departure times. In order for the mobility management plan to be implemented successfully it is important that the impacts to campus traffic are minimised through the implementation of the proposals as mentioned in section 1.3 above.

The main type of activities to promote sustainable forms of travel across the entire campus population is discussed in detail in the following headings.

3.1 Walking

Walking is one of the most beneficial activities people undertake on a day to day basis. For campus's such as the one on Old Nangor Road, walking is a great way for students, staff, and visitors to engage, make friends and enhance the sense of community at the campus. Some of the main benefits to walking are discussed below.

- Research has shown that students who walk to campus are more aware of the green cross code and road safety issues.
- Should more people walk to campus rather than drive, there will be fewer cars at the campus gate resulting in a safer environment.
- Studies have shown that students who walk to campus are more alert than those who don't early in the morning.
- Walking to campus provides an excellent platform for friendships to be formed between pupils and colleagues.
- Walking to campus reduces the campus's carbon footprint which is kind to the environment.
- Walking is an excellent activity to increase overall fitness and studies have shown that people that incorporate walking into their daily routines benefit from an increased feeling of wellbeing.

Table 3.1 below provides a breakdown of the current number of staff and pupils walking to the campus.

Walking – Existing trends and potential to influence			
Pupils	Yes	Staff	Yes
Zone of influence	0.5-1.0 Miles	Zone of influence	2.0-2.5 Miles
No. surveyed within zone of influence	To be confirmed by MMP once questionnaires are back	No. surveyed within zone of influence	To be confirmed by MMP once questionnaires are returned.
% currently walking	To be confirmed by MMP once questionnaires are back	% currently walking	To be confirmed by MMP once questionnaires are returned.
No. currently walking	To be confirmed by MMP once questionnaires are back	No. currently walking	To be confirmed by MMP once questionnaires are returned.
No. interested in walking	To be confirmed by MMP once questionnaires are back	No. interested in walking	To be confirmed by MMP once questionnaires are returned.

Table 3.1 – Existing walking breakdown

Note existing information on travel trends is included in Appendix C of this report

Due to the school being located in an urban environment, a significant proportion of the students live within a reasonable distance of the school to make walking a viable option. The School is committed to promoting the possibility of parking at the nearby shopping centre located 500m from the campus and encouraging 'Walking Trains' aimed at parents and pupils of an appropriate age group. This will further improve congestion during peak times while also allowing children to gain valuable experience by improving their sense of road safety and independence.

3.1.1 Incentives to Encourage Walking

In order to encourage walking to campus, this mobility management plan proposes to introduce a number of challenges and incentives to capture the attention of pupils and staff. Such measures/challenges include but are not limited to the following:

- The introduction of a WOW (Walk/cycle on Wednesdays) system whereby participants would be rewarded for their participation.
- Organise a pedometer challenge between pupils and staff. Systems like this encourage a friendly rivalry between participants and can lead to friendships being formed.
- Organise lunchtime or break time walks to encourage students to embrace walking into their daily routine.
- The campus could keep a stock of umbrellas at reception to encourage walking even in wet weather.

- Organise classes for students where the safe cross code is taught to encourage safety when walking.

3.2 Cycling

Cycling is an excellent activity to improve overall fitness. It is one of the fastest ways for an individual to travel aside from using public and private transport and raises the level of road safety awareness amongst those who cycle to campus. Some of the main benefits to cycling are discussed below.

- Cycling to campus will have monetary benefits / savings to those who cycle as opposed to using their private cars as fuel costs will be reduced.
- Cycling to campus provides students with the platform to become independent and not reliant on traditional forms of transport in order to reach their destination.
- Cycling is enjoyable and is a fantastic recreational activity.
- Cycling is an excellent way to explore the local area and become more aware of the wider community.
- If more students / staff cycle to campus as opposed to driving, there will be less traffic congestion in the vicinity of the school thus resulting in a safer route network.
- Cycling is an excellent way to make friends, particularly when cycling in groups.
- Cycling is an excellent activity to do on a regular basis and improves overall fitness.

The promotion of cycling to the proposed shared educational campus is a key area where more sustainable forms of transport could be introduced. Ideally if cycling is undertaken by the campus population, the campus may look to provide additional bike storage areas, changing facilities, lockers etc.

Table 3.2 below provides a breakdown of the current number of staff and pupils cycling to the campus.

Cycling – Existing trends and potential to influence			
Pupils	Yes	Staff	Yes
Zone of influence	1.5-2.0 Miles	Zone of influence	5.0-6.0 Miles
No. surveyed within zone of influence	TBC once surveys are completed	No. surveyed within zone of influence	TBC once surveys are completed
% currently cycling	TBC once surveys are completed	% currently cycling	TBC once surveys are completed
No. currently cycling	TBC once surveys are completed	No. currently cycling	TBC once surveys are completed
No. interested in cycling	TBC once surveys are completed	No. interested in cycling	TBC once surveys are completed

Table 3.2 – Existing cycling breakdown

Note existing information on travel trends is included in Appendix C of this report

3.2.1 Incentives to Encourage Cycling

In order to encourage cycling to campus, this mobility management plan proposes to introduce a number of challenges and incentives to capture the attention of pupils and staff. Such measures/challenges include but are not limited to the following:

- Organising of training days for families, pupils and staff on the rules of the road and how they apply to cyclists.
- Encourage incentives such as the government bike to work scheme amongst staff.
- Organise bike maintenance training talks.
- Encourage participation in local bicycle or triathlon clubs.
- Organise controlled cycles for students around the local area at break times.
- Invite bike suppliers to the campus for a “try before you buy” demonstration to staff and pupils.
- Organise discounts in local bike shops.
- Consider organising a bicycle pool for staff and students.

3.3 Cycling Clubs

Cycling clubs are a great way of meeting new people while maintaining and improving your fitness. Most cycling clubs put together organized group rides weekly or monthly for cyclists of various skill levels. It's the perfect way to discover new routes, new riding buddies, improve your group-riding skills and connect with fellow cyclists in a social setting. You can also learn things from other cyclists like bike-repair tips, workout ideas and other secrets to improve you're cycling. The local bike club in the area is Clondalkin cycling club which students/staff could join if they so wish.

3.4 Carpooling

Carpooling systems have been introduced all over the world over a variety of different organisations and facilities and have proven to be a successful measure in reducing vehicular traffic. Everyday people travel to work, campus, etc. and many people in close proximity to each other make their own individual trips by private vehicle. The main benefit of introducing a carpooling system is that people can share their vehicle to bring others to campus thereby reducing the overall number of vehicles to the campus at peak times. By carpooling just once a week, studies have shown that commuters fuel costs can be reduced by up to 20%. Furthermore the reduction of vehicular traffic results in a net decrease in the demand for car parking spaces at campuses.

In order for carpooling schemes to be effective, it is essential that parents and the campus coordinate to ensure that the occupancy of a vehicle travelling to the campus is maximised. This can be done in a number of ways; however the most effective way of coordinating the pick-up process is to map where each student lives and designate drivers to pick up certain students on designated days.

Carpooling is something that tends to happen naturally where parents and students become friendly and learn about each other’s travel situations and recognise opportunities to carpool. This mobility management plan aims to introduce a formal carpooling scheme within the proposed shared educational campus to reduce the numbers of private vehicles travelling to the campus.

Carpooling is also encouraged amongst the staff profile to decrease the number of private vehicles arriving to the campus.

Table 3.3 below provides a breakdown of the current number of staff and pupils carpooling to the campus.

Carpooling – Existing trends and potential to influence			
Pupils	Yes	Staff	Yes
Zone of influence	1.5-2.0 Miles	Zone of influence	5.0-6.0 Miles
No. surveyed within zone of influence	TBC once surveys are completed	No. surveyed within zone of influence	TBC once surveys are completed
% currently carpooling	TBC once surveys are completed	% currently carpooling	TBC once surveys are completed
No. currently carpooling	TBC once surveys are completed	No. currently carpooling	TBC once surveys are completed
No. interested in carpooling	TBC once surveys are completed	No. interested in carpooling	TBC once surveys are completed

Table 3.3 – Existing cycling breakdown

Note existing information on travel trends is included in Appendix C of this report

3.4.1 Incentives to Encourage Carpooling

In order to encourage carpooling to campus, this mobility management plan proposes to introduce a number of incentives to entice parents and staff to embrace the scheme.

- Ensure the most convenient car parking spaces are reserved for parents who carpool.
- Make clear that drivers will not have to go out of their way to pick up a person who is not on their desired route.
- Promote the financial benefits of the scheme.
- Promote systems whereby those who are collected share in fuel costs.
- Emergency ride home in the form of a free taxi for car sharers required to be at the campus late or who need to travel home urgently. This system should require approval by the mobility management plan coordinator to ensure the system is not abused.

3.5 Campus Bus / Train Services

The proposed shared educational campus is located 10km to the west of Dublin City centre

between Clondalkin town and Old Castle Park. The main public transport in the area is Dublin Bus with 5 bus stops in the vicinity of the campus all within 7 mins walk of the campus grounds. The stops services all the routes detailed below;

- Bus no.13 from Harristown to Grange Castle,
- Bus no.51D from Aston Quay towards Clondalkin,
- Bus no.51X from Dunawley to UCD Belfield,
- Bus no.68 from Fleet St. towards Newcastle / Greenogue Business Park,
- Bus no.69N from Westmorland St. towards Saggart,
- Bus no.151 from Docklands (East Rd.) to Foxborough (Balgaddy Rd.).

The use of cycling/walking are seen as a means to reduce the number of students and staff travelling to the campus by private vehicle, however more sustainable forms of transport would be preferred. Bus services would most likely be utilised by students and staff travelling to the campus from the wider area.

Table 3.4 below provides a breakdown of the current number of staff and pupils using bus and train services to the proposed shared educational campus.

Bus & Train Services – Existing trends and potential to influence			
Pupils	Yes	Staff	Yes
Zone of influence	1.5-2.0 Miles	Zone of influence	5.0-6.0 Miles
No. surveyed within zone of influence	TBC once surveys are completed	No. surveyed within zone of influence	TBC once surveys are completed
% currently using bus / train	TBC once surveys are completed	% currently using bus / train	TBC once surveys are completed
No. currently using bus / train	TBC once surveys are completed	No. currently using bus / train	TBC once surveys are completed
No. interested in using bus / train	TBC once surveys are completed	No. interested in using bus / train	TBC once surveys are completed

Table 3.4 – Existing using bus and train services breakdown

Note existing information on travel trends is included in Appendix C of this report

3.5.1 Incentives to Encourage Bus and Train Services

In order to encourage the use of bus/train services to the campus, this mobility management plan proposes to introduce a number of incentives to entice parents and staff to embrace the scheme.

- Information being provided at reception for bus / train times.
- Liaison with service providers to enquire about reduced fares for students and staff.
- Liaison with service providers to enquire about dedicated routes to service the campus.

3.6 Co-ordination of School opening times

The School shall incorporate with the agreement and instructions of the mobility management coordinator, staggered opening times to reduce the volume of traffic surrounding the campus at morning and evening peak times. The Board of Management recognises that congestion in the surrounds of the campus during peak times is an issue resulting in driver frustration which inevitably presents a safety concern for venerable road users namely pupils. Through the Mobility Management Coordinator the Board of Management is committed to implementing staggered opening and closing times which shall be reviewed by the Mobility Management Coordinator when the development is constructed.

3.7 Construction Stage Action Plan

The Board of Management recognises that arrangements will be required to cater for construction traffic and deliveries associated with the proposed extension. This mobility management plan proposes a number of measures to reduce the impact to the existing campus and the surrounding area during the construction phase. It will be the responsibility of the main works contractor to prepare a traffic management plan for the construction phase, however it is recommended that measures such as the following are introduced to minimise impact to the area:

- The contractor shall be granted a designated zone / compound within the campus boundary, the location of which is to be confirmed at tender stage which will be segregated away from occupied areas. This area shall allow for a small number of construction traffic spaces.
- It is recommended that the successful contractor implements a just in time delivery policy to ensure that materials arrive to site when they are needed as opposed to taking up space within the site.
- It is recommended that the contractor coordinate deliveries to ensure that they do not coincide with peak times on the public road network and the campus.
- It is recommended that the contractor provides parking for construction personnel away from the site and arrange public transport / shuttle busses to the site for personnel.
- It is recommended that no construction parking will be permitted on the approaches to the campus.
- Ideally construction of the proposed extension can be accommodated over the campus summer holidays as this will reduce the risk of interaction with the live site and will also allow for staff parking areas to be utilised by construction personnel.
- In the event that construction traffic is likely to interfere with campus operations or neighbouring residents, it is recommended that the successful contractor prepare a method statement / traffic management plan for that element of works. This method statement / traffic management plan should be communicated to the Board of Management, local authority and any other relevant stakeholders for agreement before works commence. Any temporary signage etc. that is required should be provided in accordance with Chapter 8 of the traffic signs manual. Flagmen should also be provided where necessary.

4 Implementation of the Mobility Management Plan

4.1 Background

In order for the mobility management plan to be successful, investment and resources will need to be made available to implement the proposals outlined. The mobility management plan will also need to be reviewed periodically to assess how the proposals are being received by the campus's population and to determine realistic targets for the plan.

Setting realistic targets is vital to the success of the mobility management plan, as is ensuring that its proposals are embraced by the students, staff and visitors. It is important that realistic targets are set out early and that promotion drives are undertaken to help ensure that targets are met.

4.2 Mobility Management Plan Coordinator

The main target of this mobility management plan is to ensure that the traffic impacts associated with the day to day operations are minimised. Achieving this target will result in a wide range of benefits to the daily operation of the campus.

In order for the mobility management plan to be successful it is essential that a mobility management coordinator is appointed to monitor the progress of the plan on an ongoing basis. The persons appointed in monitoring the implementation of the mobility management plan are as follows;

- Mobility Management Plan Coordinator
- Thomas O'Dróna
- Assistant Mobility Management Plan Coordinator
- Sean McCárthaigh

It is important that the mobility management plan coordinator and assistant coordinator work closely together while promoting the mobility management plan. The involvement of parents, pupils and staff at an early stage will be essential to the success of the plan. ORS would recommend that Thomas and Sean consult with parents, staff groups and local residents to discuss the strategy for the implementation of the plan. This may help to spread the work load involved in implementing the plan and provide a platform for feedback to be presented.

Vital to the success of the mobility management plan will be ensuring that sufficient time and a suitable budget is afforded to Thomas and his assistant to implement the measures discussed in this plan.

The main roles and responsibilities of the mobility management plan coordinator are detailed in the following sections.

4.2.1 Promoting the Mobility Management Plan

Promotion of the sustainable forms of transport discussed in the mobility management plan is required to ensure that the attitudes of pupils, staff and visitors to the campus are impacted on. It is important that the mobility management plan coordinator recognises the needs of the students, staff, and visitors to the site and the areas where they may be willing to change their attitudes to travel. This information can be obtained by issuing questionnaires to the relevant parties.

It is important that the mobility management plan coordinator leads by example by embracing the proposals of the plan in their daily routine. It is also important that senior figures embrace the proposals of the mobility management plan as if senior figures are seen to be embracing change the remaining campus population is more likely to follow suit.

4.2.2 Management and Review

Management and review of the mobility management plan is vital to track progress and determine realistic milestones in the implementation of the plan. It is recommended that the travel patterns of students, parents and visitors are reviewed on an annual basis. ORS have compiled a questionnaire which is attached in Appendix A of this report which will provide the mobility management plan coordinator with all the necessary information to review travel trends at the campus. It is recommended that this questionnaire is issued annually to monitor and track travel pattern changes amongst the campus population.

ORS would also suggest leaflets and information booklets to be produced to make students and staff aware of the mobility management plan and what it intends to achieve.

This will allow the mobility management plan coordinator to track progress in terms of milestones and also adjust milestones that are set too high or too low. It will also ensure that changing travel patterns are taken account of to ensure that the mobility management plan continues to reflect the needs of the users.

5 Conclusion

Mobility management is a process that is intended to be ongoing over a number of years with the end target being reduced vehicle numbers arriving and departing at peak times. Sustainable transportation should be embraced by the campus and not be seen as a chore and an anti-car approach. This report assists in providing alternative modes of transport and incentives to help promote the uptake in such forms of transport. It should be noted however that the actual monitoring and review of the initiatives proposed in this plan will be a far greater part of the mobility management plan itself.

Essential to the success of the plan is the appointment of a mobility management plan coordinator. The mobility management plan coordinator for will be Thomas O'Dróna. Thomas will be responsible for implementing the measures discussed in the plan and should be granted sufficient time and resources to help ensure the plan is a success.

The mobility management plan mainly focuses on the travel attitudes of pupils, parents, and staff and it is essential to the success of the plan that these groups are consulted from the outset. Successful coordination of tasks and communication could also be transferred to these groups if they are consulted from the onset of the implementation of the plan.

Pupils, parents and staff will play a pivotal role in the implementation of the plan as; they after all are the target audience to take an active role in the plan. The plan will evolve and develop with the campus as the culture of the campus changes, taking into account new student's needs, changing staff, and changing patterns in travel.

In order to ensure that the plan is effective and up to date it is encouraged that the stakeholder survey attached in Appendix A of this report is issued annually to establish changing travel patterns and targets. It should be noted that failing to meet targets should not be viewed as a failure, particularly in the first year to year and a half following implementation of the plan. This period should be used to recognise achievable targets and put forward long term goals.

The propensity for the teaching staff and users of the proposed campus site to use alternatives to single-occupancy car travel for their work trips will inevitably depend on the convenience and availability of those alternative networks and facilities. The campus has limited influence in influencing the travel choices other than to ensure that facilities are in place locally and to promote their use through education and regular initiatives for the pupils.

What can, and will, make the greatest difference to modal choice and future modal shift, will be the availability of transport connections between the site and the catchment areas. The onset of the development will do nothing to prevent the advancement of those necessary and any future programmed improvements to public transport and pedestrian network infrastructure. Indeed, the further development of the campus at its current location can in fact be instrumental in bringing forward these measures since it will provide the means for public transport services to generate revenue and become increasingly viable and sustainable into the future.



Appendix A – Sample Letters and Questionnaires



Parent / Guardian Questionnaire

Dear Parent or Guardian,

RE: MOBILITY MANAGEMENT PLAN QUESTIONNAIRE

As you may already be aware, there are proposals in place to provide an extension to the school's facilities including additional car parking spaces being installed throughout the grounds.

As part of this process, the Local Authority have requested that we prepare a mobility management plan to assess the transport situation at the campus.

The first step in the Mobility Management Plan process is to ascertain the current travel patterns of the pupils and their parents or guardians. In order to achieve this, a questionnaire has been designed to assess the methods used by the pupils and parents to travel to and from campus.

The attached questionnaire asks a few short questions associated with how you and your child or children travel to and from campus. This questionnaire will take approximately **5 minutes to complete**.

In addition, the last question in the questionnaire provides you with the opportunity to provide your comments and observations associated with the delivery of the improvements to the entrance and car park and also the mobility management plan. As a parent or guardian, your inputs and support are vital to the safe operation of the proposed improvements. On this basis, your observations are welcomed and will be thoroughly considered.

Please return your completed questionnaire to myself, no later than **xxx**.

Thank you for your consideration and support.

Yours sincerely,

Fergal O'Giolláin / Thomas O'Dróna
Secondary School Principal / Primary School Principal



What is your own name?

Name (of parent/guardian)

1. Please tell us about all the children you have attending at this school:

Child's name..... Class.....
Age.....

Child's name..... Class.....
Age.....

Child's name..... Class.....
Age.....

Child's name..... Class.....
Age.....

Child's name..... Class.....
Age.....

2. During the school term, what is your child's (children's) home address?

Home Address:
.....
.....
.....

3. How far is your home or term time address from the school?

Miles

4. How long does your journey currently take?

Morning journey - home to Minutes
school:
Afternoon journey - school to Minutes
home:

5. How does (do) your child (children) normally get to school in the morning? *(Please tick the most appropriate, or state other)*

<input type="checkbox"/>	Driven (alone or with siblings)
<input type="checkbox"/>	Driven (shared with children from other families)
<input type="checkbox"/>	By Bus (private)
<input type="checkbox"/>	By Bus (public)
<input type="checkbox"/>	Walk (on their own)
<input type="checkbox"/>	Walk (supervised)
<input type="checkbox"/>	Cycle (on their own)
<input type="checkbox"/>	Cycle (supervised)
<input type="checkbox"/>	Taxi

Other, please state:

6. How does (do) your child (children) generally get home from school in the afternoon? *(Please tick the most appropriate, or state other)*

<input type="checkbox"/>	Driven (alone or with siblings)
<input type="checkbox"/>	Driven (shared with children from other families)
<input type="checkbox"/>	By Bus (private)
<input type="checkbox"/>	By Bus (public)
<input type="checkbox"/>	Walk (on their own)
<input type="checkbox"/>	Walk (supervised)
<input type="checkbox"/>	Cycle (on their own)
<input type="checkbox"/>	Cycle (supervised)
<input type="checkbox"/>	Taxi

Other, please state:

7. Would you consider other modes of transport for your child (children) to travel to and from school? *(Please tick the most appropriate, or state other)*

<input type="checkbox"/>	Car-pooling (also known as car-sharing)
<input type="checkbox"/>	Walking bus (supervised walking along a set route)
<input type="checkbox"/>	Cycling
<input type="checkbox"/>	Use of private school bus
<input type="checkbox"/>	Use of public bus services

Other, please state:

8. What currently prevents your child (children) travelling to and from school using the method you have identified in Question 7?

.....



Staff Questionnaire

Dear staff member,

RE: MOBILITY MANAGEMENT PLAN STAFF QUESTIONNAIRE

As you may already be aware, there are proposals in place to provide an extension to the school facilities including additional car parking spaces being installed throughout the grounds.

As part of this process, the Local Authority have requested that we prepare a mobility management plan to assess the transport situation at the campus.

The first step in the mobility management plan process is to ascertain the current travel patterns for staff, pupils and their parents/guardians. In order to achieve this, a questionnaire has been designed to assess the methods used by the staff, pupils and parents to travel to and from campus.

The attached questionnaire asks a few short questions associated with how you travel to and from campus. This questionnaire will take approximately **5 minutes to complete**.

In addition, the last question in the questionnaire provides you with the opportunity to provide your comments and observations associated with the delivery of the improvements to the entrance and car park and also the mobility management plan. As a staff member, your inputs and support are vital to the safe operation of the proposed improvements. On this basis, your observations are welcomed and will be thoroughly considered.

Please return your completed questionnaire to myself, no later than **xxx**

Thank you for your consideration and support.

Yours sincerely,

Fergal O'Giolláin / Thomas O'Dróna
Secondary School Principal / Primary School Principal

What is your name?

Name (*staff member*)

1. During the school term, what is your home address?

Home Address:

2. How far is your home or term time address from the school?

Miles

3. How long does your journey currently take?

Morning journey - home to school: Minutes
 Afternoon journey – school to home: Minutes

4. How do you normally travel to school in the morning? (*Please tick the most appropriate, or state other*)

<input type="checkbox"/>	Drive (alone)
<input type="checkbox"/>	Drive (shared with other staff)
<input type="checkbox"/>	By Bus (private)
<input type="checkbox"/>	By Bus (public)
<input type="checkbox"/>	Walk
<input type="checkbox"/>	Cycle
<input type="checkbox"/>	Taxi

Other, please state:

5. How do you normally travel home from school in the afternoon/evening? (*Please tick the most appropriate, or state other*)

<input type="checkbox"/>	Drive (alone)
<input type="checkbox"/>	Drive (shared with other staff)
<input type="checkbox"/>	By Bus (private)
<input type="checkbox"/>	By Bus (public)
<input type="checkbox"/>	Walk
<input type="checkbox"/>	Cycle
<input type="checkbox"/>	Taxi

Other, please state:

6. Would you consider other modes of transport for your journey between home and school?
(Please tick the most appropriate, or state other)

	Car-pooling (also known as car-sharing)
	Walking
	Cycling
	Use of private school bus
	Use of public bus services

Other, please state:

7. What currently prevents you travelling to and from school using the method you have identified in Question 6?

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8. Finally, please provide us with your comments, observations or any other information you feel is relevant in relation to the proposed entrance and car park layout, and/or the mobility management plan:

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Thank You for taking the time to complete this questionnaire, your participation is greatly appreciated.



Appendix B – Proposed Plans

Please refer to planning submission drawings for additional details.

Appendix C – Existing travel trend information

The following information has been provided by Rogerson Reddan & Associates who are acting as project managers on this project. The information has been included as an appendix to the mobility management plan to assist the mobility management plan coordinator in preparation of initial baseline data for the site.

1. Gaelscoil Chluain Dolcain:
187 students surveyed.
Walk to school: 53- 26%
Cycle: 8- 4%
Car: 126-70%
Bus: 0

2. Gaelscoil na Camóige
Survey answered by 79 children.
58% travel by car.
19% travel by car and walk
13% will walk.

