AFEC International

Primary School, Kishoge, Lucan, Co. Dublin

Mobility Management Plan

P·M·C·E

July 2022

AFEC International

Primary School, Kishoge, Lucan, Co. Dublin

Mobility Management Plan

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1 Introduction

1.1 Commission and Terms of Reference

PMCE have been commissioned by AFEC International, to undertake a Mobility Management Plan (MMP) Report on behalf of the Applicant, the Department of Education, to support a planning application for a proposed new primary school at Thomas Omer Way, Kishoge, Lucan, Co. Dublin, the location of which is shown below in Figure 1-1.

FIGURE 1-1: SITE LOCATION MAP

This report should be read in conjunction with all other documents and information submitted as part of this planning application. PMCE have made reference to the following in preparation of this report:

- Project Drawings and Information from AFEC.
- Traffic and Transport Assessment (TTA) Report by PMCE – standalone report (Ref. P22-066-T-GEN-RP-001).
- An *independent* Stage 1 Road Safety Audit (RSA) report by PMCE – standalone report (Ref. P22-066-PSW3-RP-001).
- National Transport Authority (NTA) documents and national programmes.
    - Green Schools Travel Programme and Toolkit for School Travel.
    - Achieving Effective Workplace Travel Plans: Guidance for Local Authorities.
    - Workplace Travel Plans – A Guide for Implementers.
    - The Smarter Travel Workplaces Programme.
- The Department of Transport (DoT) document 'Design Manual for Urban Roads and Streets' (DMURS).
- South Dublin County Council Development Plan 2016-2022.

1.2 Proposed School

As shown in Figure 1-1, the proposed new primary school is located off the Thomas Omer Way road in Kishoge, Lucan. The school is ideally located within an established residential school catchment area and surrounded by a local road network with infrastructure, facilities and services for sustainable modes of travel such as walking, cycling and public transport. An extract of the proposed 'Site Plan' Drawing Title, "AP-Rev B Site Plan 2013," by AFEC International is shown below in Figure 1-2.

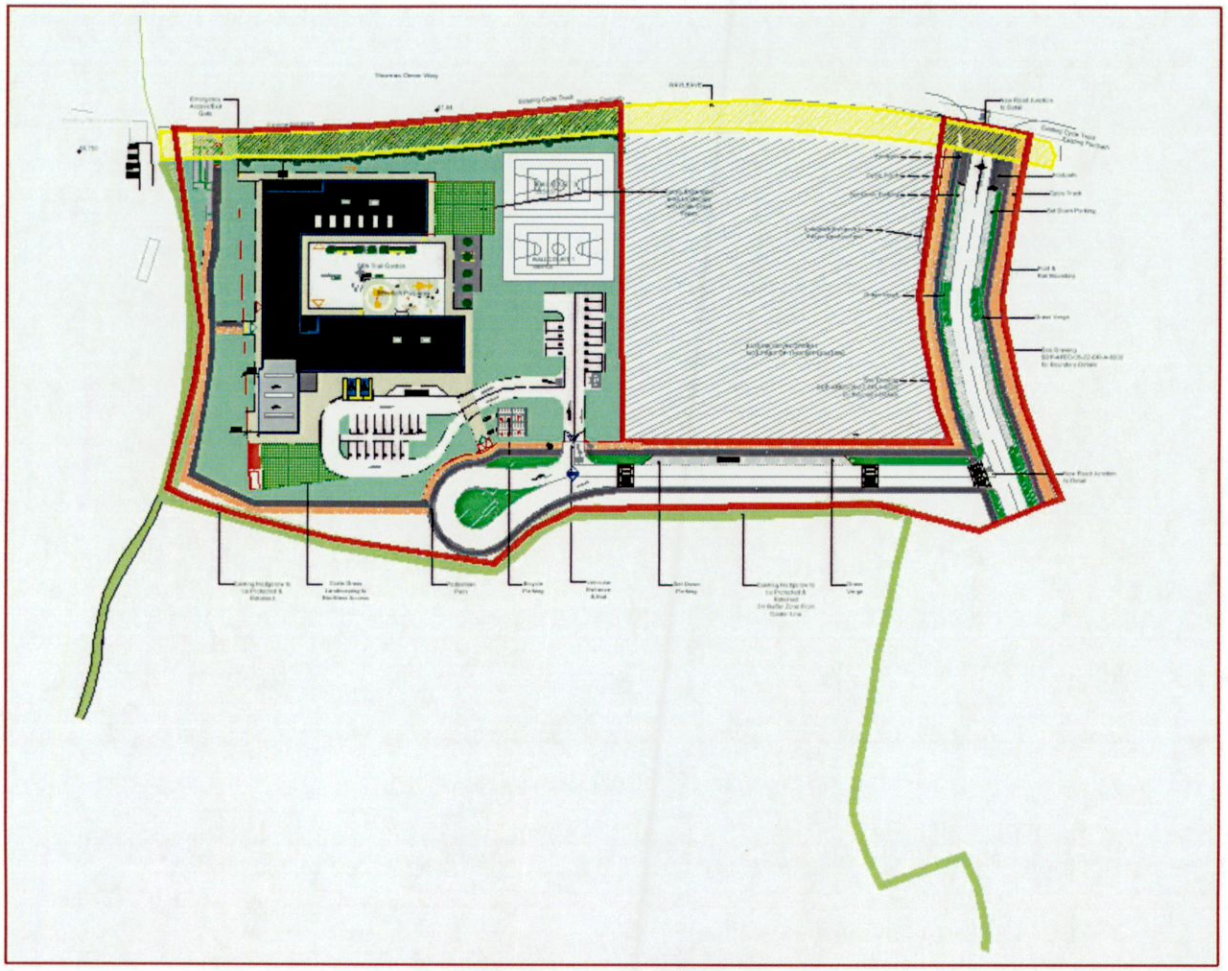


FIGURE 1-2: SITE PLAN

As shown, planning permission is sought to develop a new school on a green field site. A summary of key details is shown below in Table 1-1.

TABLE 1-1: PROPOSED SCHOOL DETAILS

Proposed School Details	
Total number of Pupils	500
Total Number of Staff	~84 (approx.)
Total Car Parking Spaces	31
Total Drop-Off Parking Spaces within School Carpark and on Access Roads (1 space = 6m)	32 (approx. 195m)
Mobility Impaired Parking Spaces	2
eCar Charging Space	EV charging units provided for all car parking spaces
Cycle Parking Spaces	46 (including 10% EV)

1.3 Mobility Management Plan

The overall objective of this Mobility Management Plan (MMP) report, also known as a School Travel Plan or Green Travel Plan, is to make a firm commitment to reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport and improve site accessibility.

These objectives should be achieved through the promotion and implementation of both 'soft' (promotion and operational) and 'hard' (infrastructural) measures where reasonable, and the monitoring of travel choices and other patterns over time.

A School Travel Plan should include:

- A clear statement setting out a commitment to actively encourage and promote sustainable travel.
- Suggestions of suitable supporting physical measures, appropriate to the site and development proposal.
- An Action Plan containing a package of measures and initiatives which will promote and support sustainable travel patterns.

A key objective of the proposed application and this MMP report is to take advantage of the existing sustainable travel infrastructure and facilities already available in the local area and potential future proposals contained in the Local Development Plan and other initiatives.

This report outlines the following:

- Accessibility Audit of Existing Conditions including Site Assessment, Travel Pattern Data, Road Network and Public Transport Services.
- MMP Objectives and realistic Mode of Travel Targets.
- Action Plan – appropriate measures to encourage a positive change in travel patterns.
- Monitoring and Review process.
- Appointed Mobility Management Coordinator.

1.4 Site Visit

A site visit was conducted on the 22nd of June 2022. The weather during the site visit was wet and the ground surface was wet. Traffic volumes during the site visit were low and vehicle speeds were considered to be within the posted speed limit.

The site has been examined in terms of overall accessibility for all school users and using all modes of transport. It has not been examined or verified for safety implications as part of this report (see PMCE Road Safety Audit report, Ref. P22-066-PSW3-RP-001).

2 Existing Travel Patterns

2.1 CSO Travel Statistics

This section assesses the existing local travel patterns with respect to how pupils and staff could travel to and from the proposed school each day.

As a newly proposed school there is no existing travel data for staff and pupils. Therefore, the Central Statistics Office (CSO) Census 2016 Small Area Population Statistics (SAPMAP) has been used to gather data for existing commuting travel patterns for 'Population aged 5 years and over by means of travel to school, work or college'. The first results of the 2022 census will be released in June 2022 but it is unclear, when commuting data will be released. It is recommended to update this report section when data is available.

As shown below in Figure 2-1, the Lucan-Esker electoral division of South Dublin was selected to represent the likely potential catchment area for the school in terms of determining the existing modal split (mode of travel) for both pupils and staff when the school opens. In 2016, there were 32,236 persons living in the Lucan-Esker electoral division with 15,964 males and 16,272 females.

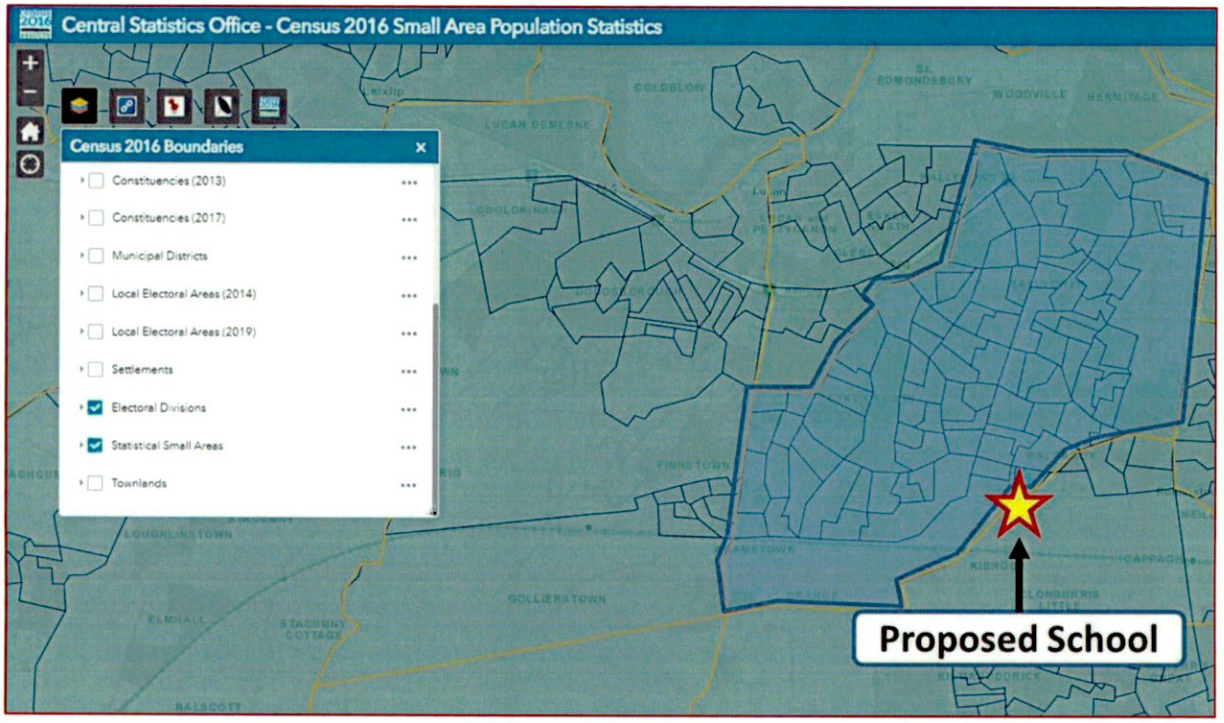


FIGURE 2-1: CSO SAPMAP SCREENSHOTS (SOUTH DUBLIN ELECTORAL DIVISION AND LOCAL SMALL AREAS)

Table 2-1 overleaf outlines modes of travel for the Lucan Esker electoral division highlighted in Figure 2-1 and is broken down into travel to/from work (staff) and travel to/from school or college (pupils).

Please note that although these statistics also include data for second and third level students, it is a recognised and reliable local representation of travel modes for all students irrespective of age.

TABLE 2-1: MEANS OF TRAVEL TO WORK (STAFF) AND SCHOOL (PUPILS) FROM CSO DATA

Travel Mode	2016 Mode of Travel	
	To Work	To School/College
On Foot	2.6%	29.7%
Bicycle	2.7%	4.3%
Bus, minibus, coach	16.6%	18.1%
Train, DART or LUAS	0.5%	0.1%
Motorcycle or scooter	0.9%	0.0%
Car Driver	64.5%	2.4%
Car passenger	3.2%	40.3%
Van	4.3%	0.1%
Other (incl. lorry)	0.1%	0.0%
Work mainly at home	1.5%	0.0%
Not stated	3.2%	4.9%
TOTAL	100.0%	100.0%

The above data in Table 2-1 is illustrated below in Figure 2-2 for ease of understanding

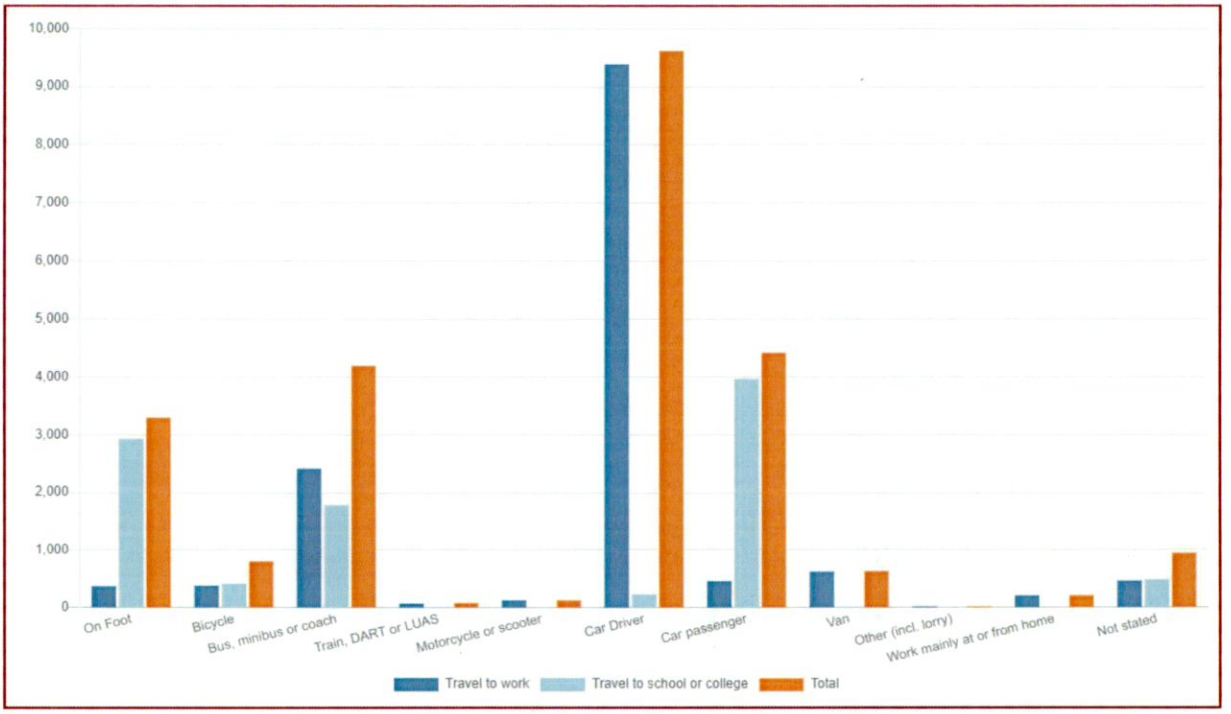


FIGURE 2-2: MEANS OF TRAVEL TO WORK (STAFF) AND SCHOOL (PUPILS) FROM CSO DATA

The 2016 CSO 'journey time' and 'time leaving home' information for those travelling to work, school or college is shown in Figure 2-3 and Figure 2-4 respectively overleaf.

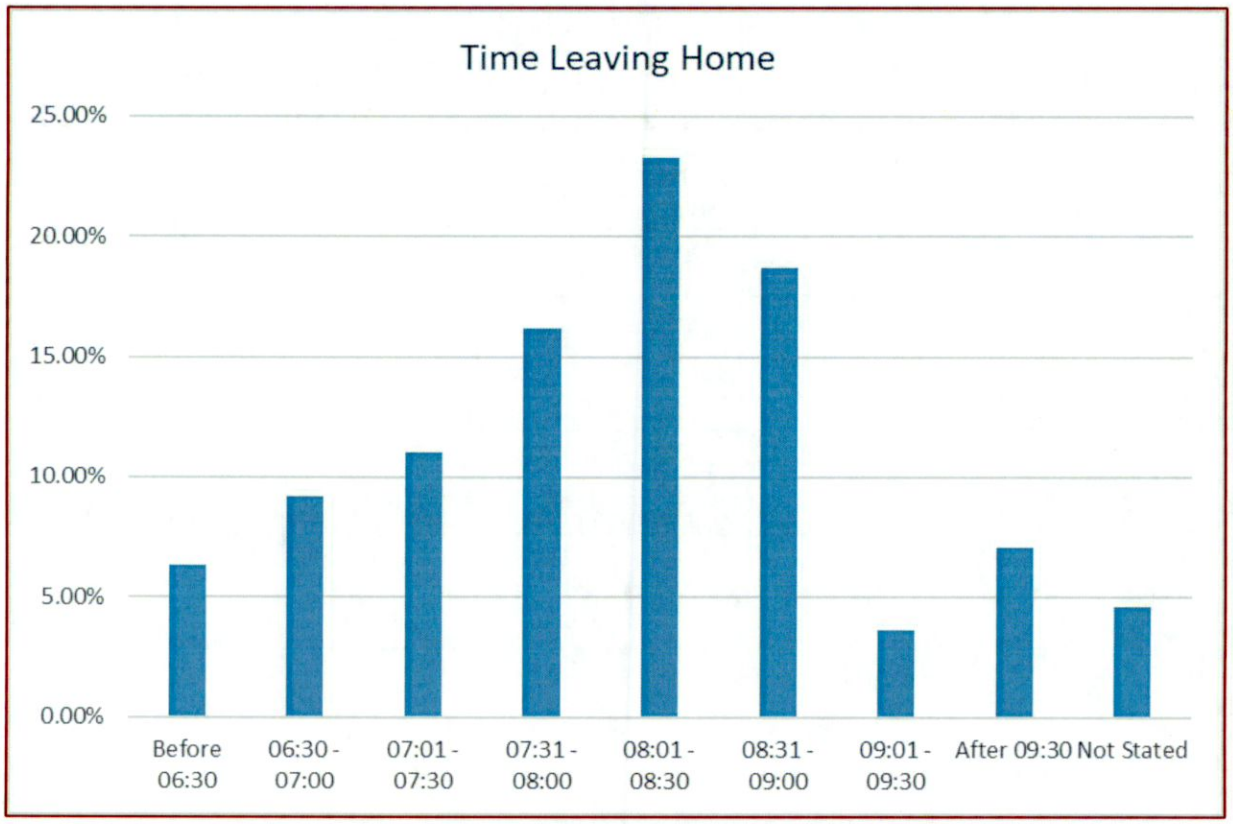


FIGURE 2-3: TIME LEAVING HOME FOR THOSE TRAVELLING TO WORK (STAFF) AND SCHOOL (PUPILS) – 2016 DATA

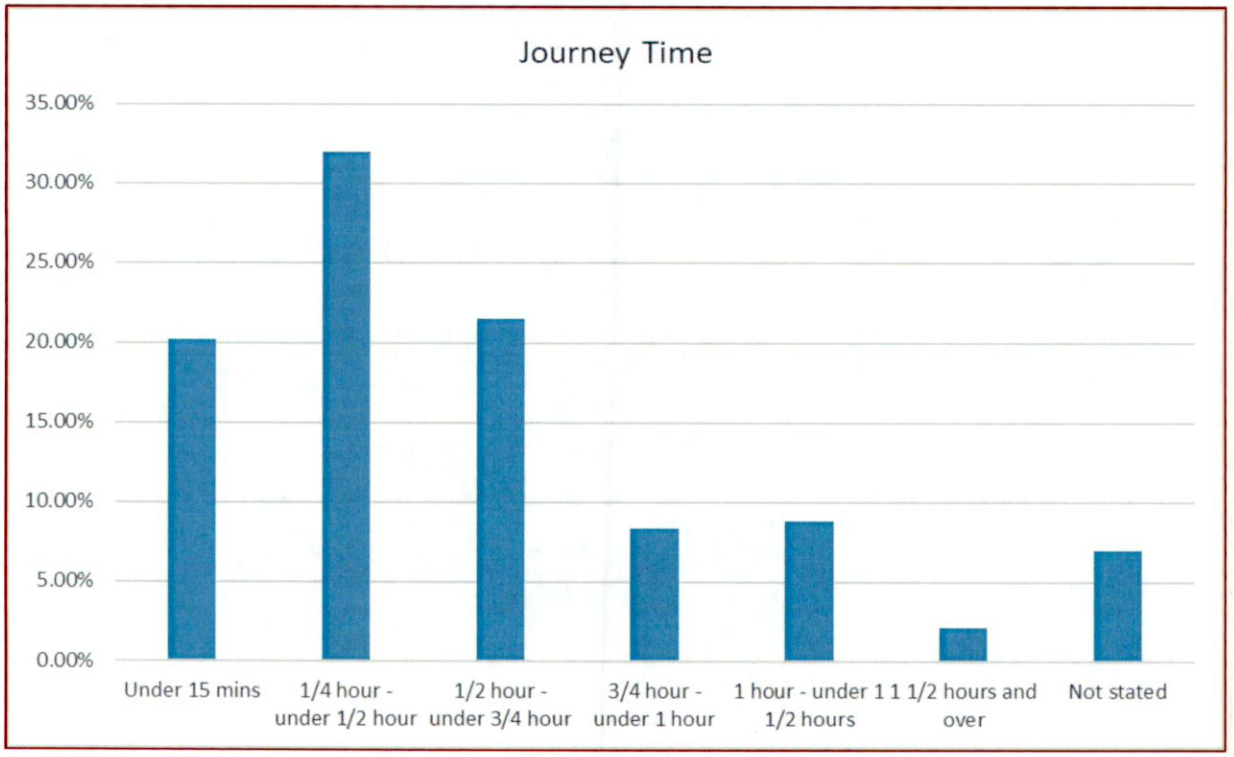


FIGURE 2-4: JOURNEY TIME FOR THOSE TRAVELLING TO WORK (STAFF) AND SCHOOL (PUPILS) – 2016 DATA

As evident, the 2016 CSO Commuting Data highlight the potential for the proposed school to set both realistic and optimistic future Mode of Travel Targets (Modal Split) as part of this MMP report and reduce the reliance on the private car trips to and from the school.

3 School Accessibility

This section includes an overview of School Accessibility with respect to proposed site layout, site location, infrastructure and facilities surrounding the site, travel options on all modes of transport in particular vulnerable road users and mobility/sensory impaired.

Where reasonable, the site visit identified areas where accessibility can be improved to and from the site. These items have been included in the Action Plan (see Section 5) in order to help improve site accessibility and promote sustainable modes of transport over time.

The school site is ideally located and surrounded by an urban local road network with infrastructure, facilities and services for sustainable modes of travel such as raised table junction crossings, dropped kerbs, tactile paving, reduce junction radii, shorter crossing distances, several bus stops/routes in close proximity to the school, on-road cycle lanes, traffic calming measures and more.

3.1 Walking and Pedestrian Facilities

The surrounding road network in the vicinity of the proposed school is well supported by pedestrian facilities. There is a pedestrian crossing on Thomas Omer Way approximately 225m to the west of the new access road and 15m west of the proposed pedestrian/cycle access. As well as this, there are pedestrian crossing facilities at each of the junctions at either end of Thomas Omer Way, the roundabout junction with the R136 Regional Road and the signalised crossroad junction with the R113 Regional Road and Ninth Lock Road. Pedestrian footpaths run along both sides of all roads in the vicinity of the development, providing good access to it.

Walking offers the greatest potential to replace short car trips to and from the school from the surrounding residential areas. There is an existing signalised pedestrian crossing of Thomas Omer Way which facilitates a key pedestrian desire line for the pedestrian/cycle only school entrance and also the existing set-down areas on both sides of the road.

Typical walk times are outlined below and in Table 3-1.

- Typical walking speed for school children is 2.7mph (4.3 km/h or 1.21m per second).
- Typical walking speed for adults is 3.1mph (5km/h or 1.39m per second).
- Typical commuting walking speed is 3.7mph (6km/h or 1.65m per second).

TABLE 3-1: AVERAGE WALK TIMES AND DISTANCES

Walking Time	Avg. Distance (Child)	Avg. Distance (Adult)	Avg. Distance (Commuter)
5 minute-walk time	363m	417m	495m (~0.5km)
10 minute-walk time	726m	834m	990m (~1km)
20 minute-walk time	1,452m (~1.5km)	1,668m (~1.7km)	1,980m (~2km)
30 minute-walk time	2,178m (~2.2km)	2,502m (~2.5km)	2,970m (~3km)

The above walk times and distances can be used to create a variety of Walk Time Maps (Isochrones Diagrams) for promotion of walking (See Action Plan Measure 5 and a draft example below). Figure 3-1 shows an Isochrones Diagram illustrating how far the average child can walk in 10, 15 and 20 minutes and shows that the large urban residential area is within walking distances of the school.

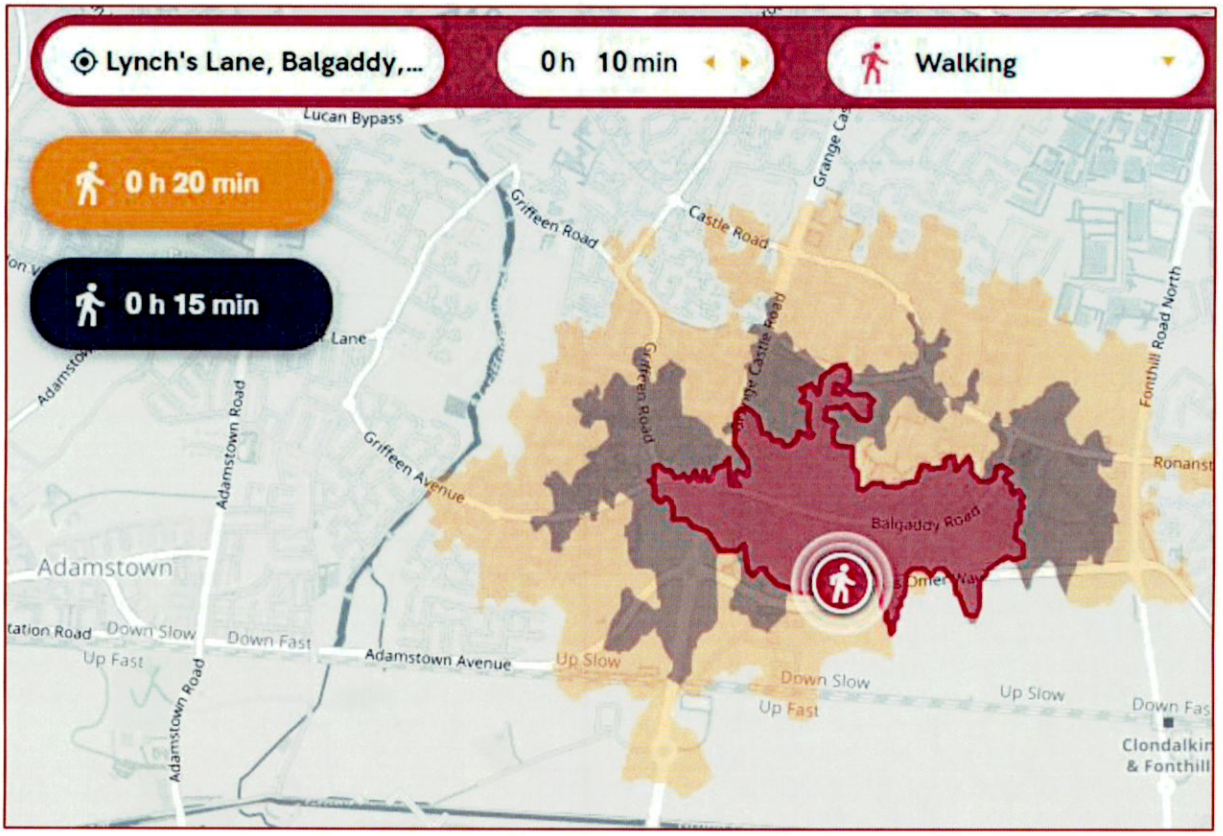


FIGURE 3-1: APPROX. WALKING TIME ISOCHRONES DIAGRAM

3.2 Cycle Facilities

Cycle facilities are available on both sides of Thomas Omer Way in the form of grade-separated cycle tracks. Cycle facilities continue to be available to the north of the R136 Roundabout to the west of the development and over a short section on the R113 at the approach to the crossroads junction to the east of the development.

The local urban environment allows for high levels of cyclist movements. There are designated off-road cycle lanes on Thomas Omer Way extending east-west in both directions and these facilities continue onto other surrounding roads.

As shown in Figure 1-2, there are also designated cycle facilities providing access to the school itself, a direct cycle lane access from Thomas Omer Way and also cycle lane provision along the access road for the school.

Cyclists can then dismount and park their bicycles in a secure cycle parking shelter located adjacent to the school entrance with a capacity for 46No bicycles.

As there is significant quantity of residential development in the immediate vicinity to the site, it is an ideal opportunity to promote cycling among the stakeholders (pupils and staff).

Typical cycling times are outlined below and in .

- Typical cycling speed for school children <14yrs is 8.5mph (13.7 km/h or 3.8m per second).
- Typical cycling speed for adults and 14yrs+ is 10mph (16.1km/h or 4.47m per second).
- Typical commuting cycling speed is 15mph (24km/h or 6.7m per second).

TABLE 3-2: AVERAGE CYCLE TIMES AND DISTANCES

Cycle Time	Avg. Distance (Child)	Avg. Distance (Adult)	Avg. Distance (Commuter)
5 minutes	1,140m (~1.1km)	1,341m (~1.3km)	2,010m (~2km)
10 minutes	2,280m (~2.3km)	2,682m (~2.7km)	4,020m (-4km)
20 minutes	4,560m (~4.6km)	5,364m (~5.4km)	8,040m (~8km)
30 minutes	6,840m (~6.8km)	8,046m (~8.0km)	12,060m (~12km)

The above cycle times and distances can be used to create a variety of Cycle Time Maps (Isochrones Diagrams) for promotion of cycling (See Action Plan Measure 5 and a draft example below). Figure 3-2 shows an Isochrones Diagram illustrating how far the average child can cycle in 5, 10 and 15 minutes and shows that the large urban residential area is within cycling distance of the school and therefore cycling is a realistic mode of transport to and from the school.

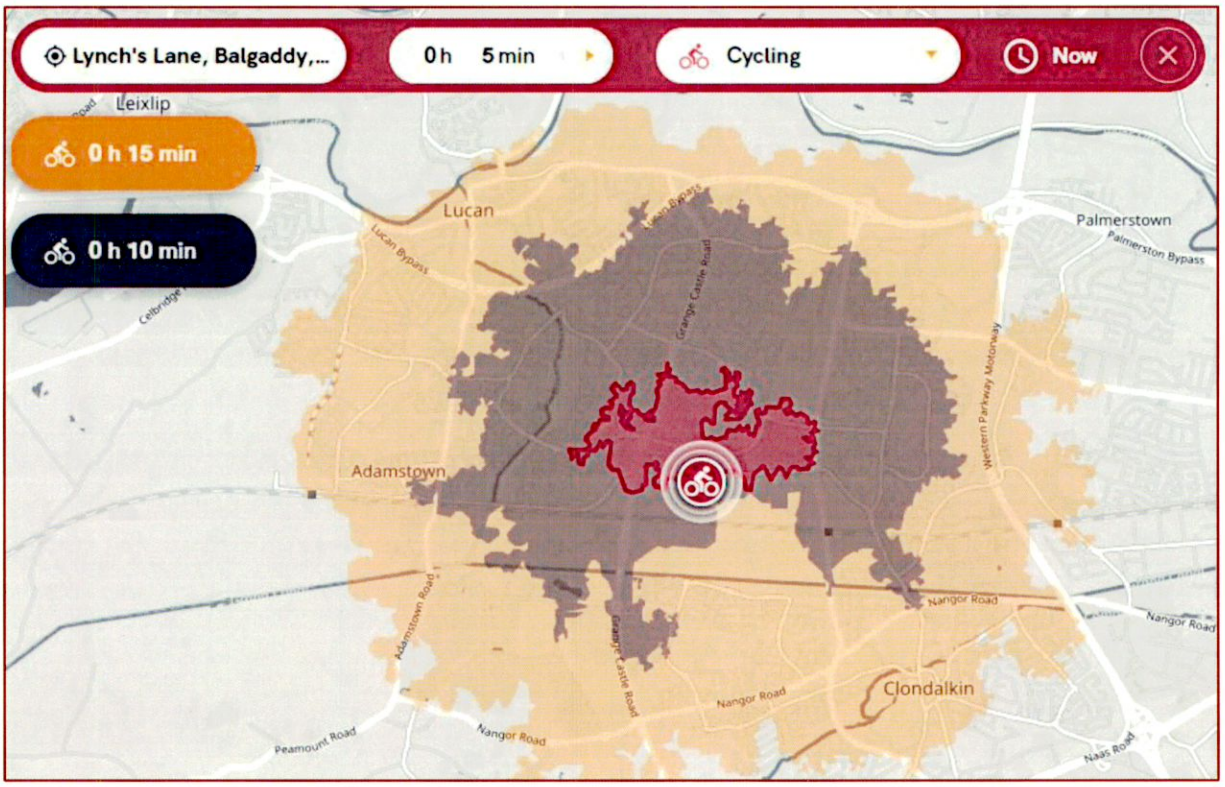


FIGURE 3-2: APPROX. CYCLE TIME ISOCHRONES DIAGRAM

There are several improvements to local cycle facilities around the school both existing and planned as part of the Cycle Network Plan for the Dublin Greater Dublin Area (See Sheet N5 – Dublin Mid-West – Proposed Cycle Network) an extract of which is shown in Figure 3-3.

As shown, the main entrance to the school off Thomas Omer Way is a Secondary Cycle Route (S08) and is also surrounded by both Primary (S05) and Feeder routes through nearby residential areas. The Map N5 is also contained in Appendix B at a reduced A4 scale.

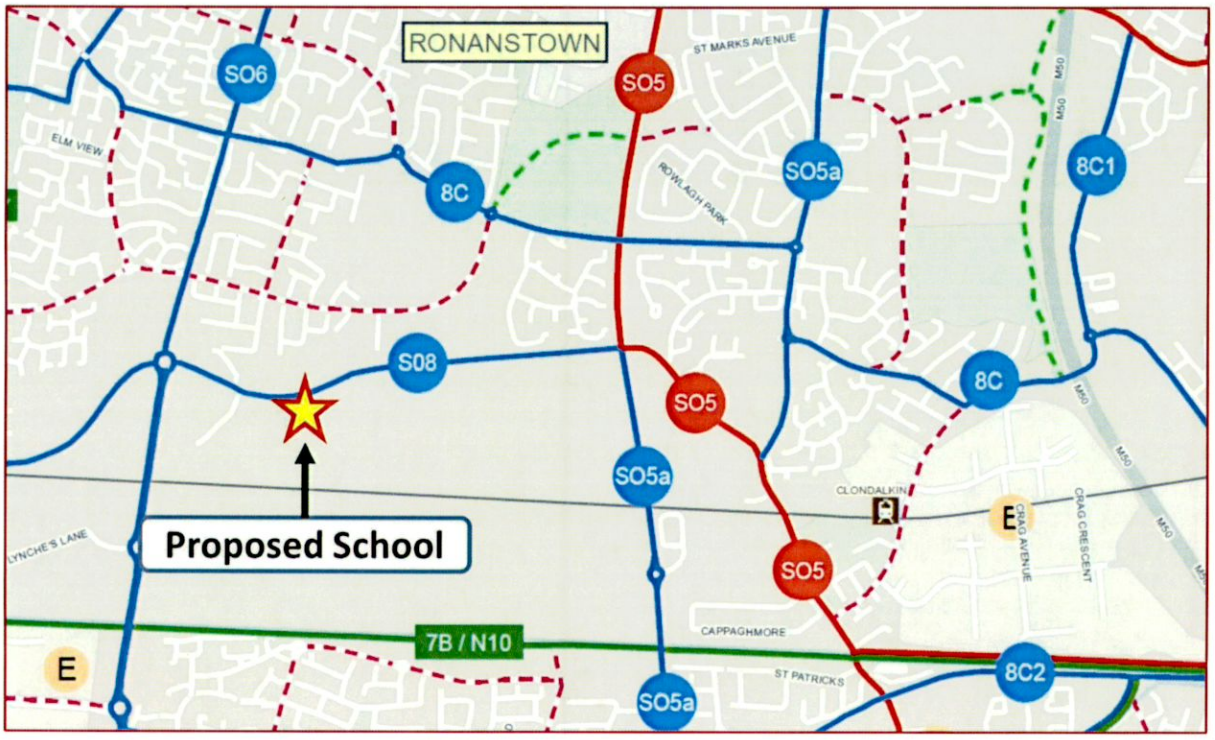


FIGURE 3-3: CYCLE NETWORK PLAN FOR THE DUBLIN GREATER DUBLIN AREA (EXTRACT FROM MAP N5)

3.3 Public Transport - Bus Network

Although Bus Lanes are present on Thomas Omer Way, there appears to be no formal bus stops or bus routes on this road or proposed as part of future BusConnects proposals. There are however several existing and proposed bus routes which pass close to the site with bus stops located within a 5-10 minute walk time of the school.

Table 3-3 outlines the existing routes which are immediately adjacent to the school and Figure 3-4 illustrates where these bus stops and train stations are located in relation to the proposed school. Figure 3-4 is a labelled extract from the Transport for Ireland website (**www.transportforireland.ie**). It should be noted that Kishoge train station is currently closed but is planned to be operational by 2023.

TABLE 3-3: BUS SERVICE DETAILS

Bus Route	Route	Frequency
No. 151	East Wall to Foxborough	Regular during peak hours
No. L53	Adamstown to Liffey Valley	Regular during peak hours
No. L54	Red Cow to River Forest	Regular during peak hours
No. C1 & C2	Adamstown to Sandymount	Regular during peak hours
No. 40	Charlestown to Liffey Valley	Regular during peak hours
No. 13	Harristown to Nangor	Regular during peak hours

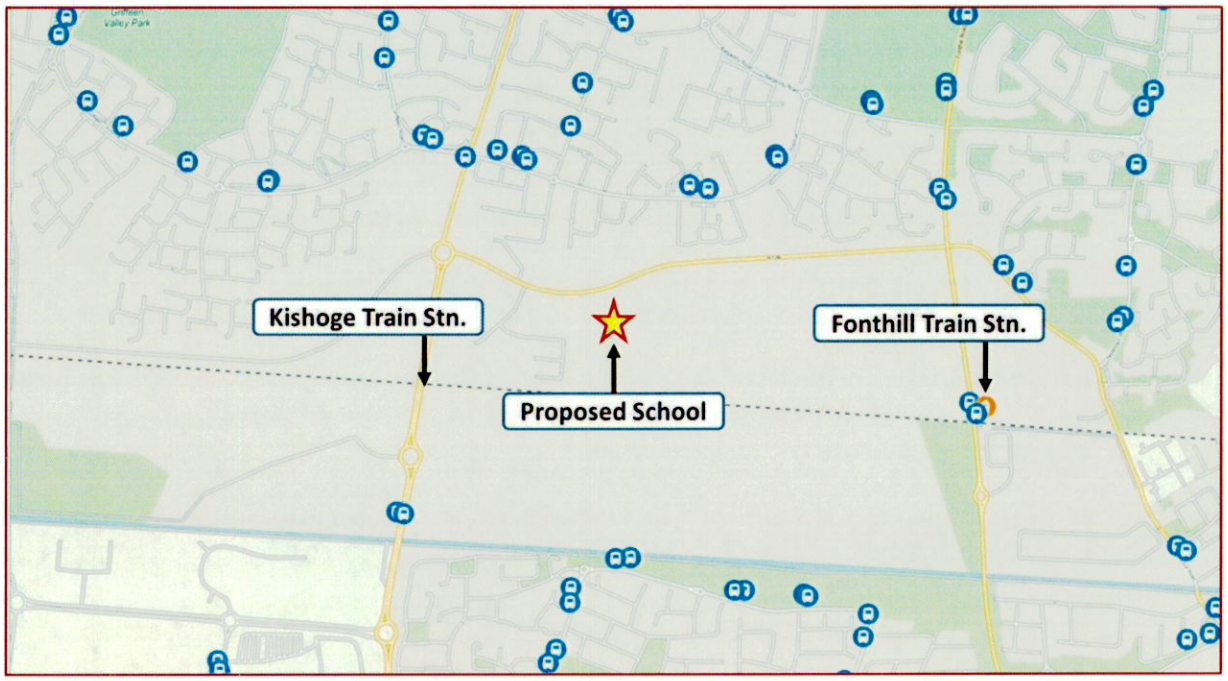


FIGURE 3-4: NEARBY BUS STOPS & TRAIN STATIONS (LABELLED EXTRACT FROM TRANSPORT FOR IRELAND)

Although there are several improvements to local and regional bus routes planned as part of BusConnects, an extract of which is shown below in Figure 3-5, there are no future bus routes planned on Thomas Omer Way.

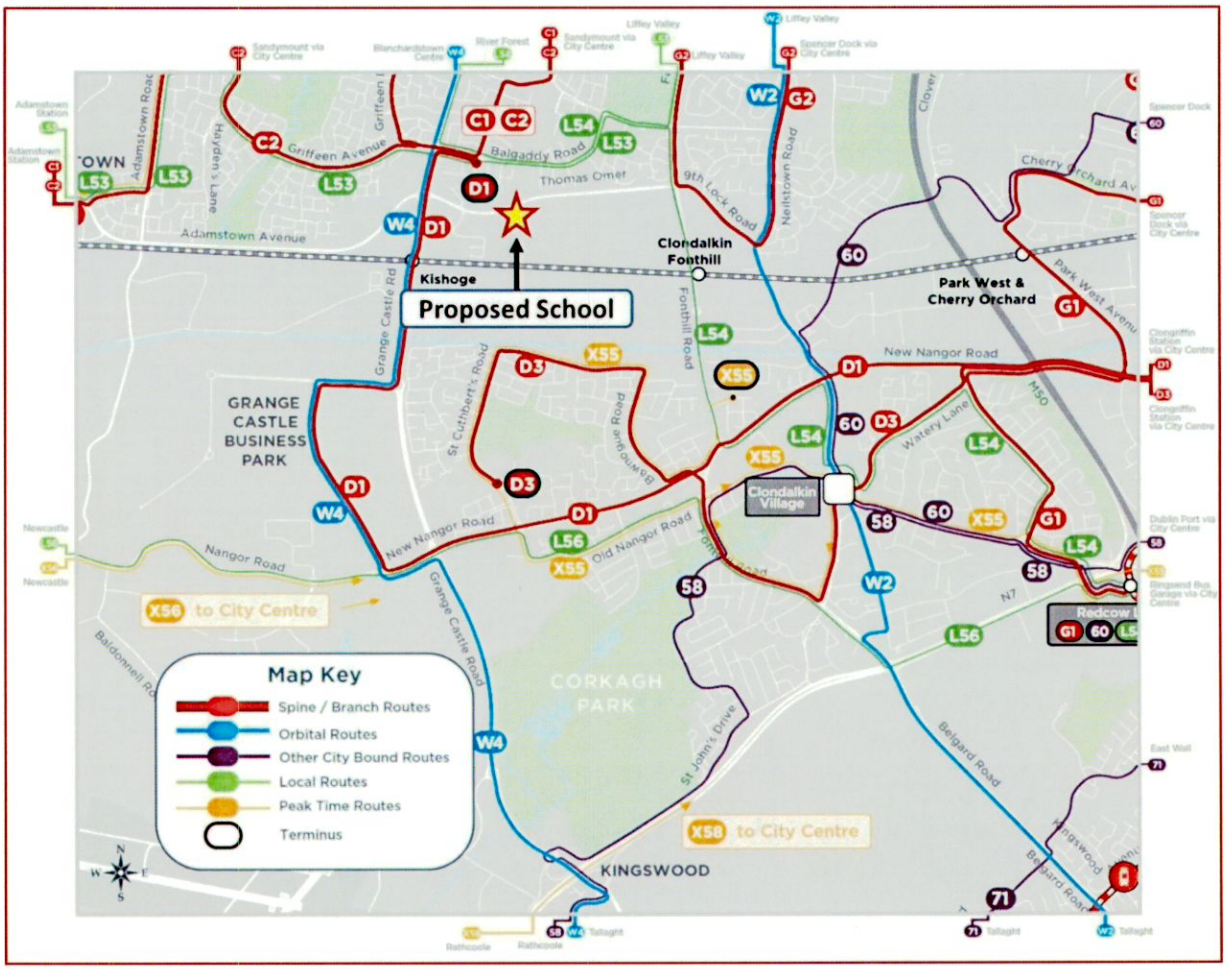


FIGURE 3-5: BUS CONNECTS (EXTRACT FROM THE REVISED BUS NETWORK BID PICTURE MAP)

3.4 Rail Network

As shown in Figure 3-4, the proposed school is located in close proximity to two train stations, namely:

1. Fonthill Clondalkin Train Station located approx. 1.4km (17 minute-walk) east of the school.
2. Kishoge Train Station located approx. 850m (11 minute-walk) west of the school
    a. Irish Rail recently stated work on Kishoge Train Station is expected to begin soon and it is anticipated the station will be operational by the end of 2023.

These stations provide various rail services and connectivity to the east (Dublin City Centre, etc) and to the west (Adamstown (west)). Table 3-4 shows the various rail services which stop at Fonthill.

TABLE 3-4: RAIL SERVICE DETAILS

Route	Frequency
Dublin Heuston to Cork Service (stopping at Fonthill)	Regular during peak hours
Grand Canal Dock (Dublin) to Portloaise (stopping at Fonthill)	Regular during peak hours
Dublin Heuston to Waterford Service (stopping at Fonthill)	Limited (off-peak only)
LUAS connections at Heuston Station	Fequent during peak hours

The timetables for each service can be found on www.irishrail.ie and a map of rail services is shown below in Figure 3-6 (see larger map format in Appendix B).

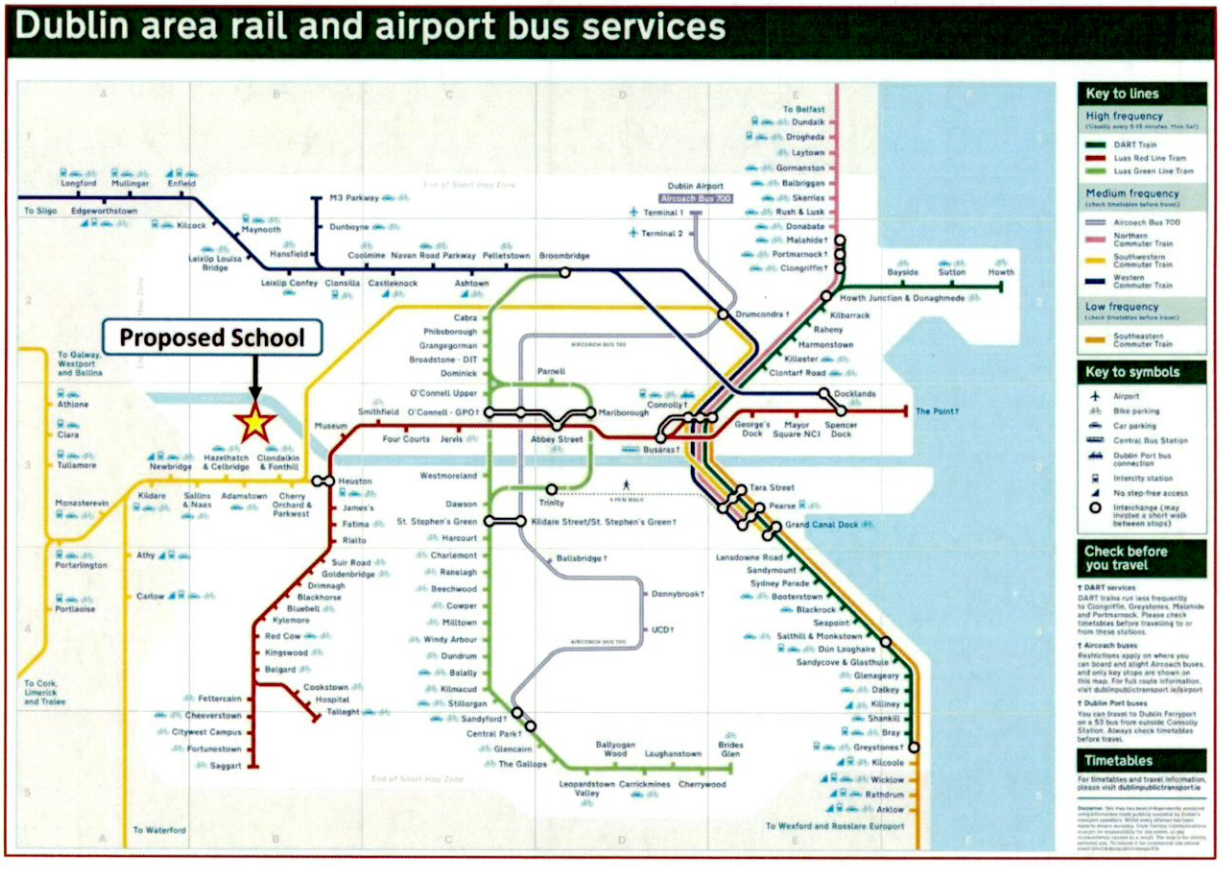


FIGURE 3-6: DUBLIN AREA RAIL AND AIRPORT BUS SERVICES

4 Objectives and Targets

The MMP objectives for the proposed school are as follows:

- Reduction in car dependency as a mean of travel for pupils and staff.
- Increased walking and cycling.
- Increased use of public transport.
- Increased car occupancy (car sharing/pooling).
- Increased awareness and encouragement of the use of sustainable travel modes.
- Increased awareness of healthy lifestyles and exercise.
- Improved accessibility to, from and within the school.
- Provision of travel information.

It is recommended that an annual Travel Survey be undertaken as part of this School Travel Plan to monitor the mode of travel results against the published Model Split statistics for schools by the CSO (see Section 2.1) and also against the suggested modal split targets outlined below.

When determining the most realistic measures and optimistic travel mode targets for a school setting, a number of unique demographic (pupil ages), geographical (see Figure 3-1 & Figure 3-2) and operational characteristics need to be considered.

For example, any pupil located outside a local catchment area (~5-10km+) are limited in terms of sustainable transport options as walking and cycling alone are not appropriate modes. In addition, the age of students (5-13 years) also directly impacts upon their ability to avail of certain travel modes to and from school whether on their own or with a group of peers due to the perceptions and opinions of parents or guardians in relation to personal safety, road safety and other concerns.

Taking into account Sections 2 & 3 above, the preliminary Year 1 Mode of Travel targets are outlined in Table 4-1 below.

TABLE 4-1: MODAL OF TRAVEL – PRELIMINARY YEAR 1 TARGETS – PUPILS AND STAFF

Travel Mode	2016 CSO Mode of Travel		Year 1 Mode of Travel Targets	
	To Work	To School/College	Staff	Pupls
On Foot	2.6%	29.7%	5%	35%
Bicycle	2.7%	4.3%	5%	5%
Bus, minibus, coach	16.6%	18.1%	20%	15%
Train, DART or LUAS	0.5%	0.1%	4%	
Motorcycle or scooter	0.9%	0.0%	1%	
Car Driver	64.5%	2.4%	50%	
Car passenger	3.2%	40.3%	15%	45%
Van	4.3%	0.1%		
Other (incl. lorry)	0.1%	0.0%		
Work mainly at home	1.5%	0.0%		
Not stated	3.2%	4.9%		
TOTAL	100.0%	100.0%	100.0%	100.0%

Although the overall aim is to reduce school trips by private car, whether a passenger or driver, the key objective of the MMP is to first introduce and promote a range of measures through an Action Plan to encourage discussions around and use of more sustainable modes of transport such as walking, cycling, public transport and car sharing (car-pooling) to achieve these preliminary targets.

However, realistic travel targets may be set after completing the first Travel Survey and, for subsequent years, determined based on Travel Survey results for each year.

5 Action Plan

In order to achieve the objectives are targets set out above in Table 4-1, the proposed Action Plan outlined below in Table 5-1 contains both 'Soft' (operational and promotional) and 'Hard' (infrastructural) measures for consideration.

These measures could help reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport, and improve overall site accessibility.

An MMP or School Travel Plan report is a live document which will be continually updated throughout the lifetime of the plan.

All measures proposed as part of this MMP will be considered over the lifetime of the plan by the appointed Travel Co-ordinator (see Section 7) and if appropriate, these measures will be reviewed, implemented, amended or omitted with results and targets monitored through the annual Travel Survey.

TABLE 5-1: WORKPLACE TRAVEL PLAN STATEMENT – ACTION PLAN

#	Category	Action	Year
1	**Soft**	Inform all pupils, staff, parents and guardians about the School Travel Plan process or Mobility Management Plan (MMP), the measures implemented, the objectives and targets.	**1**
2	**Soft**	Where possible liaise with the Local Authority and other proactive initiatives related to sustainable travel and healthy living. **https://www.dlrcoco.ie/en/environment/active-school-travel**	**1**
3	**Soft**	Liaise with Local Authority to highlight local travel and traffic issues directly with the Council's Roads Department	**1/3**
4	**Soft**	Consider a Road Safety Day, where pupils are shown and experience a variety of road safety lessons and activities where they learn about safety for all road users. Consider guest speakers from the Local Authority, the local Gardai, RSA & Ambulance Services and more.	**1/2**
5	**Soft**	Consider promoting Safe Cycling, where pupils learn about safe cycling, wearing helmets, bike maintenance through a series of workshops. Consider guest speakers from the Local Authority, the local Gardai, bike shops, cycle groups, road safety authority and more.	**1/2**
6	**Soft**	Consider using the information contained in this MMP/School Travel Plan report as part of the Travel Theme contained in the Green School Programme. **www.greenschoolsireland.org/themes/travel/** with photos, ideas and more available on **https://www.flickr.com/photos/greenschoolsireland/**	**1/2**
7	**Soft**	Provide and display travel information for both walking and cycling (Maps, etc) in a prominent location within the school illustrating cycle lanes, bus stop/routes, travel times and more.	**1**
8	**Soft**	Consider creating or improving on the welcome pack for new and existing pupils at the beginning of each year to encourage sustainable modes of transport to and from the school in addition to outlining ways to help improve road safety in and around the school.	**1**

#	Category	Action	Year
9	Soft	As part of the above 'pack', consider a Drop and Go Policy to encourage swift, safe and efficient drop-offs in the morning and pickups in the afternoon	1
10	Soft	As part of the above 'pack', consider a Collection Policy and Road Crossing Policy to encourage better driver and parking behaviour and improve road safety for pupils	1
11	Soft	Consider nomination and working for RSA Leading Lights Award, where schools campaign, educate and are committed to improving road safety in their community.	1/2
12	Soft	Review and consider improvements to and increased promotion of the local public transport services to and from the school. Consider liaison with Local Authority, Dublin Bus and BusConnects regarding potential for bus route and bus stop on Thomas Omer Way to serve the proposed and existing schools.	1/2
13	Soft	Display Bus route timetables and route maps. Although printed visual displays are important, these days the use of mobile online devices, apps and online sources of information are critical. The bus route timetables for nearby routes and online website/apps links should be displayed in a prominent location within the school to encourage both Pupils and Staff to consider public transport as an option to and from the school. Information can be found online here **www.journeyplanner.transportforireland.ie** **www.irishrail.ie** **www.buseireann.ie** **www.google.com/maps**	1
14	Soft	Display information about Public Transport Tax Saver Tickets	1
15	Soft	Use a Walk Time Travel Map to illustrate and help students understand the walking times to the school from various surrounding locations, thereby encouraging more walking. Geography lessons could include an element of online maps **www.google.com/maps** to demonstrate and investigate various walking routes and walking times. Also applies to cycling and public transport.	1
16	Soft	Apply to Safe Routes to Schools Programme. Review and improve popular routes to schools. Create a simple walking time map showing distances and times from the school to local key places, residential areas and more.	1
17	Soft	Practical walking speed classroom experiment to do with students: 1) Measure out a line 20 to 50m long in the school yard. 2) Time how long it takes each pupil and staff to walk this distance. 3) Calculate the speed (m/s) of each pupil by dividing distance by time. 4) Calculate the average speed for each class (age groups) and the whole school. 5) Update the tables and maps. Repeat for average Cycle speed in a safe area.	1

#	Category	Action	Year
18	Soft	Consider promoting walking through morning walking trains, park'n'stride, organised walking events and lunchtime walks.	1
19	Soft	Promote and participate in an annual pedometer challenge for pupils and staff.	1
20	Soft	Participate in Walk on Wednesdays (WOW) initiative, if appropriate.	1
21	Soft	Participate in Scoot On Wednesday (SOW) initiative, if appropriate for certain age groups.	1
22	Soft	Participate in '5 Days 5 Ways' week initiative, if appropriate.	1/2
23	Soft	Consider promoting and providing distances for appropriate park and stride points. See sample in Appendix D from St. Brigid's School, Killarney.	1/2
24	Soft	Provide a number of 'sharing' umbrellas at the school to help encourage walking, even during wet weather. Umbrellas can be signed out and returned, if required.	1
25	Soft	Use a simple Cycle Time Travel Map to illustrate and help pupils understand the cycling times to the school from various surrounding locations, thereby encouraging more cycling.	1
26	Soft	Display information about Bike to Work **www.biketowork.ie** Tax Saver Scheme in a prominent location within the school for staff.	1
27	Soft	Considering introducing a Cycling Training and Workshop programme for pupils.	1
28	Soft	Participate in Cycle on Fridays (COF) initiative, if appropriate.	1
29	Soft	Considering review of surrounding cycle facilities in conjunction with the Local Authority Roads Department.	1
30	Soft	Promote participation in National Bike Week for pupils and staff.	1
31	Soft	Encourage Car Sharing where possible between pupils. Start the discussion and pupils may begin the process at home and between school friends. Increase where possible the existing car-pooling between staff. Free car sharing tool available from the NTA (**www.carsharing.ie**)	1
32	Hard	Liaise with the Local Authority Roads Department about potential infrastructural improvements which would benefit the school as part of proactive initiatives.	1/3
33	Hard	Liaise with the Local Authority Roads Department about improving accessibility and connectivity for pedestrians, cyclists, the mobility impaired or sensory impaired between the existing footpaths on the adjacent road network and the school entrance, where possible.	1/3

#	Category	Action	Year
34	Hard	In conjunction with the Local Authority, consider reviewing existing nearby footpaths, pedestrian facilities, lighting and if appropriate, consider improvements to encourage more walking.	1/3
35	Hard	In conjunction with the Local Authority and Dublin Bus, consider reviewing existing and future nearby bus stop facilities and, if appropriate, consider route improvements to encourage more public transport use such as a Bus Route on Thomas Omer Way.	1/3
36	Hard	In conjunction with the Local Authority, consider reviewing existing nearby cycle facilities and lanes and, if appropriate, consider improvements to encourage more cycle use.	1/3
37	Hard	Review school cycle parking provision and consider improvements to encourage cycling as a mode of transport.	1/3
38	Soft	Consider undertaking and using the Green Schools Ireland resources to help implement the above Action Plan. These resources contain a variety of useful experiments, worksheets, surveys and other material: **https://greenschoolsireland.org/resources/theme_category/travel/school_type/primary/**	1/3
39	Hard	In conjunction with the Local Authority, consider the provision of new pedestrian and cycle connection(s) from Thomas Omer Way to the nearby residential areas to the north.	1/3
40	Hard	In conjunction with the Local Authority and Irish Rail, consider the provision of a new and more direct pedestrian and cycle connection from the Kishoge Railway Station (planned opening 2023) to the proposed school site.	1/3

6 Monitoring and Review

It is recommended that a School Travel Survey be undertaken 12 months after the completion and occupation of the new school buildings to allow time for travel patterns to settle.

Appendix C contains a blank Travel Survey Questionnaire which can be used annually. Upon completion of the questionnaire, the appointed School Travel Plan Co-coordinator can monitor results and update this report using the template below.

The annually updated School Travel Plan should include the following items:

a) Summary of results from the annual Travel Survey for both Staff and Pupils.

b) Details of any initiatives carried out during the year (i.e. Walk on Wednesday, etc).

c) Indicate if 'soft' and/or 'hard' measures have been considered, omitted, commenced or implemented over the previous year and if they have been considered successful or unsuccessful.

d) Details of any promotional material used, displayed or created to promote sustainable travel.

A 'blank' Monitoring Report Template is contained below which can be filled out each year.

TABLE 6-1: ANNUAL MONITORING TEMPLATE – MODAL SHARE - PUPILS

Modal Share	Baseline 2016	MMP Targets	Year 1 Survey	Change +/-	Year 2 Survey	Change +/-	Year 3 Survey	Change +/-
On foot			%		%		%	
Cycling			%		%		%	
Public Transport			%		%		%	
Car passenger			%		%		%	
Car driver			%		%		%	

TABLE 6-2: ANNUAL MONITORING TEMPLATE – MODAL SHARE - STAFF

Modal Share	Baseline 2016	MMP Targets	Year 1 Survey	Change +/-	Year 2 Survey	Change +/-	Year 3 Survey	Change +/-
On foot			%		%		%	
Cycling			%		%		%	
Public Transport			%		%		%	
Car passenger			%		%		%	
Car driver			%		%		%	

TABLE 6-3: ANNUAL MONITORING TEMPLATE – ACTION PLAN

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						
35						
36						
37						
38						

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
39						
40						

TABLE 6-4: ANNUAL MONITORING TEMPLATE – PROMOTIONAL MATERIAL

Promotion Material Used, Displayed or Created – Description	
1	
2	
3	
4	
5	
Extend when required	
ADD or ATTACH ANY MATERIAL USED TO APPENDIX D Each Year	

7 Mobility Management Plan (MMP) Statement Co-ordinator

The following person has been nominated as the Mobility Management Plan (MMP) or School Travel Plan (STP) Co-ordinator. The MMP Travel Co-ordinator will be responsible for considering each of the proposed measures over the lifetime of the plan and if required, monitoring the results through an annual manual School Travel Survey and working with relevant sections of the Local Authority. This can be amended at any time.

Name	
Position	
Address	
Phone	
Email	

8 Conclusions

This Mobility Management Plan (MMP) or School Travel Plan (STP) report has been compiled to support the planning application for a proposed new primary school on Thomas Omer Way, Kishoge, Lucan, Co. Dublin.

The overall objective of the report is to establish the existing transport conditions and travel patterns, and help reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling, scooting and public transport through the consideration and implementation of various Action Plan measures and monitoring results over time.

Considering the urban location of the school, the existing options for various modes of travel and the proximity of the school to nearby residential catchment areas, there is a good opportunity to encourage more pupils and staff to choose sustainable modes of transport to and from the school.

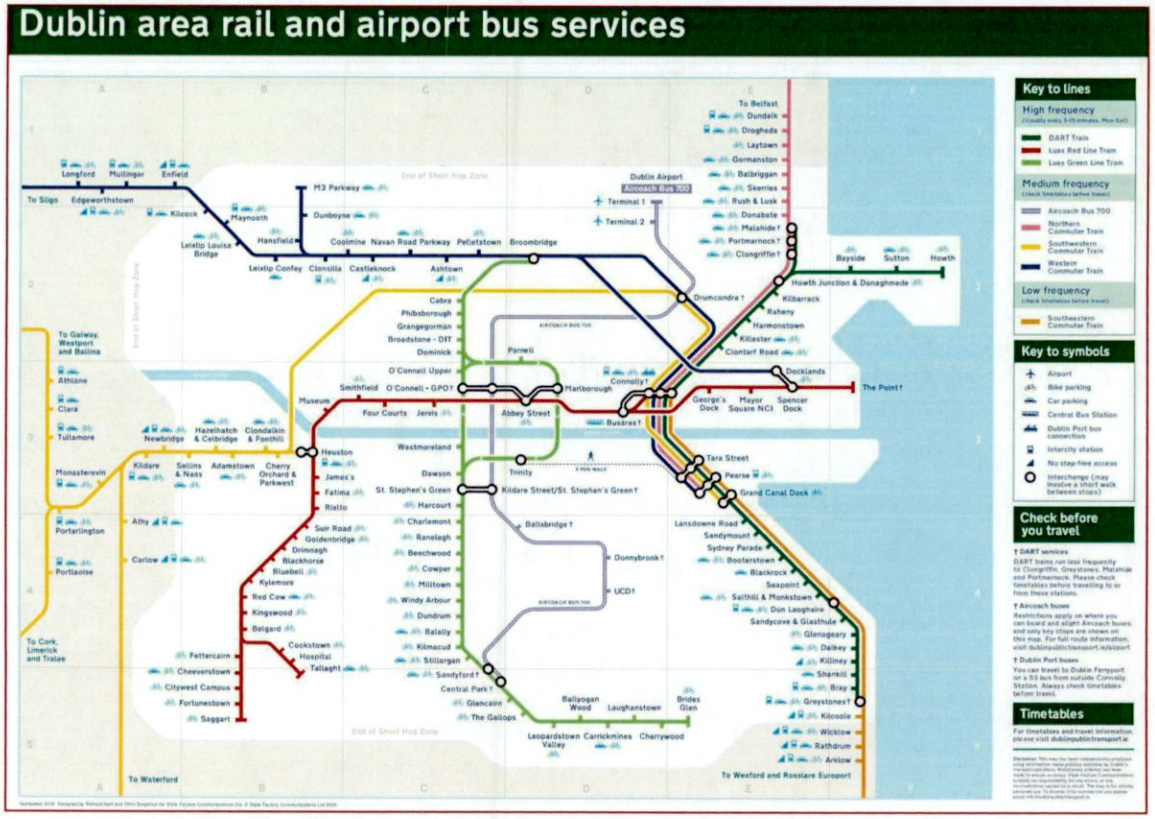
It is concluded that the continued consideration and implementation of MMP Action Plan measures and Green School Travel initiatives will have a positive impact on sustainable travel within the school.

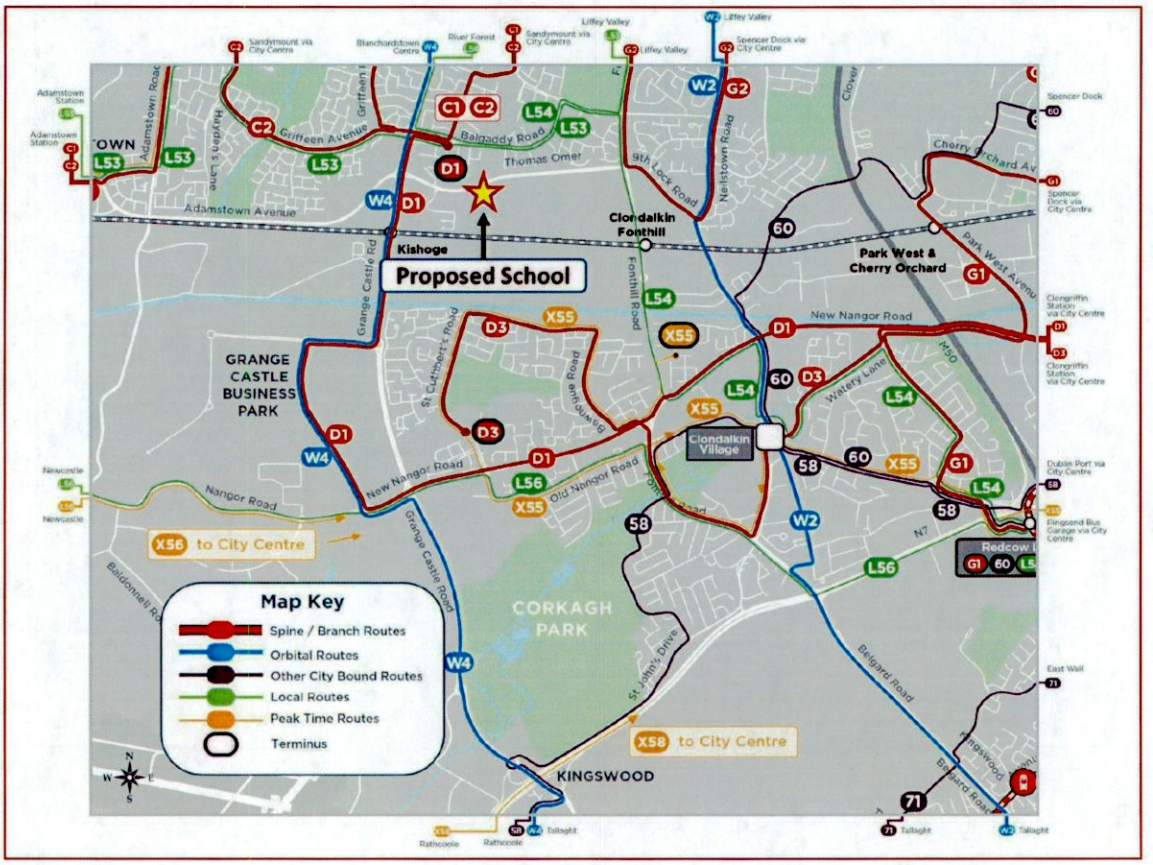
This is a live document that should be continually updated and monitored.

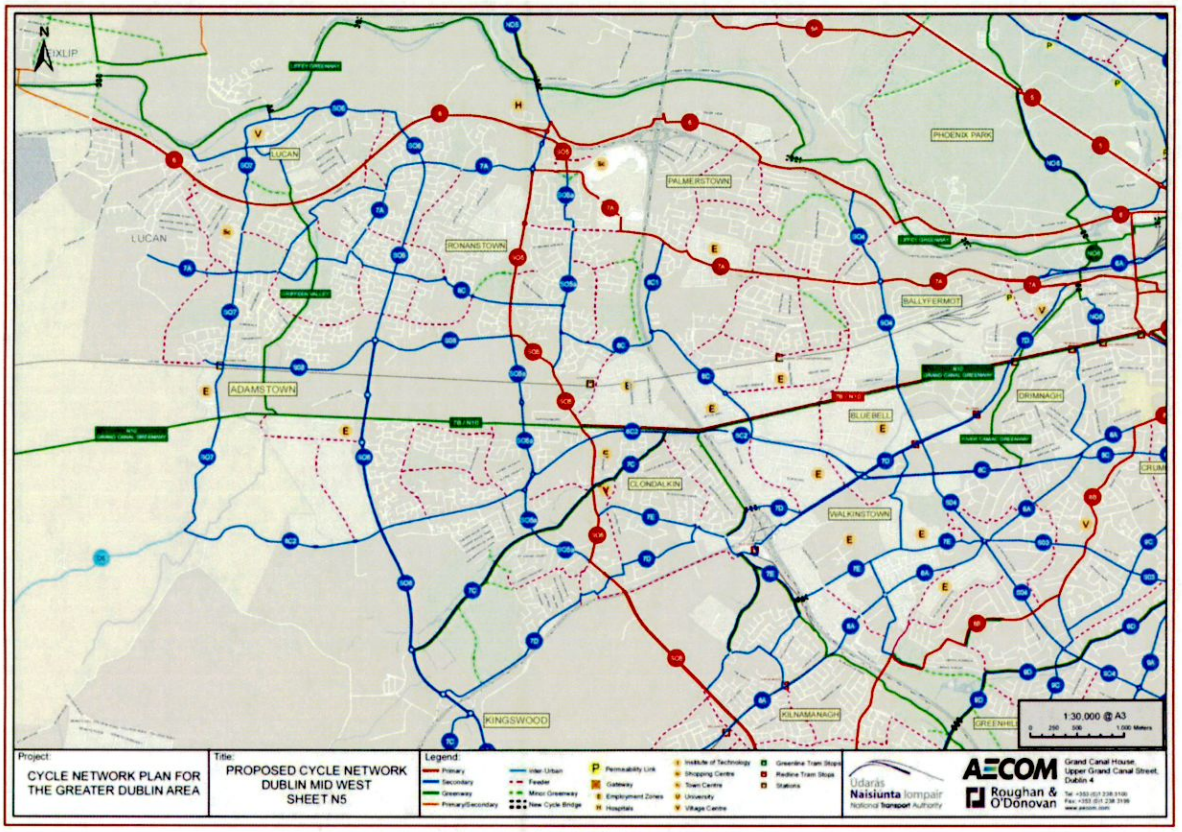
Appendix A – Drawings and Other Information

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
AP-Rev B Site Plan 2013	-	-
Stage 1 Road Safety Audit	P22-066-PSW1-RP-001	1.0
Traffic and Transport Assessment	P22-066-T-GEN-RP-001	1.0

Appendix B – Public Transport Information


Dublin area rail and airport bus services
Key to lines
High frequency
DART Train
Luas Red Line Tram
Luas Green Line Tram
Medium frequency
Aircoach Bus 700
Northern Commuter Train
Southwestern Commuter Train
Western Commuter Train
Low frequency
Southeastern Commuter Train
Key to symbols
Airport
Bike parking
Car parking
Central Bus Station
Dublin Port bus connection
Intercity station
No step-free access
Interchange (may involve a short walk between stops)
Check before you travel
† DART services
DART trains run less frequently to Clongriffin, Greystones, Malahide and Portmarnock. Please check timetables before travelling to or from these stations.
† Aircoach buses
Restrictions apply on where you can board and alight Aircoach buses, and only key stops are shown on this map. For full route information, visit dublinpublictransport.ie/airport
† Dublin Port buses
You can travel to Dublin Ferryport on a 53 bus from outside Connolly Station. Always check timetables before travel.
Timetables
For timetables and travel information, please visit dublinpublictransport.ie
To Belfast
Dundalk
Drogheda
Laytown
Gormanston
Balbriggan
Skerries
Rush & Lusk
Donabate
Malahide†
Portmarnock†
Clongriffin†
Dublin Airport
Aircoach Bus 700
Terminal 1
Terminal 2
Bayside
Sutton
Howth
Howth Junction & Donaghmede
Kilbarrack
Raheny
Harmonstown
Killester
Clontarf Road
Drumcondra†
Docklands
The Point†
George's Dock
Mayor Square NCI
Spencer Dock
Tara Street
Pearse
Grand Canal Dock
Lansdowne Road
Sandymount
Sydney Parade
Booterstown
Blackrock
Seapoint
Salthill & Monkstown
Dún Laoghaire
Sandycove & Glasthule
Glenageary
Dalkey
Killiney
Shankill
Bray
Greystones†
Kilcoole
Wicklow
Rathdrum
Arklow
To Wexford and Rosslare Europort
Longford
Mullingar
Enfield
To Sligo
Edgeworthstown
Kilcock
Maynooth
Leixlip Louise Bridge
Leixlip Confey
Hansfield
M3 Parkway
Dunboyne
Clonsilla
Coolmine
Castleknock
Navan Road Parkway
Ashtown
Pelletstown
Broombridge
Cabra
Phibsborough
Grangegorman
Broadstone - DIT
Dominick
Parnell
O'Connell Upper
Smithfield
O'Connell - GPO†
Museum
Four Courts
Jervis
Maribborough
Connolly†
Abbey Street
Busáras†
Westmoreland
Trinity
Dawson
St. Stephen's Green
Kildare Street/St. Stephen's Green†
Harcourt
Charlemont
Ranelagh
Beechwood
Cowper
Milltown
Windy Arbour
Dundrum
Balally
Kilmacud
Stillorgan
Sandyford†
Central Park†
Glencairn
The Gallops
Leopardstown Valley
Ballyogan Wood
Carrickmines
Laughanstown
Cherrywood
Brides Glen
Ballsbridge†
Donnybrook†
UCD†
Heuston
James's
Fatima
Rialto
Suir Road
Goldenbridge
Drimnagh
Blackhorse
Bluebell
Kylemore
Red Cow
Kingswood
Belgard
Cookstown
Hospital
Tallaght
Fettercairn
Cheeverstown
Citywest Campus
Fortunestown
Saggart
To Waterford
To Galway, Westport and Ballina
Athlone
Clara
Tullamore
Monasterevin
Portarlington
Portlaoise
Athy
Carlow
To Cork, Limerick and Tralee
Newbridge
Hazelhatch & Celbridge
Clondalkin & Fonthill
Kildare
Sallins & Naas
Adamstown
Cherry Orchard & Parkwest
End of Short Hop Zone
AIRCOACH BUS 700
5 MIN WALK


Proposed School
Kishoge
Clondalkin Fonthill
Park West & Cherry Orchard
GRANGE CASTLE BUSINESS PARK
CORKAGH PARK
KINGSWOOD
Clondalkin Village
Adamstown Avenue
New Nangor Road
Old Nangor Road
Nangor Road
Griffeen Avenue
Balgaddy Road
Thomas Omer
9th Lock Road
Nelstown Road
Fonthill Road
Grange Castle Road
St Cuthbert's Road
Watery Lane
Belgard Road
St Johns Drive
X58 to City Centre
X58 to City Centre
Map Key
Spine / Branch Routes
Orbital Routes
Other City Bound Routes
Local Routes
Peak Time Routes
Terminus


N
LUCAN
PHOENIX PARK
PALMERSTOWN
RONANSTOWN
BALLYFERMOT
ADAMSTOWN
DRIMNAGH
BLUEBELL
CLONDALKIN
WALKINGSTOWN
KINGSWOOD
KILNAMANAGH
GREENHILLS
1:30,000 @ A3
Project:
CYCLE NETWORK PLAN FOR THE GREATER DUBLIN AREA
Title:
PROPOSED CYCLE NETWORK DUBLIN MID WEST SHEET N5
Legend:
Primary
Secondary
Greenway
Primary/Secondary
Inter Urban
Feeder
Minor Greenway
New Cycle Bridge
Permeability Link
Gateway
Employment Zones
Hospitals
Institute of Technology
Shopping Centre
Town Centre
University
Village Centre
Greenline Tram Stops
Redline Tram Stops
Stations
Údarás Iompair Náisiúnta
National Transport Authority
AECOM
Roughan & O'Donovan
Grand Canal House,
Upper Grand Canal Street,
Dublin 4

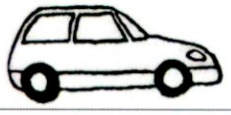
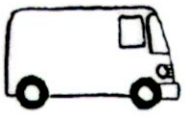
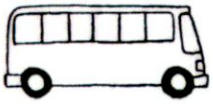
Appendix C – Travel Survey Questionnaire

TRAVEL SURVEY

ANONYMOUS TRAVEL SURVEY – One sheet per Class

Class:_____ Date_____ Total Number of Pupils in Class:_____

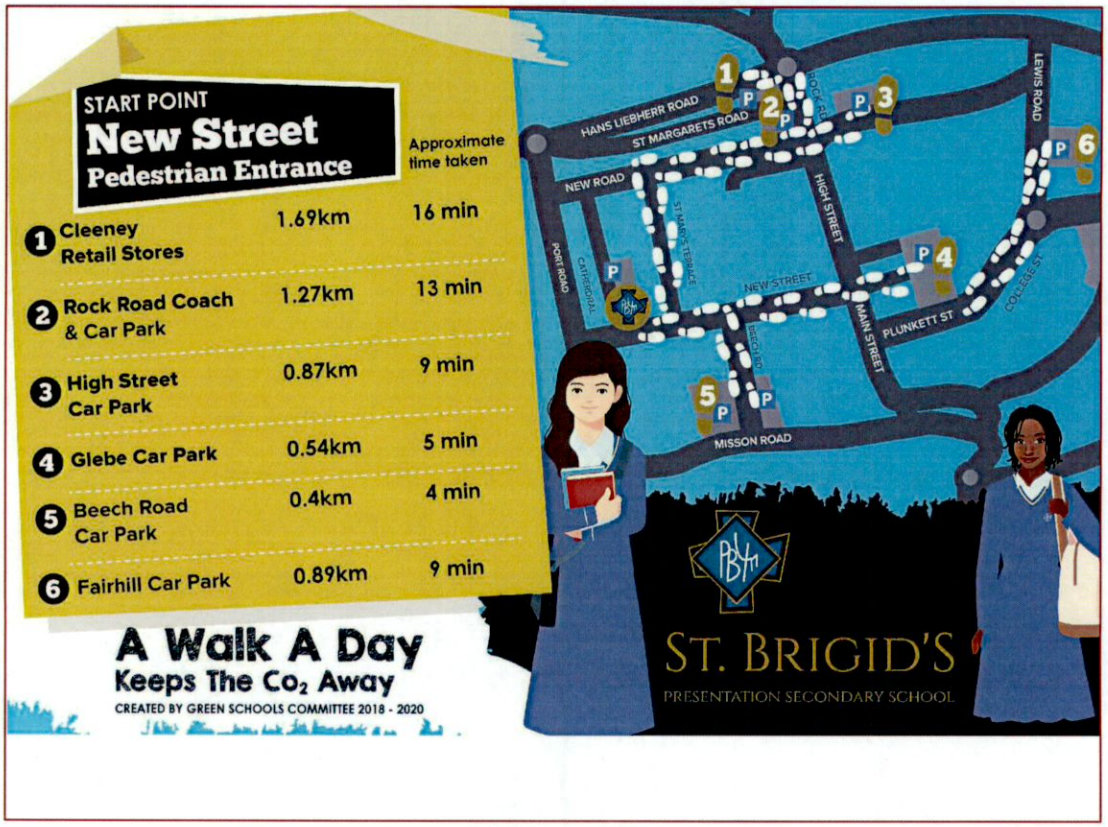
No. of absentees on day of survey:_____ (please fill in box below for each absentee if info is known)

How do you travel to School?	Add one small tick for every pupil
Car 	
Van/ Truck 	
Bus 	
Cycle 	
Walk 	
Other (i.e. Taxi):	
Any Key Comments?	

In your car, how many are dropped off at school with you?			
Add a tick for each pupil	1 person	2 people	3 or more people
Car 			

Based on http://www.greenschoolsireland.org/resources/travel.216.html

Appendix D - Promotional Material Used, Displayed or Created


START POINT
New Street
Pedestrian Entrance
Approximate time taken
1 Cleeney Retail Stores 1.69km 16 min
2 Rock Road Coach & Car Park 1.27km 13 min
3 High Street Car Park 0.87km 9 min
4 Glebe Car Park 0.54km 5 min
5 Beech Road Car Park 0.4km 4 min
6 Fairhill Car Park 0.89km 9 min
A Walk A Day
Keeps The Co2 Away
CREATED BY GREEN SCHOOLS COMMITTEE 2018 - 2020
HANS LIEBHERR ROAD
ST MARGARETS ROAD
NEW ROAD
HIGH STREET
LEWIS ROAD
NEW STREET
MAIN STREET
PLUNKETT ST
MISSON ROAD
ST. BRIGID'S
PRESENTATION SECONDARY SCHOOL