

Go Dundalk

Smarter Travel Schools Project

Project Out-Turn Review

April 2014

**Roughan & O'Donovan Consulting Engineers & An Taisce
for
Dundalk Town Council**

Dundalk Smarter Travel Schools Project

Project Objective:

Design of targeted infrastructure to encourage more walking and cycling to schools

With complementary promotion by *An Taisce*

Budget: €0.5 million

Dundalk Smarter Travel Schools Project





Obstacles to Cycling and Walking

- a) Some very busy streets with fast traffic: e.g. Jocelyn Street / Seatown Place**
- b) Wide junctions that are exposed to cross**
- c) Confusion on street at schools due to parking and drop off activity**
- d) Major gaps in the Cycle Route Network**

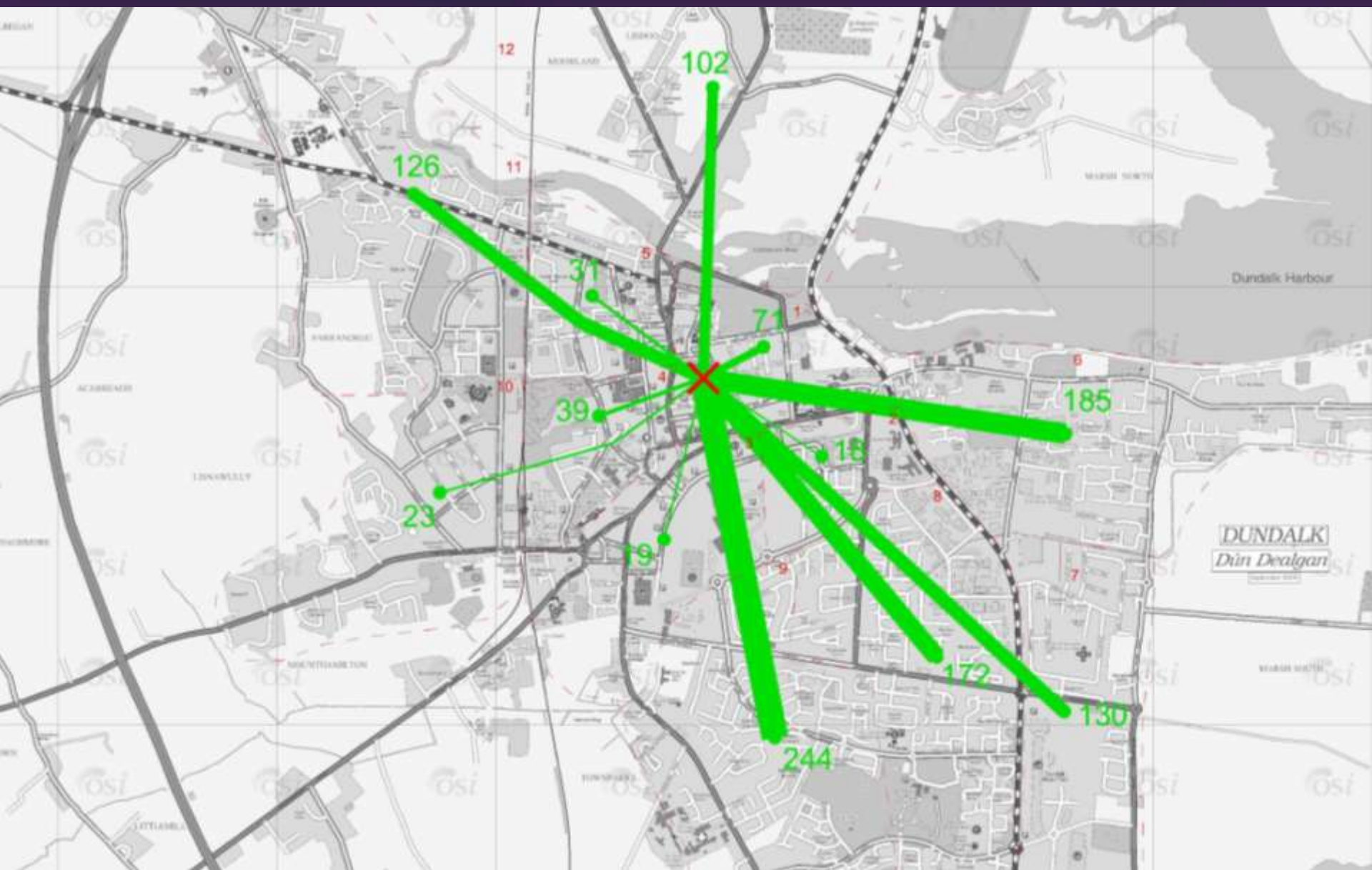
Types of Measures Considered

- a) Traffic calming: pinch points and ramps**
- b) Footpath widening at junctions to shorten crossings**
- c) Gateway treatment at side streets to enhance pedestrian priority**
- d) Signals or Zebra Crossings**
- e) Additional Cycle Tracks**

Desire Lines from Home to School are key to targeted improvements.

Home addresses analysed for 3 Target Schools and 2 nearby Observer Schools

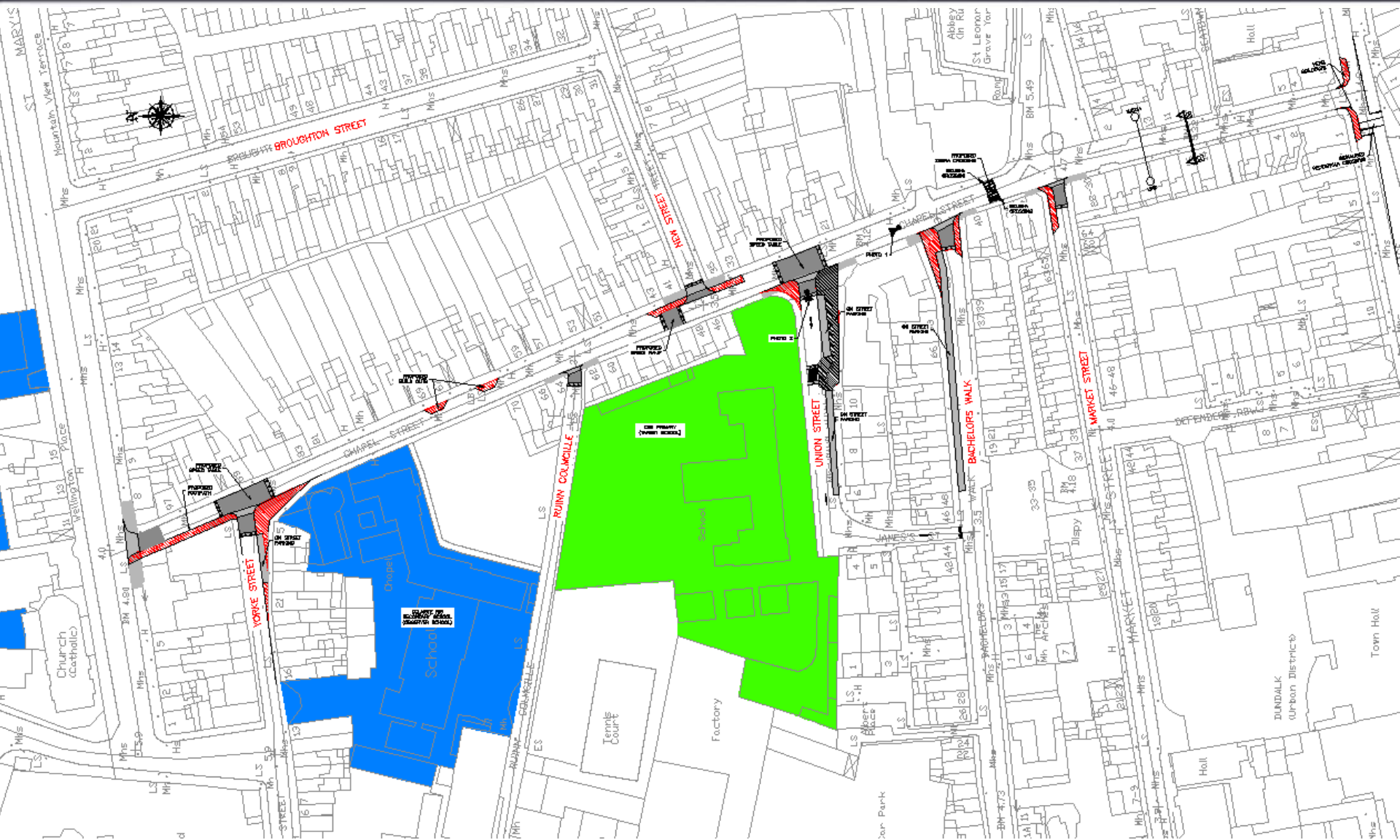
Focus on busiest corridor for initial improvements







Chapel Street at CBS primary school – Original layout





Chapel Street at CBS School – Enhanced Layout



Chapel Street at CBS School
Cycle Tracks



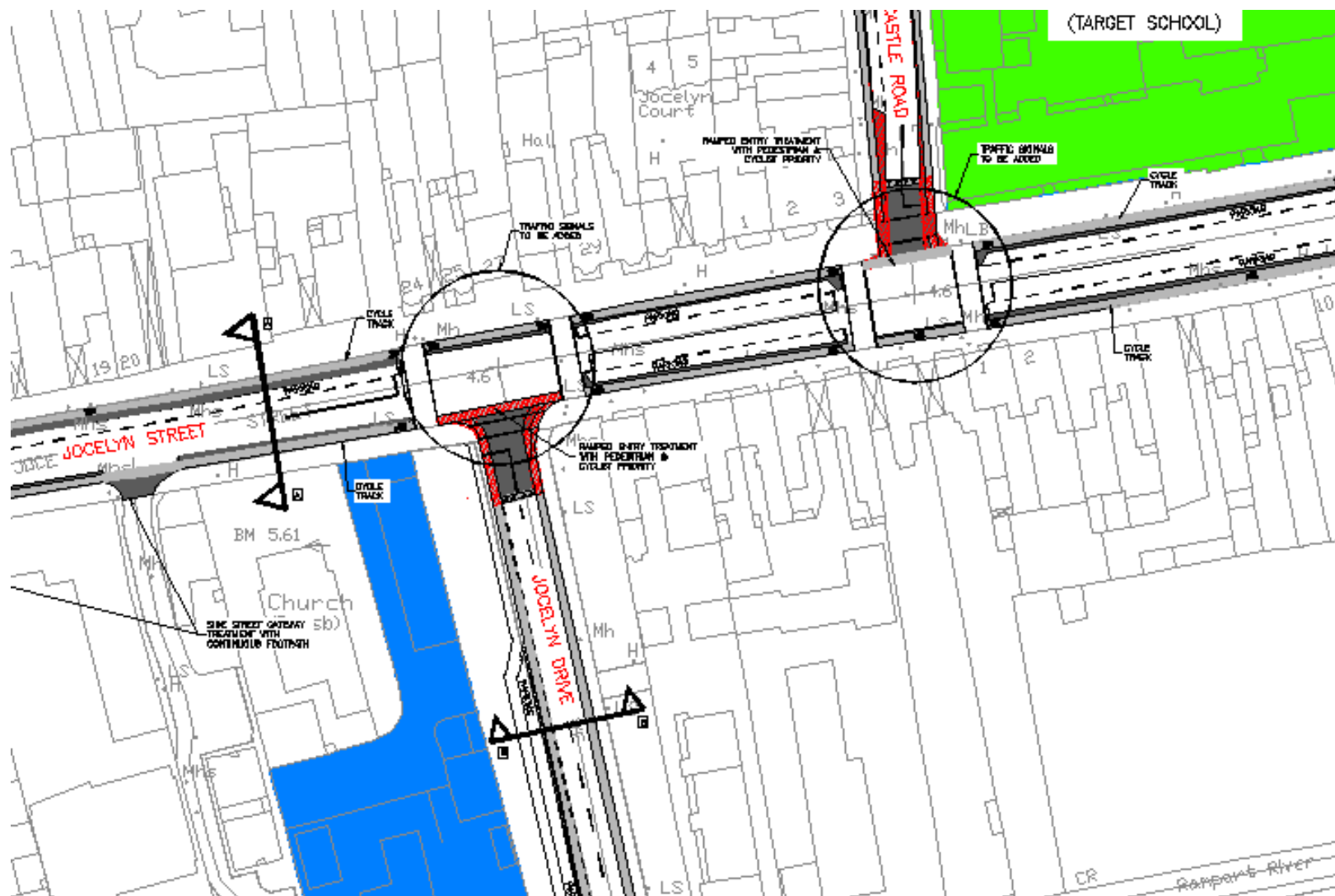
**Jocelyn Street / Seatown Place at St.
Vincent's girls secondary school**

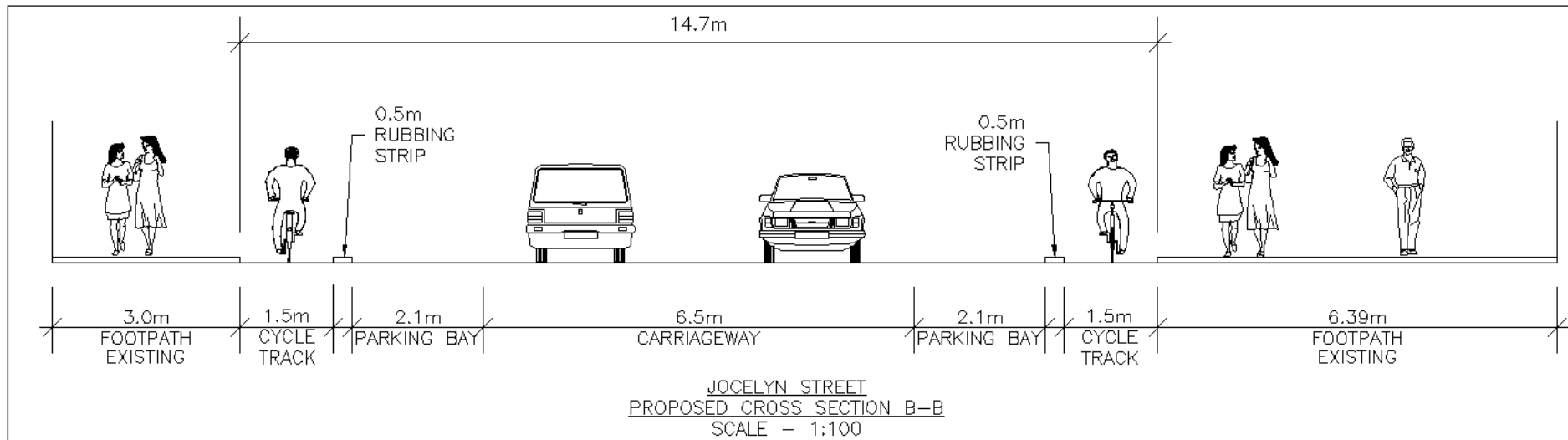
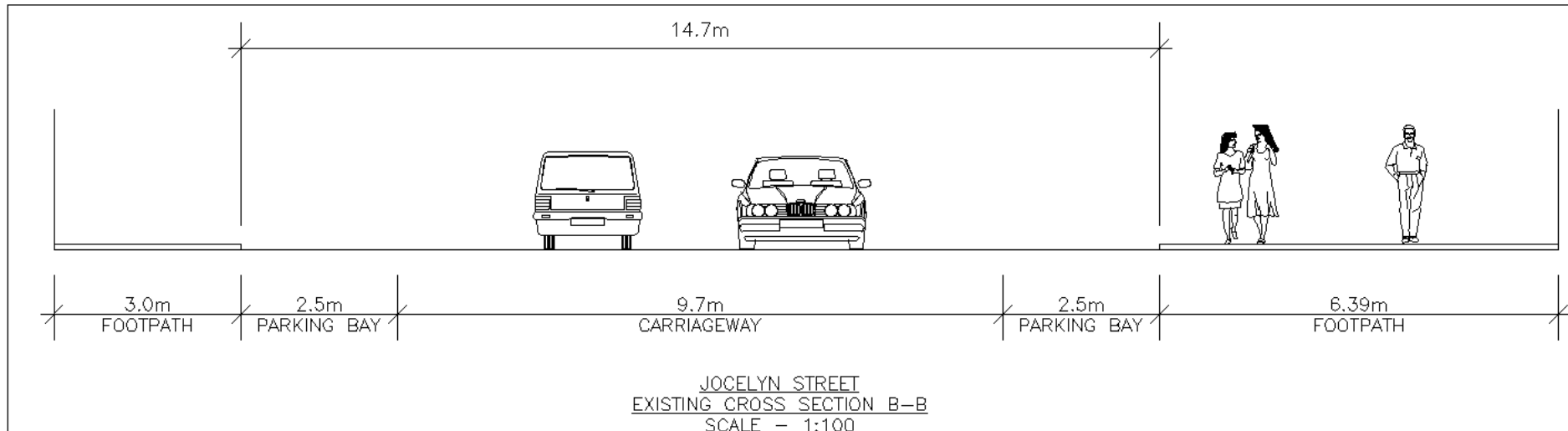


Jocelyn Street – very wide with fast traffic



Typical Cycle Track in Denmark – inside car parking strip







New cycle track on Jocelyn Street



Low cost arrangement –
island kerbs / cycle track on old road surface / no drainage works

Selected Cycle Route Corridor

**Marshes Link to Tom Bellew Avenue
South-East Quadrant Corridor**

**Extensive lengths of existing cycle track but with
significant gaps and not extended into the town centre**





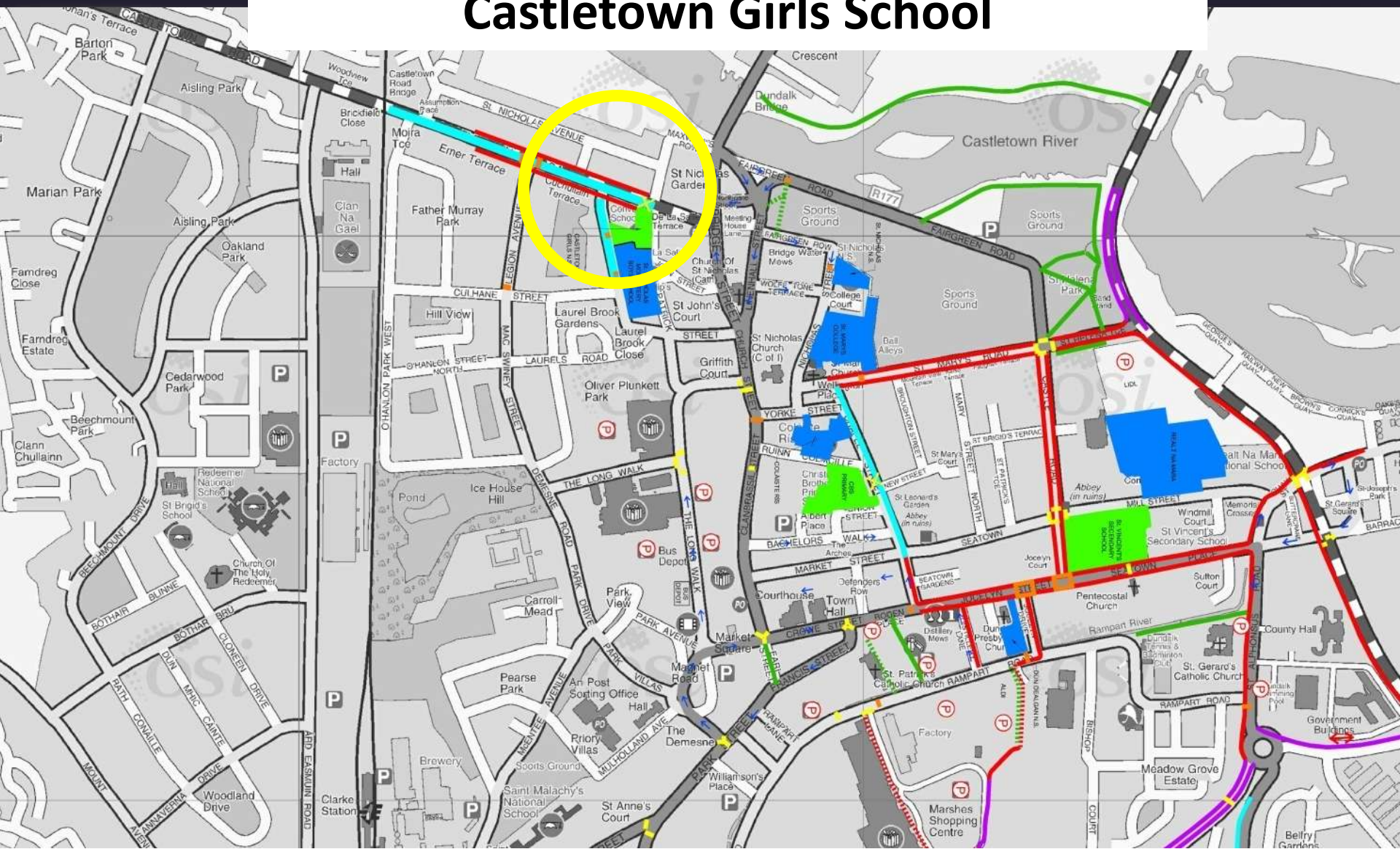


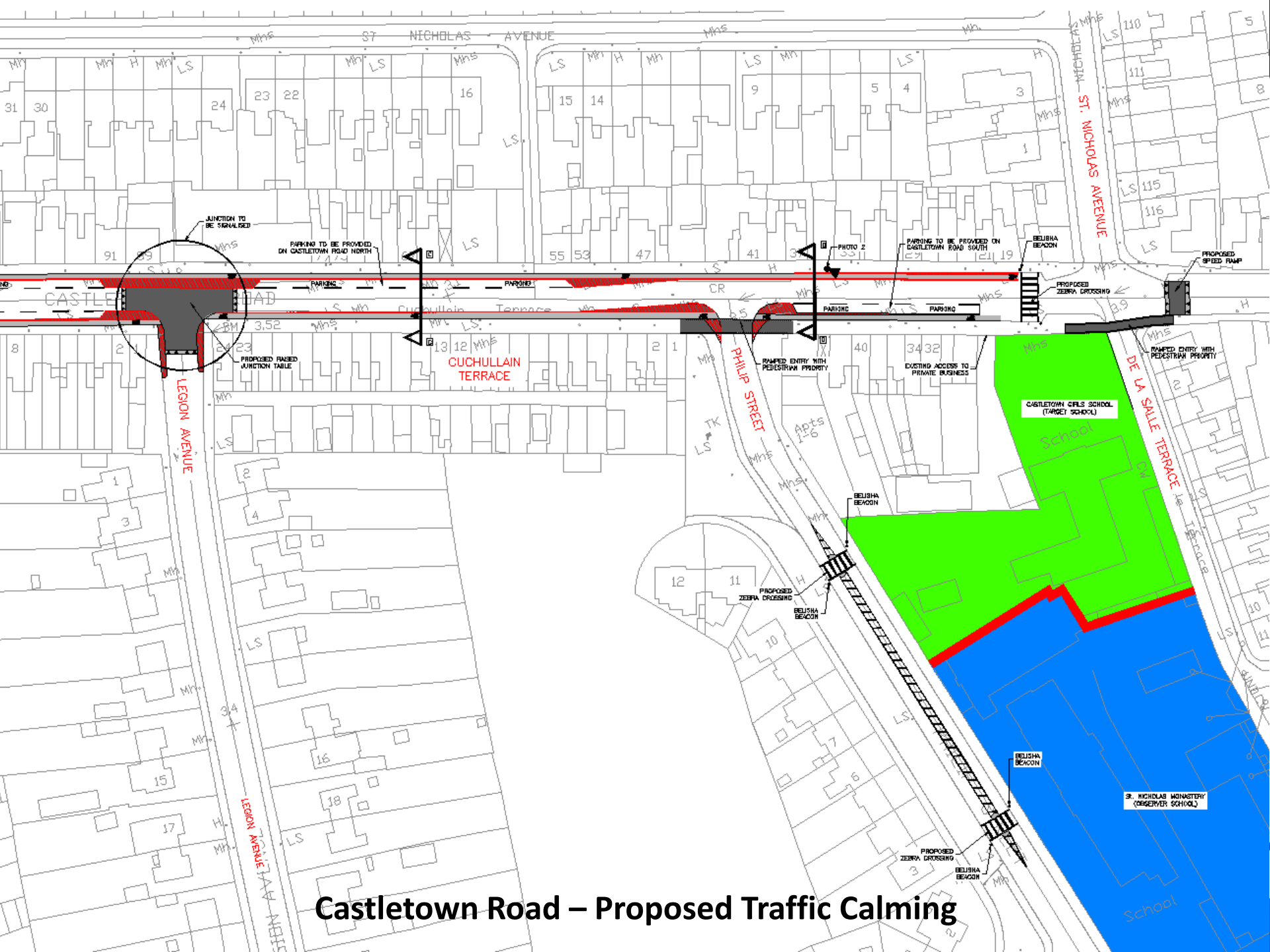


Stapleton Place at Grammar School



Castletown Girls School





Castletown Road – Proposed Traffic Calming



Castletown Road / Philip Street Junction



Gateway treatment at side street – Copenhagen
Desirable Arrangement

Castletown Road

Adopted arrangement with raised table at side street junction



Zebra Crossing at Castletown Girls School



Travel Survey Results 2010 - 2013

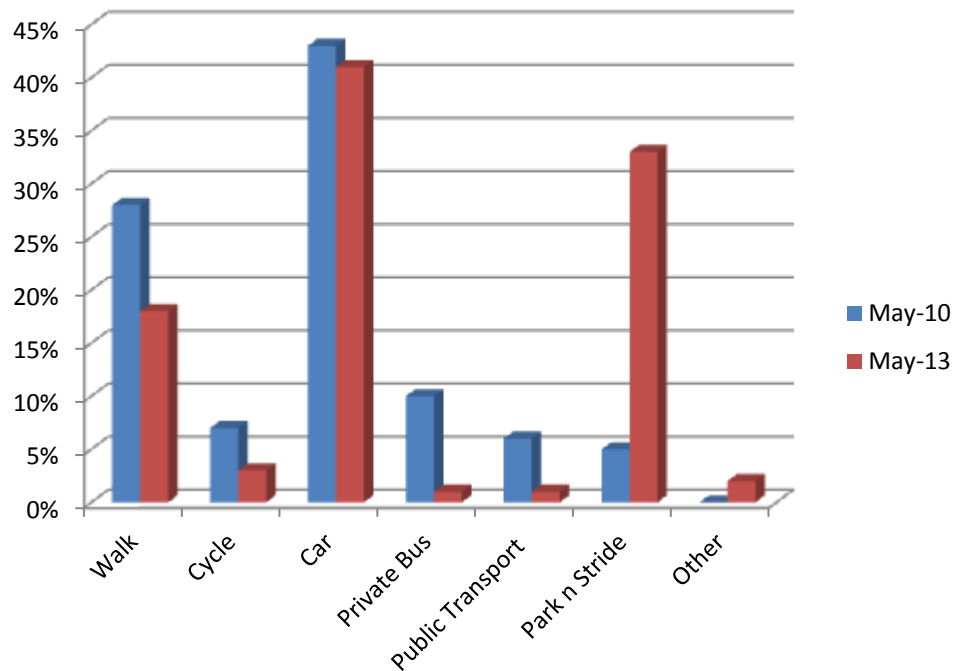
Target Schools

Actively engaged in promotion of
Smarter Travel with An Taisce Green
Schools Transport Module

CBS Primary

Comparison between baseline & final survey.

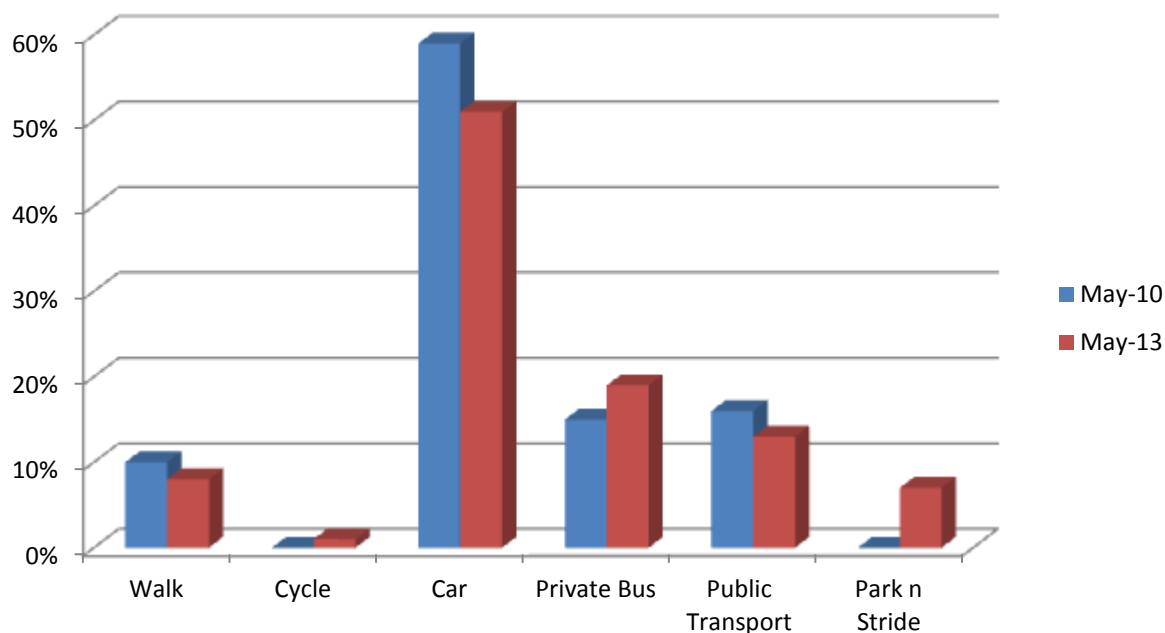
	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride	Other
May-10	28%	7%	43%	10%	6%	5%	0%
May-13	18%	3%	41%	1%	1%	33%	2%



St. Vincent's – Girls Secondary

Comparison between baseline & final survey.

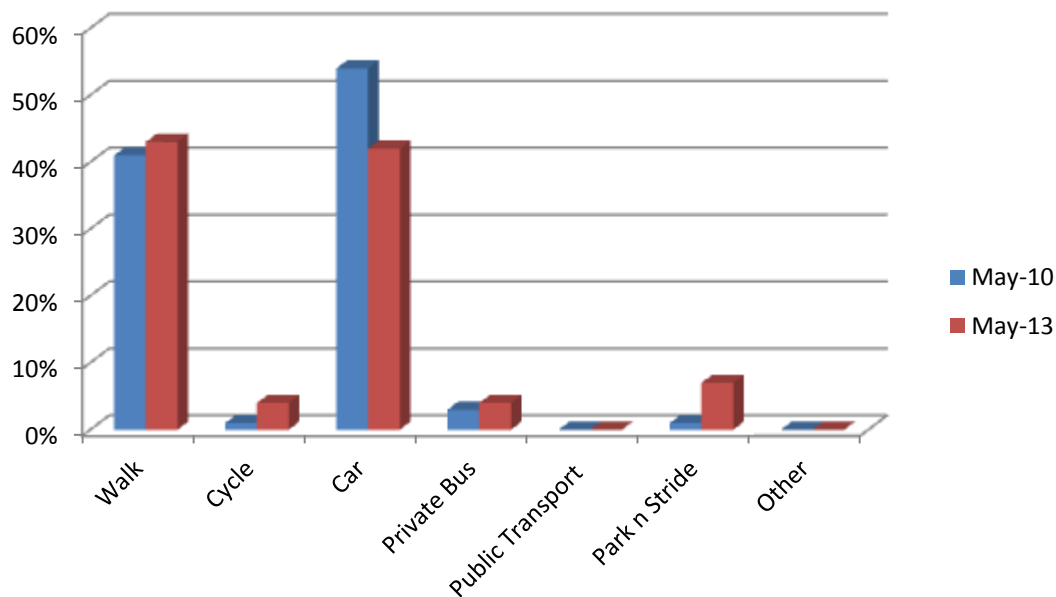
	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride
May-10	10%	0%	59%	15%	16%	0%
May-13	8%	1%	51%	19%	13%	7%



Castletown Girls NS

Comparison between baseline & final survey.

	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride	Other
May-10	41%	1%	54%	3%	0%	1%	0%
May-13	43%	4%	42%	4%	0%	7%	0%



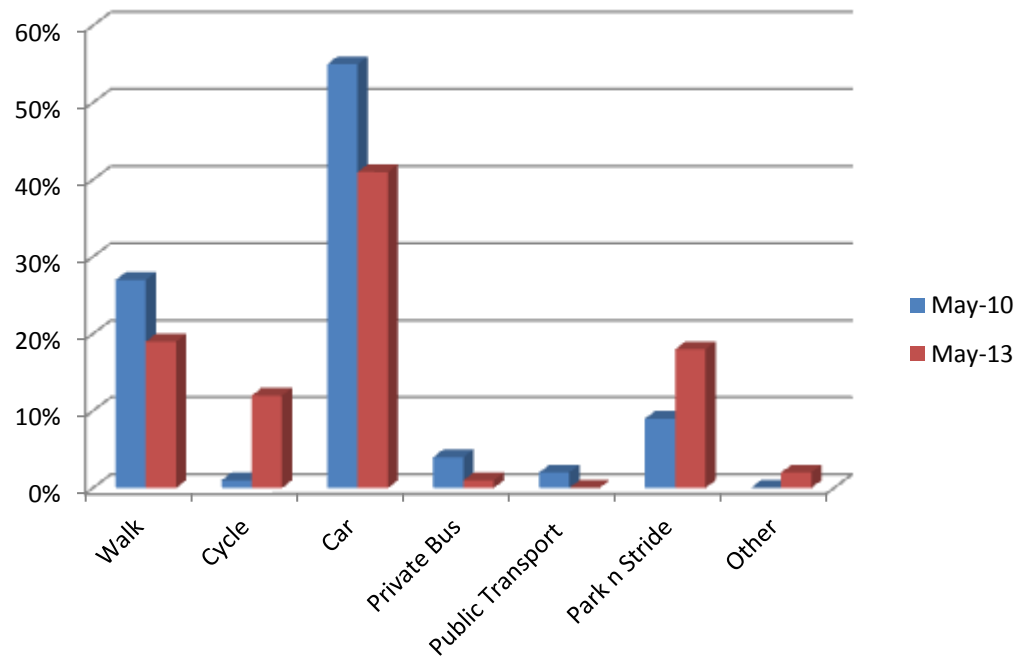
Observer Schools

Not engaged in promotion of
Smarter Travel with An Taisce Green
Schools Transport Module

Realt na Mara NS

Comparison between baseline & final survey.

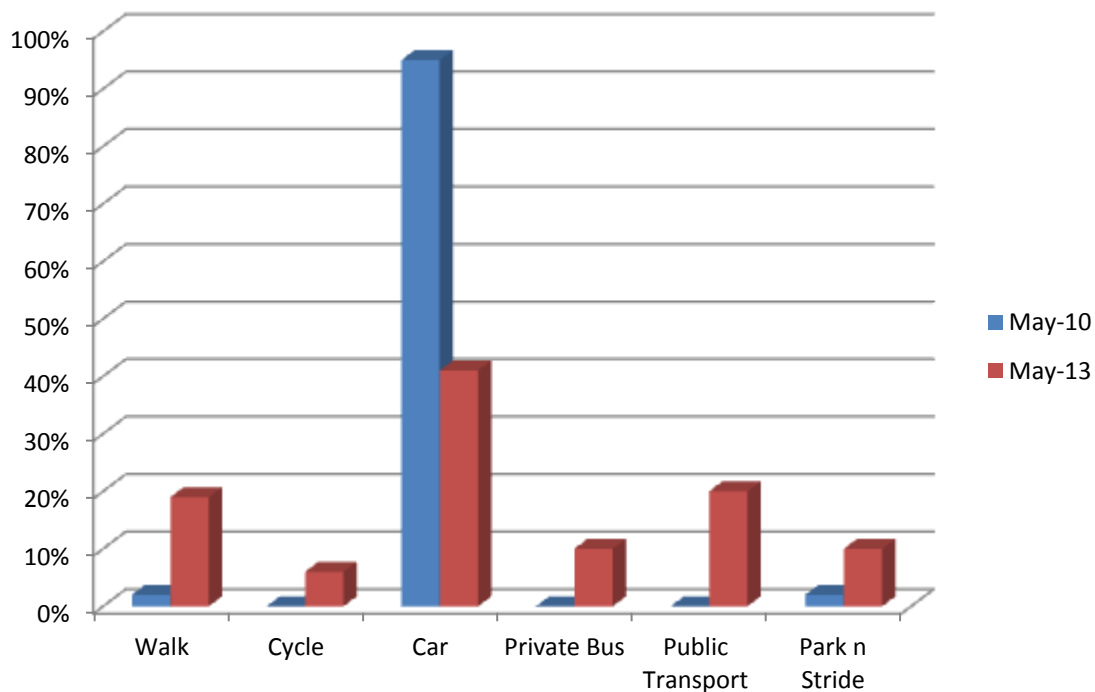
	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride	Other
May-10	27%	1%	55%	4%	2%	9%	0%
May-13	19%	12%	41%	1%	0%	18%	2%



Dun Dealgan NS

Comparison between baseline & final survey.

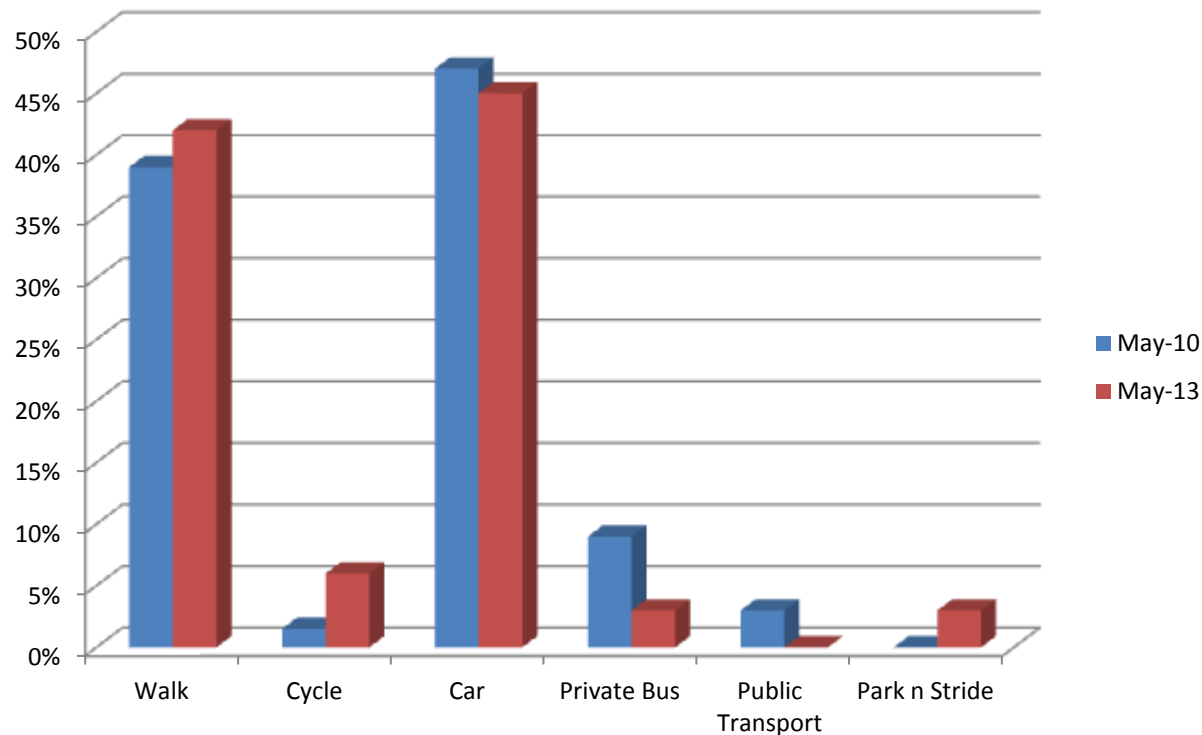
	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride
May-10	2%	0%	95%	0%	0%	2%
May-13	19%	6%	41%	10%	20%	10%



St. Nicolas Monastery Boys NS

Comparison between baseline & final surveys

	Walk	Cycle	Car	Private Bus	Public Transport	Park n Stride
May-10	39%	2%	47%	9%	3%	0%
May-13	42%	6%	45%	3%	0%	3%



Summary of Modal Shares

Walking: up to 43% Modest increases: +3%

Cycling:

- Very low base: 1% typical before
- After: 6% typical, 12% max

Car: Reduced in all cases from > 50% to 45% typical

Park & Stride: 10% typical

Conclusions

1. Only 1 cycle route completed.
2. Variable patterns across 12 schools.
3. Modest modal shift achieved all round.
4. Observer schools changed as much or more than target schools – suggests that infrastructure provision is more important than active promotion.
5. Early days: only 1 full school year since completion.
6. More people cycling in Dundalk.



Never too young to start