

September 2007

Travel to Education Survey



FINAL REPORT 06

DTO Travel to Education Survey

Final Report

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1. Introduction

1.1 Background to the Survey

The Dublin Transportation Office (DTO) is responsible for strategic transport planning in the Greater Dublin area. The Office uses a multi-modal transportation model covering the area to aid it in carrying out this remit.

In the spring of 2002, the DTO undertook a comprehensive travel to education survey to coincide with the 2002 Census. The main purpose of this survey was to obtain essential data relating to travel to education patterns and to gather data that would inform the DTO's Safe Routes to School programme. All Primary, Secondary schools, and third level colleges within the GDA were invited to take part in the 2002 survey.

In September 2006, MVA Consultancy, in conjunction with Field Research Ireland (FRI), were appointed by the DTO to undertake a follow up travel to education survey in the autumn/winter of 2006. The main purpose of the 2006 survey was to provide information that allowed the DTO to update their transport model. The survey fieldwork and data collection were undertaken by FRI, and the collated data from the survey was handed over by MVA Consultancy to the DTO in May 2007.

In June 2007, MVA Consultancy provided the DTO with their final report on the conduct of the survey and a preliminary analysis of the collated results. Following this, the DTO undertook a series of data checking and cleaning procedures on the data, and some of these procedures are described in section 4.2.

The cleaned data sample was then factored to represent the full population of persons travelling to schools and colleges in the GDA. Following this, the DTO was in a position to undertake a more detailed analysis of the survey results. This report is based on the original report compiled by MVA Consultancy, but presents an updated analysis of the main survey results following the full checking and cleaning of the survey data.

1.2 Aims and Objectives

The main project aim was to obtain comprehensive data on travel to and from education which, when combined with travel to work data from the 2006 Census, would enable the DTO to update its morning peak transportation model. In order to achieve this, we sought to meet the following survey objectives:

- to obtain a representative sample of the patterns of travel to school and college throughout the Greater Dublin Area;

- to at least match the survey returns achieved in the 2002 surveys for primary and secondary schools; and
- to improve survey participation and response rates of the tertiary sector on that achieved in 2002.

1.3 Survey Programme

Pilot

As there were changes to the questionnaires that were used in 2002, as well as in the methodology used, it was necessary to pilot the survey.

The draft school questionnaires and survey methodology were piloted in one Primary School and one Secondary School during mid-September 2006.

A pilot of the Third Level questionnaire and methodology was undertaken in early October 2006.

Both of these pilots went well and only minimal changes were made to the questionnaires as a result. The methodologies were successful and no changes were made to the distribution and administration methods for the main fieldwork.

Fieldwork

The main fieldwork was originally scheduled to take place from mid-September until mid-November 2006. However, as the schools were recruited early for the pilot, and the amendments to the questionnaires were minimal, the fieldwork period was brought forward and extended. This ensured that as many schools could be included in the survey as possible. The fieldwork period began in early October 2006 and ran through to mid-December 2006. However, one school that had requested to participate could only do so after the Christmas school holiday. Therefore, the final data was not collected and processed until the end of January 2007.

The week leading up to the Christmas holidays was avoided for fieldwork as it was considered that there would be a high risk of abnormal travel behaviour during this period.

1.4 Structure of this Report

The survey methodology will be explained in Chapter Two and achieved participation and response rates will be outlined in Chapter Three. Chapter Four provides a summary of the main findings.

Chapter Five provides a brief summary, and recommendations from MVA Consultancy for replicating the survey in the future.

2. Methodology

2.1 Inviting Schools and Colleges to Participate

The DTO provided MVA Consultancy with a database of all the schools and Colleges/Universities in the Greater Dublin Area (GDA), and the intention was to invite all schools and colleges to participate in the survey. Of the 1035 schools in this database, 71 were deselected as they related to either hospitals or special needs schools or had closed since the database was compiled. Therefore, a total of 964 schools were in-scope for the survey.

Introductory letters were prepared for each school/college based on whether they had participated or not in the previous sweep of the survey and whether they needed an English or Irish language version of the letter. All letters were posted simultaneously to all schools and colleges on the database.

The database of all available schools and colleges was divided geographically so that survey coordinators could be allocated to particular areas and could concentrate on recruiting and facilitating the survey in that area.

A pack was produced for each establishment to include a number of different posters to be displayed in the school, students union, staff room, canteen, etc., along with a cover to be attached to a box. This box was to be used as a collection/drop off point to be located in the staff room, secretary's room or other nominated secure location. The pack also included a copy of the original letter posted to the school/college, and the relevant questionnaires for the school in their preferred language.

These packs were distributed to the relevant survey coordinators along with the contact details of the schools/colleges within their remit. The coordinators then had responsibility for recruiting the schools/colleges within their area to participate in the survey.

Coordinators contacted the schools within their area, agreed participation and organised a time when they could deliver the packs. Field Research Ireland (FRI) contacted the colleges directly and agreed survey points within the college and days when surveying was permitted.

Any establishment that did not want to participate either contacted FRI directly or did so through the survey coordinator.

2.2 Questionnaire Design and Distribution

Separate questionnaires were tailored for Primary Schools, Secondary Schools, and Third Level Colleges/Universities. The questionnaires used in the 2002 survey were redeveloped for the 2006 survey. Key questions were retained so that comparisons between the two years could be made. Questionnaires were printed in both the Irish and English language for

Primary and Secondary schools. Irish speaking schools were automatically issued with questionnaires in the Irish language.

A unique six digit serial number was printed on each questionnaire, and a unique serial number range was allocated to each school/college that had agreed to participate, based on the number of students or pupils in the relevant establishment.

Secondary school pupils were asked to complete the surveys at the school on a Tuesday, Wednesday or Thursday (ie those days that are most likely to consist of a typical trip to school). Primary schools were instructed that the pupil's parents should complete the questionnaire based on the pattern of travel undertaken on the most recent Tuesday, Wednesday or Thursday.

Administering the Third Level Survey

A specific objective of the 2006 survey was to improve upon the response rate achieved at the third level institutions during the 2002 survey. Therefore a different approach was taken to how the surveys were administered in these sites.

Rather than conducting face-to-face interviews (as in 2002), the survey coordinators administered the survey by means of a hall test scenario in the third level Colleges/Universities. Questionnaires were handed out to students who completed them while the interviewer was present. This methodology was developed around the following factors:

- adopting a more cost and time effective methodology (per interview) so that a far greater number of completed questionnaires was possible within the given timeframe;
- active and effective liaison and collaboration with relevant staff in colleges;
- careful selection of sample points to maximise response and ensure representativeness;
- careful planning of the timing of field shifts and deployment of field resource to maximise returns;
- development of effective advertising and incentives; and
- use of a highly trained and experienced fieldforce, with direct experience of this sector.

This methodology was successful in significantly increasing the response rate as detailed in the following chapter.

2.3 Facilitating the Survey

Packs were made, schools were recruited, and fieldwork was undertaken on a rolling basis to accommodate the large number of schools involved. Each school was allocated a four-week fieldwork period. The survey coordinator contacted each of their schools mid-way through their dedicated fieldwork period to see how the survey was processing and agreed a date that was suitable for questionnaire collection. At this stage, some of the Irish language primary schools asked for additional surveys to be issued to the school in the English language so as to allow parents who were not themselves proficient in the language to complete the questionnaires on behalf of their school children.

Many schools contacted the survey coordinator after the initial batch of surveys were collected and requested another pick up, while a small number of schools sent some late returns by post.

The winter mid-term break negatively impacted on field work as coordinators were discouraged from delivering packs to the schools during the week previous to the break. A number of schools felt that it would be better to have them delivered after the holiday. This meant that two weeks of fieldwork were lost. As a consequence, fieldwork overran slightly into January 2007.

Once questionnaires were returned to FRI, they were logged as returned and subsequently data punched. Pupil and student home addresses were coded to DTO model zones using a street gazetteer covering the full GDA supplied by the DTO.

As an incentive to encourage participation, a prize draw was offered. Seven Primary and seven Secondary schools were drawn from the participating schools and each received a prize of a notebook computer for their school. For third level, twenty students were drawn from the full list of respondents and received a prize of an i-pod each.

3. Response Rates

3.1 Participations Rates

Participation Rate by School Category

Overall, 89% of all schools in the Greater Dublin Area (GDA) participated in the 2006 survey. Table 3.1 details the participation rates across the different school categories and shows that there was a marked increase in participation rates across all categories of school compared with that recorded in the 2002 survey.

Table 3.1 Participation Rates by School Category

	Total Schools/ Colleges in GDA	Participating Schools/ Colleges	School Participation Rate 2006 (%)	School Participation Rate 2002 (%)
Primary	684	626	92%	74%
Secondary	233	196	84%	66%
Tertiary	47	33	70%	64%
Total	964	855	89%	72%

Participation Rates by County

Participation rates of both primary and secondary schools improved across all counties. Tables 3.2 and 3.3 provide details of the number and percentage of schools that participated by county in the 2006 survey, compared with those recorded in the 2002 survey.

Table 3.2 Participation Rates by County - Primary Schools

	Total Schools	Participating Schools	Participation Rate 2006 (%)	Participation Rate 2002 (%)
Dublin	409	370	90%	71%
Meath	104	93	89%	70%
Kildare	95	91	96%	85%
Wicklow	76	72	95%	81%
Total	684	626	92%	74%

Table 3.3 Participation Rates by County - Secondary Schools

	Total Schools	Participating Schools	Participation Rate 2006 (%)	Participation Rate 2002 (%)
Dublin	168	138	82%	65%
Meath	17	16	94%	50%
Kildare	28	24	86%	78%
Wicklow	20	18	90%	81%
Total	233	196	84%	66%

3.2 Response Rates

Overall, 42% of all pupils and students in the GDA completed a questionnaire. Almost half of the primary school pupils and 43% of secondary school pupils returned a questionnaire, while 26% of third level students in Colleges/Universities did so. Table 3.4 details the number of responses across the three categories.

Overall, the response rate from Primary schools matched the response achieved in the 2002 survey, while there was an increase in the response rate in the other two categories compared with the 2002 survey.

Table 3.4 Response Rates by School Category

	Total Pupils/ Students in GDA	Survey Forms Distributed	Completed Survey Form Returned	Response Rate 2006 (%)	Response Rate 2002 (%)
Primary	171,350	147,271	80,512	47%	47%
Secondary	121,362	102,083	51,928	43%	32%
Tertiary	60,229	53,595	15,732	26%	10%
Total	352,941	302,949	148,172	42%	36%

There was a significant increase in the response rate from third level students, improving the robustness of the data collected from this sector.

3.3 Reasons for Not Participating

Though the level of non-participation in the survey was low, FRI sought feedback on the reasons for not participation. The main reasons given for non-participation were:

- they were too busy;
- they did not want to take part;
- the school was about to close or move premises;
- they did not see the relevance of the DTO to their area;
- the children were too young and they did not want to put any additional workload onto the parents;
- they already had other surveys being administered in the school; and
- they had participated in 2002 and felt that they did not benefit from the experience.

4. Main Results

4.1 Introduction

This chapter deals with the cleaning and checking of the survey data and the process used to factor the survey sample to represent the full population of persons travelling to places of education in the GDA. The chapter also summarises the main survey findings under the headings – **mode of travel, journey time and distance travelled.**

4.2 Data Cleaning and factoring

Data Cleaning and Factoring of Data

Following the assembly and handover of the travel to education data by MVA Consultancy, the DTO undertook a series of data cleaning and checking procedures on the data. Following this, the DTO were in a position to factor the data records (based on zonal survey sample rates) to represent the full population of persons travelling to education places in the GDA – as was done in the case of the 2002 survey. However, owing to differences in the categories of coding used on the questionnaires, direct comparisons between the 2002 and 2006 data in terms of absolute numbers is difficult. For this reason, this chapter presents only top line comparisons of the two datasets based on percentages. It should be noted, however, that small changes of one or two percentage points may be due to sampling error rather than reflecting genuine changes in travel patterns.

Analysis of 2002 Data

In the case of factual data, the 2002 Census data has been used to contextualise the 2006 survey results. The 2002 DTO Travel Survey data was used to contextualise attitudinal responses. Table 4.1 details which data set has been used in each section.

Table 4.1 Use of 2002 Census and 2002 DTO Travel Survey Data

2002 Census	2002 DTO Travel Survey
Mode of travel to education	Reasons for not walking to school
Journey time to education	Reasons for not cycling to school
Distance travelled to education	

County Comparisons

The survey results were broken down by the county where the School or College is located. As data analysis showed no significant differences in responses in the outer counties of Meath, Kildare and Wicklow, the county comparisons were based on just two categories – i.e. “Dublin” and “Rest of the GDA”. There were no significant differences in time of travel or distance travelled between Dublin and the Rest of the GDA. However, there were significant differences in the mode of travel to school in Dublin versus the other counties, and this analysis is presented in Figure 4.4.

Cleaning Journey Time Data

As a check, journey speed was calculated from the distance travelled to school and the time taken for the journey. Checks were carried out to see if the calculated journey speeds were within reasonable limits for each mode of travel. Table 4.2 below gives the lower and upper speed criteria applied for each mode of travel.

Where infeasible journey speeds were calculated from responses, distance was taken as the more reliable response, and journey time was recoded using the average speed for the mode of travel. For example, where a respondent stated they walked 3km in two minutes, giving a journey speed of 90 km per hour, the journey time was recoded to 45 minutes, giving a walking speed of 4Km/Hr – the average for this mode.

Table 4.2 Inconsistencies in Speed, Criteria for recoding journey time

Mode Type	Lower Speed Limit	Upper Speed Limit
Walk	1Km/Hr	> 6 Km/Hr
Cycle	5Km/Hr	> 16 Km/Hr
Buses	1Km/Hr	> 100 Km/Hr
Cars	1Km/Hr	> 120 Km/Hr

Distance Data

Problems were also encountered when comparing distances travelled. In the 2002 Census, distance travelled to School or College was recorded in miles, while in this survey, the distance travelled was coded in distance categories in kilometres. For this reason it was not possible to directly compare the 2006 survey data with the 2002 Census in terms of distance travelled to School or College.

4.3 Mode of Travel to Education

All respondents were asked what mode of transport they used to get to their educational establishment. The results have been analysed by school category and

compared with the results of the 2002 Census. The mode used has also been compared by region in which the school or college is located.

Mode by School Category (2006)

The main mode of travel for school children in 2006 was walking or as a passenger in a car, while over half of the respondents attending third level institutions had used public transport (i.e. public bus, train or DART, and LUAS). Figure 4.1 illustrates the differences in modes used in the different education categories.

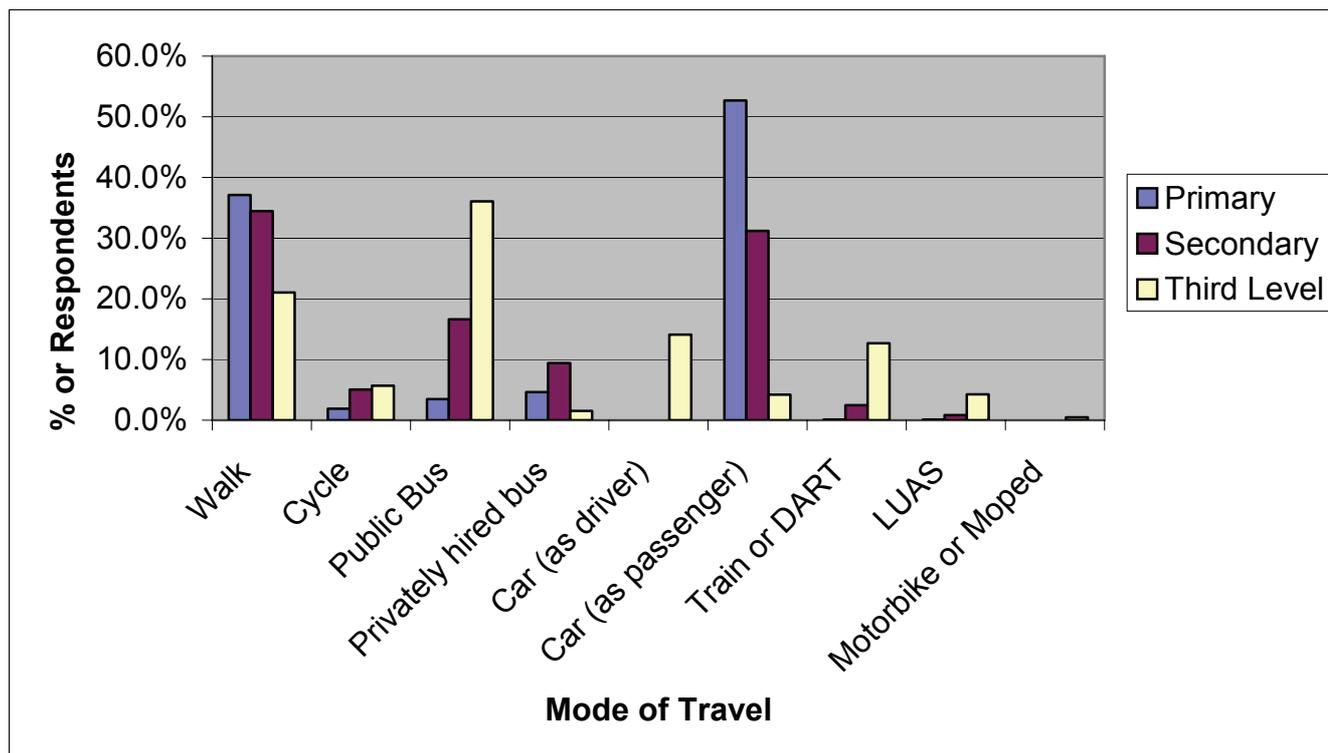


Figure 4.1 Mode of Travel to Education by School Category

Table 4.3 details the changes in mode of travel between 2002 and 2006 for the different school categories. There has been a decline in the percentage of both Primary and Secondary children walking and using the bus to get to school throughout the Greater Dublin Area, and an increase in the percentage that are now travelling in cars. School children also make minimal use of the train/DART and the LUAS.

Fewer students that attend third level Colleges and Universities are now travelling to their place of education as passengers in a car, however, a higher percentage now drive themselves. Further, there has been an increase in the percentage of third level students that walk and take the train or DART. Over 4% of students in this group said that they used the LUAS (a service that was not available at the time of the 2002 survey). Despite a decline in the percentage of College/University students using the bus, this remains the mode used by the largest proportion of College/University students.

Table 4.3 Mode of Travel to Education by School Category (2006 vs 2002)

	Primary (%)		Secondary (%)		Third Level (%)		Total (%)	
	2002	2006	2002	2006	2002	2006	2002	2006
Walk	39.2	37.1	37.3	34.4	20.6	21.0	35.3	33.4
Cycle	1.4	1.9	5.8	5.0	7.5	5.7	4.0	3.6
Bus	12.6	8.1	30.1	26.0	40.0	37.6	23.3	19.3
Car (Driver)	-	-	0.7	-	12.8	14.1	2.4	2.4
Car (Passenger)	46.5	52.7	21.9	31.3	5.2	4.2	30.9	37.0
Train or DART	0.3	0.1	3.5	2.5	12.0	12.7	3.4	3.1
LUAS	-	0.1	-	0.8	-	4.2	-	1.1
Motorbike or Moped	-	-	0.8	-	1.9	0.5	0.7	0.1
Total	100%	100%	100%	100%	100%	100%	100%	100%

Figure 4.2 shows the breakdown of the school category by mode. Over half of all respondents walking to school (54%) and close to 70% of car passengers were primary school pupils. Over two thirds of all Train, DART and LUAS users are third level students. Almost half of all cyclists and bus users are Secondary school students.

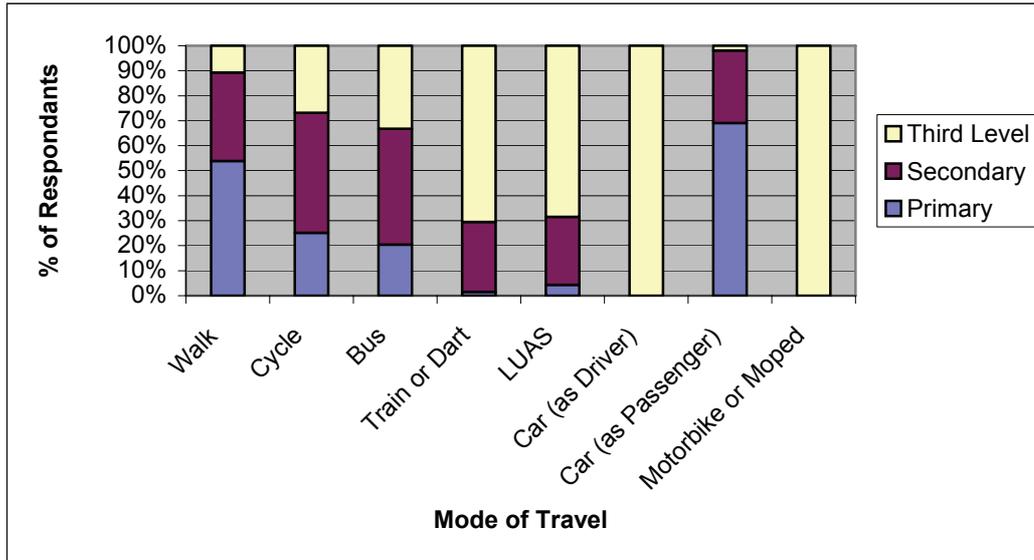


Figure 4.2 School Category within Mode (2006)

Mode of travel – 2006 versus 2002 Census

Overall, there has been a 2% decline in the percentage of students that walk (from 35.3% in 2002 to 33.4% in 2006), and those that cycle (from 4% in 2002 to 3.6% in 2006). There has been a more pronounced decline in the percentage of respondents that take a bus to their place of education, from 23.3% to 19.3%. On the other hand, there has been an increase in the percentage of students that are car passengers, from 31% in 2002 to 37% in 2006. Figure 4.3 illustrates the changes between 2002 and 2006.

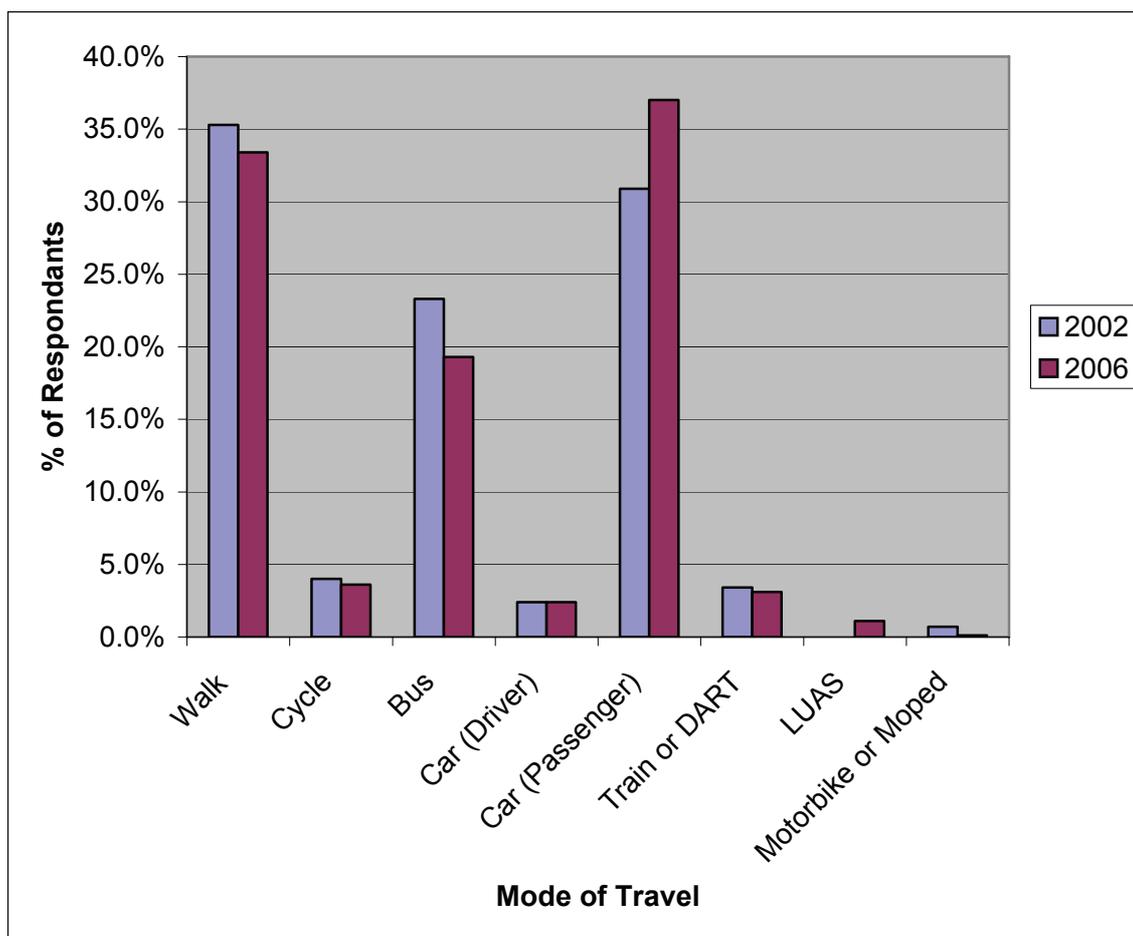


Figure 4.3 Mode of Travel – 2006 Survey vs 2002 Census Data

Mode of Travel by Region

Mode of travel was further analysed by the region within which schools and colleges were located (Dublin County versus the rest of the GDA).

Figure 4.4 shows how the percentages of pupils and students travelling to education by each mode varies by location of the school or college.

Walking was more popular in Dublin than in the rest of the GDA. Over one third (36%) of respondents walked to their place of education in Dublin, compared to 26% in the other counties.

The percentage of respondents that get a lift by car to school is much greater in the rest of the GDA (50%) as opposed to 32% of respondents who travel as car passengers to schools and colleges in Dublin.

In terms of bus usage, the survey distinguished between the scheduled or Public bus service and privately hired school bus services. In using the title “Private Hire Bus” in Figure 4.4, it should be noted that most of these services operated outside Dublin are in reality subcontracted out by Bus Eireann to the private sector.

Public bus use is more popular in Dublin, while private bus use is more prevalent throughout the other counties. Almost 16% of respondents use scheduled or public buses in Dublin, while close to 12% use privately hired buses in the rest of the GDA. Bus use overall is at much the same level in Dublin and the rest of the GDA.

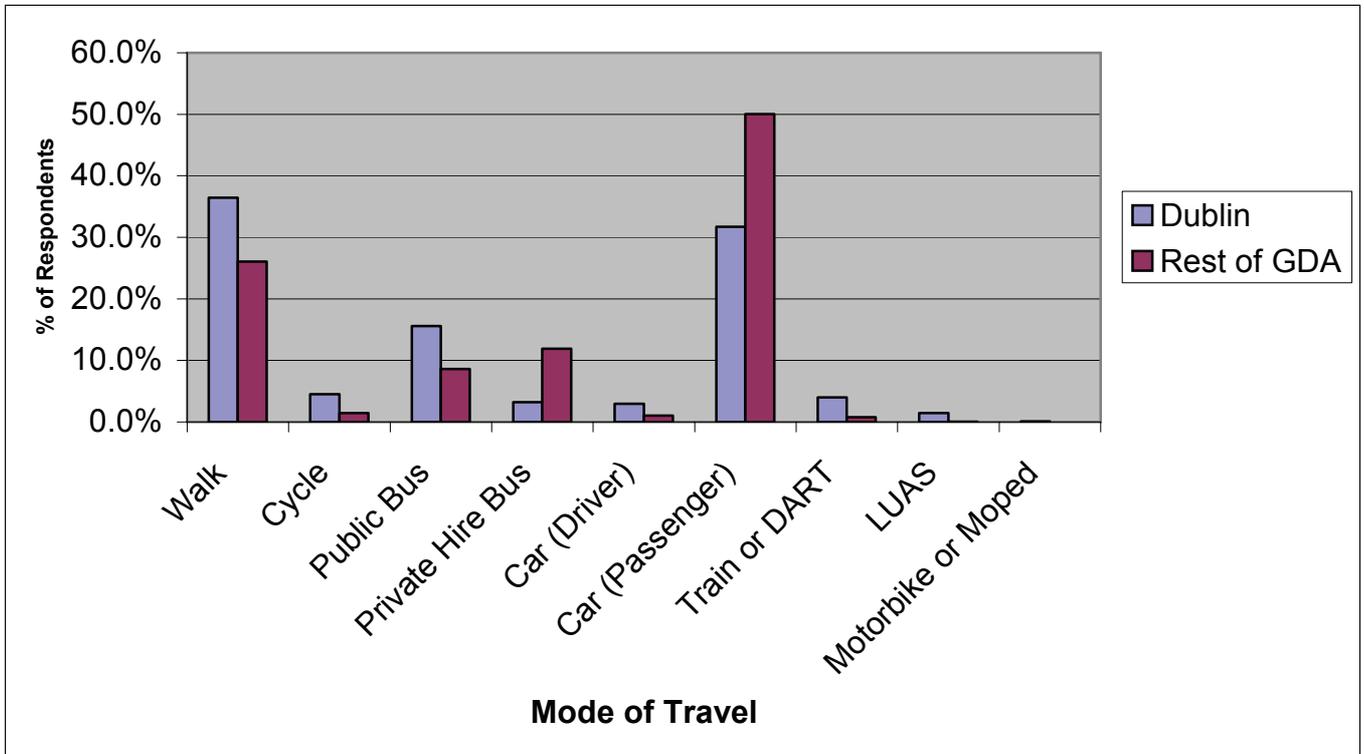


Figure 4.4 Means of Travel to education by Region (Dublin vs Rest of the GDA)

4.4 Journey Time

Journey time data from the survey was cleaned as described in Section 4.2, and then grouped into categories to facilitate comparisons. Results were analysed by school category and compared with the results in the 2002 Census.

Journey Times by School Category

Almost three quarters of all primary school children and over half of all secondary school children took 15 minutes or less to travel to school. Third level students in general have longer journey times with less than half of students (47%) travelling less than 30 minutes and almost a quarter (23.8%) of students having a journey time of more than one hour.

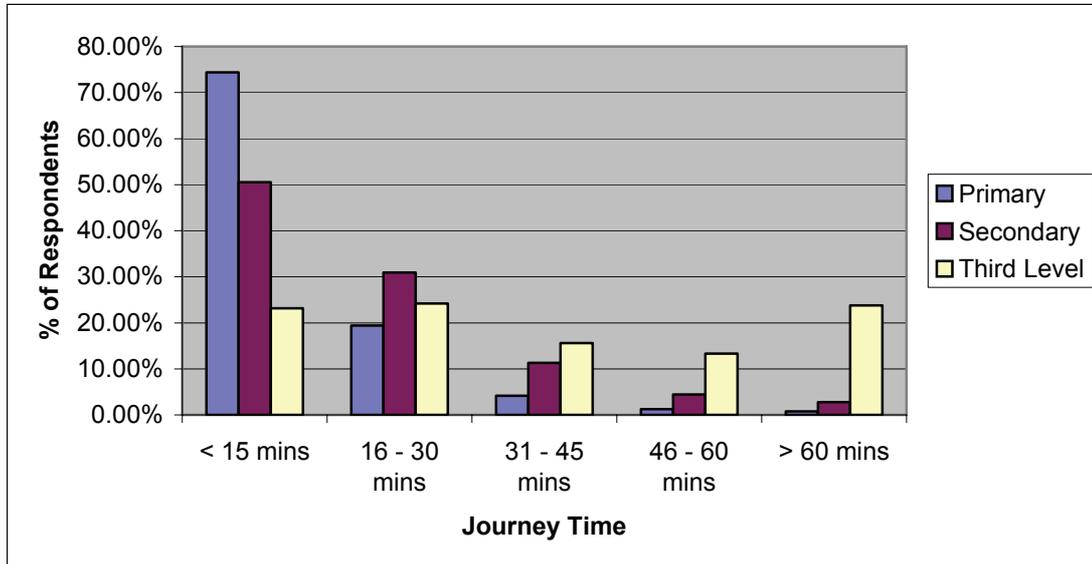


Figure 4.5 Journey Time by School Category (2006)

Journey Time – Comparison of 2006 Survey Data with 2002 Census

There has been a general reduction in journey times to school since 2002 with a significant increase in the percentage of pupils travelling 15 minutes or less to school - 59% as against 46% in 2002. The percentage of respondents with travel times between 16 minutes and an hour is significantly less in 2006 than was the case in 2002. This reduction in journey times reflects the earlier finding of a significant reduction since 2002 in the numbers of pupils walking and using bus and an increase in the numbers now travelling in cars.

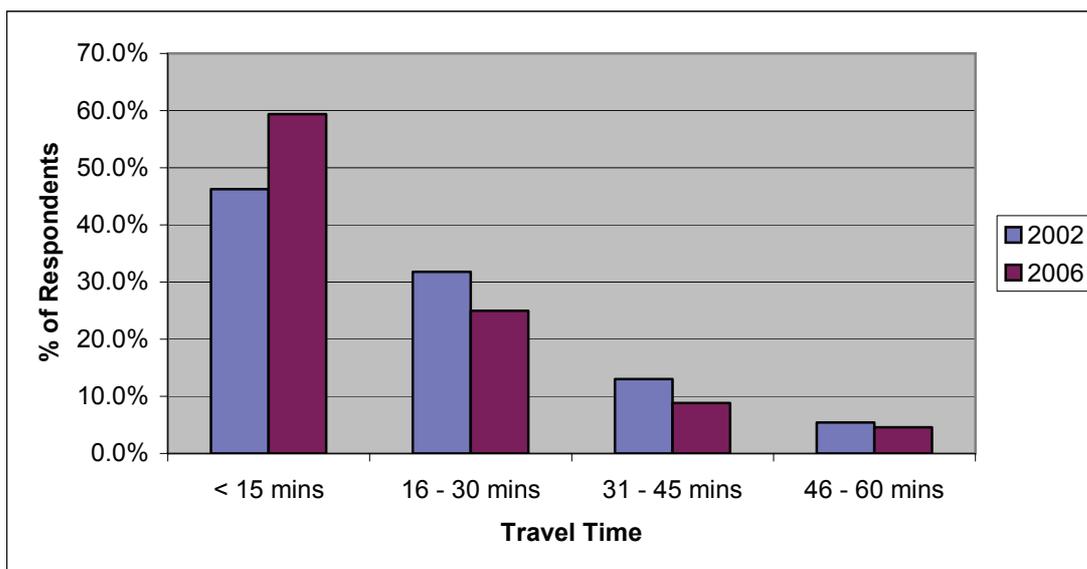


Figure 4.6 Journey Time comparison – 2006 Survey vs 2002 Census

4.5 Distance Travelled

All respondents were asked to indicate the distance they travelled to their educational establishment on the day of the survey. This data was analysed by school category. Because the 2002 Census asked the distance travelled in miles, a direct comparison of distance travelled between this survey and the 2002 Census was not possible.

Distance Travelled by School Category (2006)

Figure 4.7 details the distances travelled by pupils and students across the three categories of educational establishments.

It shows that a quarter of all primary school pupils live less than 0.5km from their school, while almost two thirds (64%) of them travel less than 2km to school.

Half of all second level pupils travel 2km or less to school. In the case of third level students, distances travelled to college are longer and more varied.

Over one third of all third level students travel more than 8.5km to college.

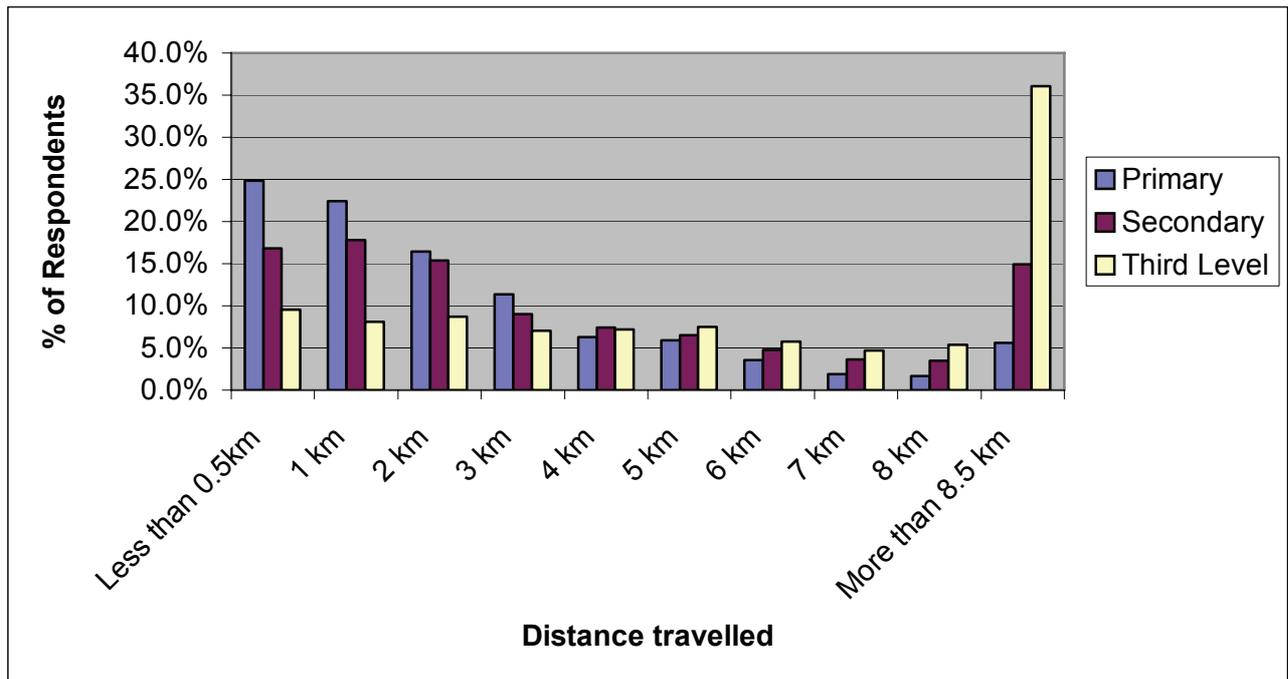


Figure 4.7 Distance travelled by school category

4.6 Reasons for not Walking & Cycling

All school pupils (i.e. respondents that attend primary and secondary schools) that indicated that they did not walk and/or cycle to school were asked to provide the main reasons for this. Respondents at third level institutions were not asked this question.

Responses to this question have been analysed by the two school categories. No data of this nature was collected in the 2002 Census; therefore comparisons have been made with the results of the 2002 DTO Travel to Education Survey.

Reasons for not Walking by School Category (2006)

Figure 4.8 shows that the main reason for not walking to school in both primary and secondary schools is that it is considered ‘too far’. The number of pupils who gave this response was far greater in secondary schools than primary schools (62% compared to 40%). Road safety concerns were greater amongst primary pupils as were personal safety concerns.

A larger proportion of pupils at secondary school said that they did not walk to school because they had too much to carry; 12% of secondary school pupils gave this a reason compared to only 3% of primary school pupils.

The percentage of pupils who said that they did not walk because they preferred to cycle was insignificant at both primary (2%) and secondary schools (5%).

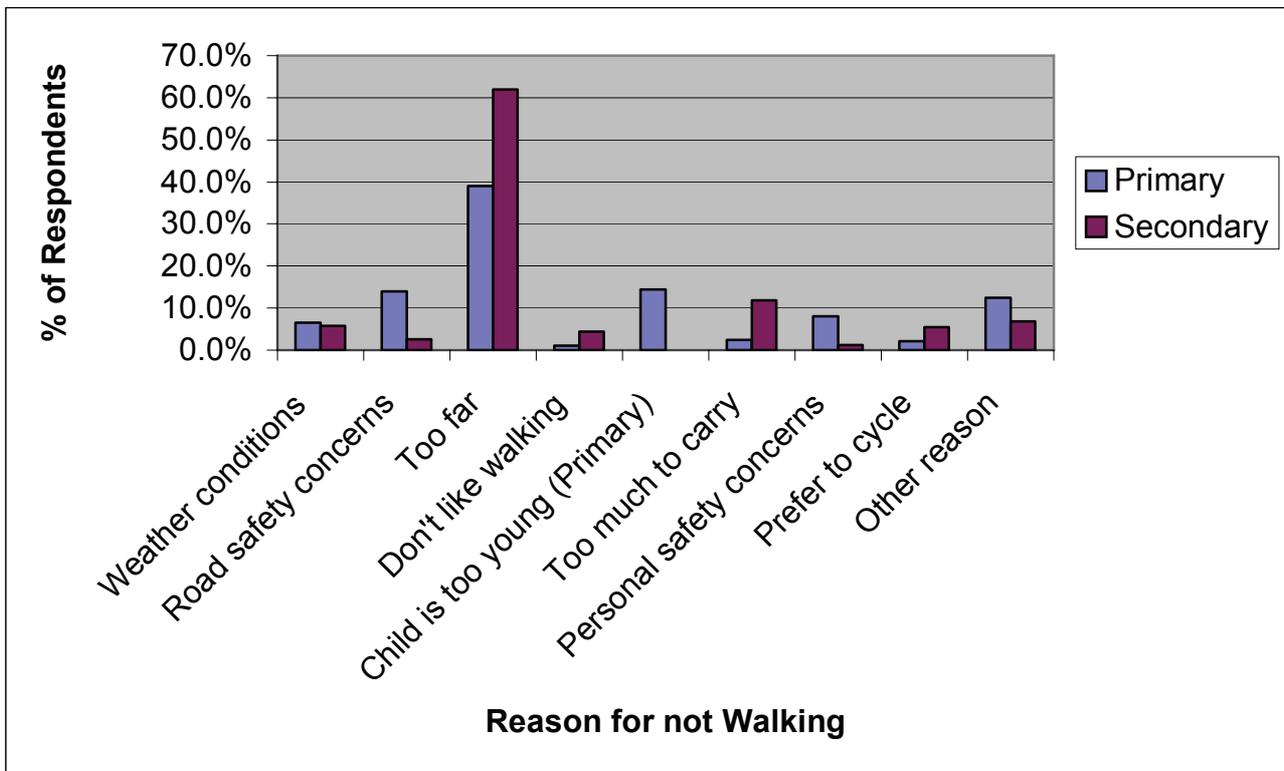


Figure 4.8 Reasons for Not Walking by School Category

Reasons for Not Walking – 2006 DTO Survey vs 2002 DTO Survey

Figure 4.9 illustrates the reasons given by primary and secondary school pupils for not walking to school in 2006 compared with 2002. In both 2002 and 2006, having too far to walk was the most frequent cited reason for not walking to school. The number of pupils that gave this response increased slightly from 47% in 2002 to 49% in 2006.

With regard to safety issues, there was a decline in the percentage of respondents (from 13% in 2002 to 9% in 2006) that gave ‘road safety concerns’ as a reason for not walking, whilst the proportion of pupils that did not walk to school because of ‘personal safety concerns’ remained fairly constant.

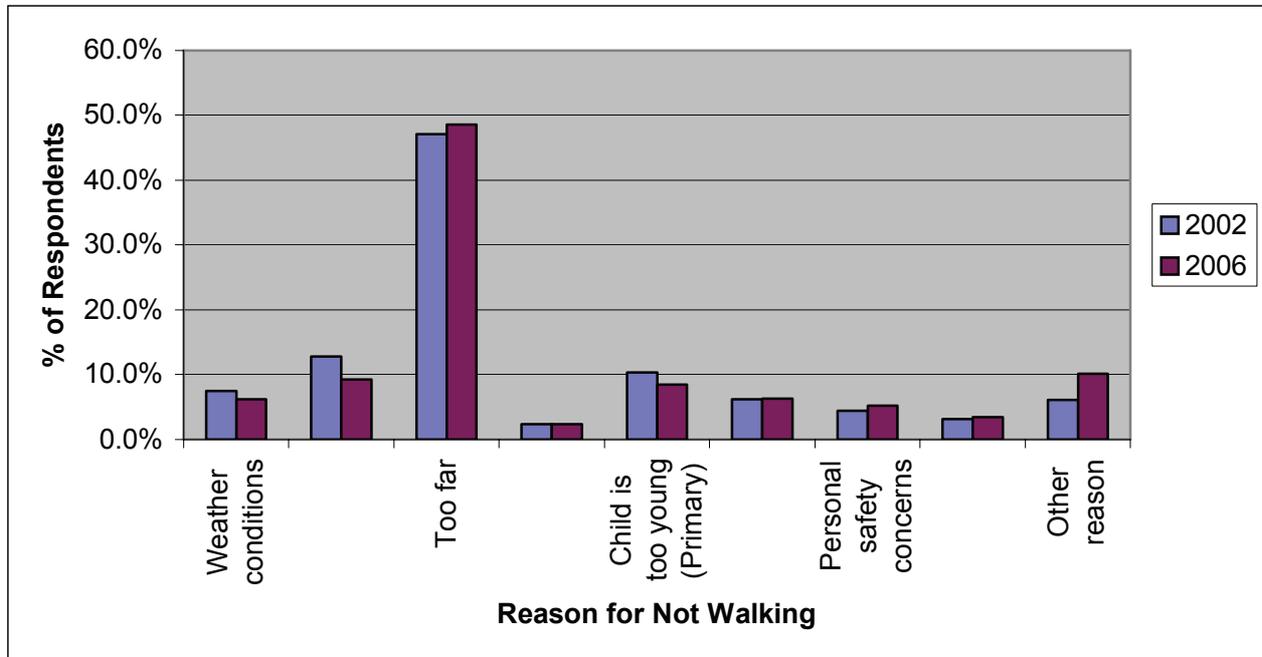


Figure 4.9 Reasons for not Walking – 2006 Survey vs 2002 Survey

Reasons for Not Cycling by School Category (2006)

Figure 4.10 provides a breakdown of the reasons given by primary and secondary school pupils for not travelling to school by bicycle.

All school pupils (i.e. respondents that attended primary and secondary schools) who indicated that they did not cycle to school were asked to provide the main reasons for this choice.

The main reason for primary school pupils not cycling to school was that they were considered ‘too young’ (26%). This was closely followed by road safety concerns (25%), which was far greater than the proportion of secondary pupils that gave this reason for not cycling (7%).

Amongst secondary school pupils, having too far to cycle was the main reason cited for not cycling to school (29%). The percentage of secondary school pupils who said they prefer to walk to school rather than cycle (21%) is far greater than the proportion of primary pupils that gave this reason (10%).

Eleven percent of secondary school pupils stated that having ‘too much to carry’ was the reason that they did not cycle to school compared to only 2% of primary pupils giving the same reason.

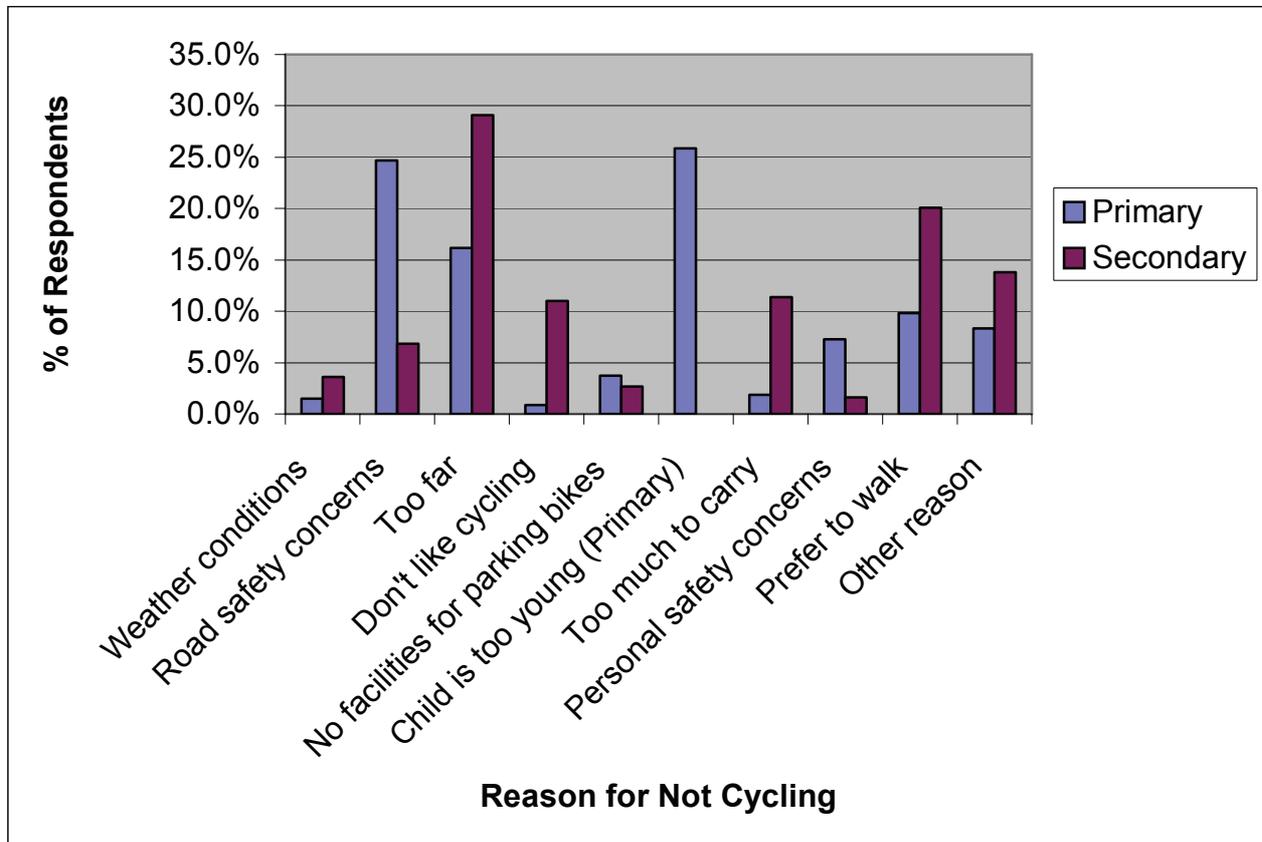


Figure 4.10 Reasons for Not Cycling by School Category (2006)

Reason for Not Cycling – 2006 Survey vs 2002 Survey

Figure 4.11 illustrates the reasons given by primary and secondary school pupils for not cycling to school in 2006 compared with 2002. The most significant change was that the proportion of respondents that mentioned road safety concerns decreased from 29% in 2002 to 18% in 2006.

There was virtually no change in the number of primary pupils who do not cycle because they are too young. However, there has been an increase in the proportion of pupils stating that they do not like to cycle; only 2% of respondents gave this reason in 2002, compared to 5% in 2006.

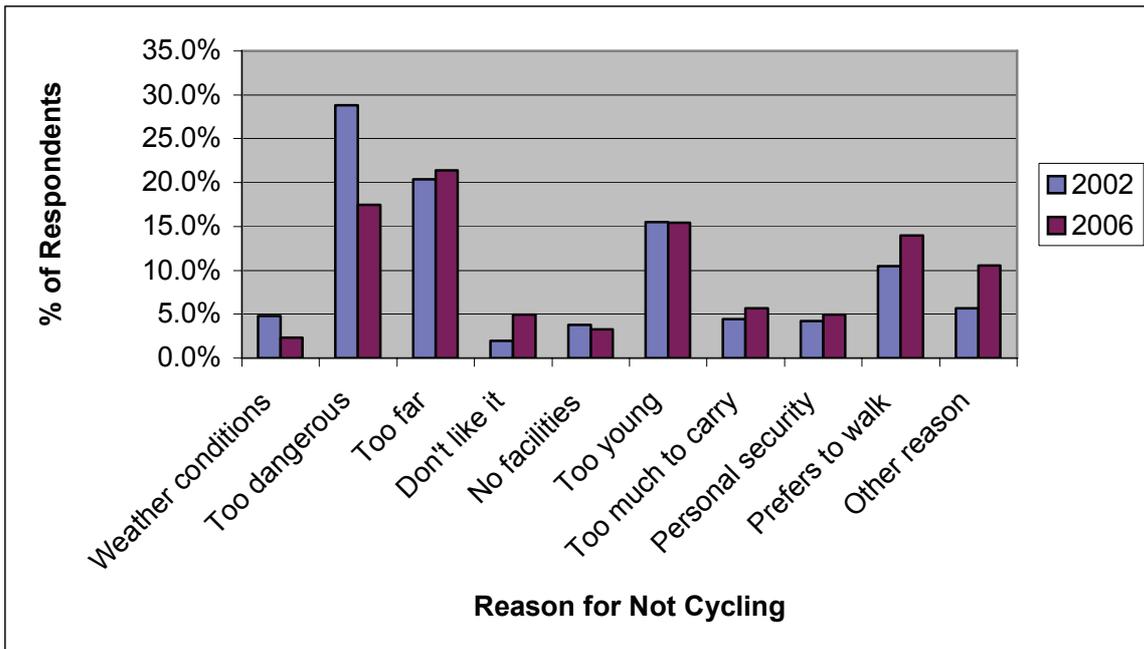


Figure 4.11 Reasons for Not Cycling – 2006 Survey vs 2002 Survey

5. Summary and Recommendations

5.1 Summary

Methodology

The changes to the questionnaire and survey methodology were successful. In particular, having an interviewer presence at third level institutions to distribute self-completion questionnaires has boosted the response rate in this category.

Both participation rates and response rates have increased across all school categories compared to the equivalent 2002 survey.

Survey Findings

The main findings from the 2006 survey were:

- the main modes of travel were walking, being a car passenger and travelling by bus;
- most respondents travelled less than 30 minutes when making their journey to school/college/university;
- most school children travelled less than 2km while the distance travelled by third level students was more disparate;
- the main reason given for school children not walking to school was that it was considered 'too far', however, the child being 'too young' and road safety concerns were also important determinants for primary children; and
- the reasons given for not cycling were more varied, with road safety and the child being 'too young' being the main reasons for primary children not cycling, while the distance being 'too far' and that the child preferring to walk being the main reasons for secondary school children not cycling to school.

County comparisons showed that:

- walking is slightly more popular in Dublin than in the other counties that make up the rest of the GDA, while being a car passenger is more prevalent in the rest of the GDA;

Comparisons between the 2002 and 2006 data show that:

- there has been a decrease in bus use and an increase in the proportion of pupils/students who are now car passengers; and
- there has been a decrease in average journey times with a larger proportion of pupils travelling 15 minutes or less to school.

5.2 Recommendations for Future Surveys

MVA Consultancy made the following recommendations for implementing future sweeps of the survey:

Fieldwork

- Stagger the posting of letters to schools to coincide with the dispatch of the packs to the survey coordinators that will be working in the area. This would mean that the letter and call from the coordinator would be timelier and so help to ensure a higher rate of response.
- Many parents of children in Irish language primary schools requested questionnaires written in English. It would therefore be sensible in the future to issue Irish language primary schools with both English **and** Irish versions of the questionnaire so as to avoid having to reallocate more surveys to these schools once fieldwork has begun.
- Carefully time fieldwork so as to avoid any overlap with holidays, school breaks, etc., including contingency weeks for ‘mopping up’.

Questions

The reliability of responses to the journey start and duration time questions is doubtful. Although departure time has been completed fairly consistently, it would appear that not all respondents have used the 24-hour clock. Respondents appear to have had particular difficulty with the journey duration time question; many appear to have entered their arrival time at their place of education, while others appear to have entered their departure time from their place of education. The resultant confusion and inaccurate responses for journey times creates problems in calculating arrival time and average speed. The wording of this question should be reviewed and options for improved clarity tested.

**Appendix A – Introductory Letters to Schools
and Colleges**

Dear Principal,

Re: Travel to School Survey.

In 2002 your school was good enough to assist us with a travel-to-school survey of students in the Counties of Dublin, Meath, Kildare and Wicklow. The time has come to update the survey, so I am writing to request your help once more. The Dublin Transportation Office is working to improve transport systems in the Greater Dublin Area and a large investment programme is being planned. To help us target these improvements we need complete information on traffic patterns in the Region, including the important travel-to-school component. We would be most grateful for your help with the survey, as it will enable us to plan the best transportation policies in your area.

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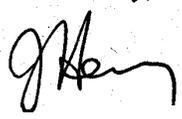
The process that we envisage is:

- An administrator from Amárach/Field Research Ireland visits your school with questionnaires, instruction materials etc, and briefs you, or your delegate, on the requirements;
- The school arranges for the questionnaires to be distributed to pupils in class for completion by their parents / guardians. They are very short, and we expect that the work involved for parents and teachers should not be great;
- The administrator returns to the school and picks up the completed questionnaires.

In order to achieve the maximum number of returned forms we would be grateful if you could ask the class teachers to emphasise the importance of the survey to the students, in terms of providing a better transport policy. Schools returning a successful survey will be entered into a prize draw and winners will receive notebook computers for their school.

If you have any further queries please contact Mary Mulcahy at Amárach/Field Research Ireland on 01 660 5506 or 08724 41332. Thanking you for your assistance.

Yours sincerely,



John Henry,
Director / CEO

A Phríomhoide, a chara,

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Tá an tionscadal seo maoinithe ag Rialtas na hÉireann faoi Transport 21, a thógann san áireamh infheistíocht mhór i mbonneagar iompair i Mórcheantar Bhaile Átha Cliath thar na 10 mbliana atá romhainn. Úsáidfídh DTO na sonraí riachtanacha faoi thaisteal chun na scoile a bailíodh ón suirbhé seo chun a Múnla Iompair a nuashonrú agus chun cabhrú leis an Oifig i mbeartú agus díriú ar chlár infheistíochta Transport 21. Maidir le scoileanna, i measc phríomhchuspóirí na hinfeistíochta seo beidh:

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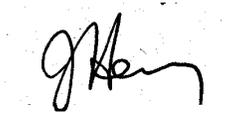
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Mise le meas,

A handwritten signature in black ink, appearing to read 'John Henry', enclosed within a faint, light-colored rectangular border.

John Henry,
Stiúrthóir / OPF

Dear Principal,

Re: Travel to School Survey.

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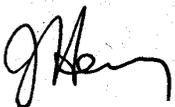
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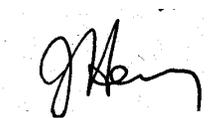
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Yours sincerely,

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Mise le meas,



John Henry,
Stiúrthóir / OPF

Dear xxxxxxxxx,

Re: Student Travel Survey.

I am writing to request your help with a very important survey of third level students in the Counties of Dublin, Meath, Kildare and Wicklow. The aim of the survey is to obtain information on student travel to university or college. The Dublin Transportation Office is working to improve transport systems in the Greater Dublin Area and a large investment programme is being planned. To help us target these improvements we need complete information on traffic patterns in the Region, including the important student component. We would be most grateful for your help with the survey, as it will enable us to plan the best transportation policies in your area.

This project is funded by the Irish Government under Transport 21, which includes a major investment in transport infrastructure in the Greater Dublin Area over the next 10 years. The essential travel to University / College data collected from this survey will be used by the DTO to update its Transportation Model and to assist the office in planning and targeting the Transport 21 investment programme. With regard to students, some of the main objectives of this investment will be to:

- Provide attractive alternative modes of travel for students;
- Encourage more students to walk, cycle and take public transport.

The survey is commissioned by DTO and will be carried out by MVA Consultancy and Amárach/Field Research Ireland in October and November. Amárach/Field Research Ireland will contact you within the next two or three weeks to request assistance and make arrangements.

The process that we envisage is designed to minimise involvement and work from university and college staff. In order to undertake the survey, we will require access to your students, and we will be seeking your advice on how and where to achieve this effectively and without disrupting the work of the college or university. Students will be asked to complete a single-page questionnaire. We hope to issue these to students in public areas around each campus. As the questionnaire is very short, we will ask students to complete the questionnaire there and then, but students who are unable to do so will be given a note containing a web link where they can go on line and complete the survey in their own time.

We envisage the following process:

- An administrator from Amárach/Field Research Ireland contacts you to secure your permission and make arrangements for the survey;
- The administrator visits you and, with your advice, prepares a survey plan, i.e. a schedule of interviewer shifts and locations where the survey will be carried out;
- You approve the plan and the interviewers undertake the survey.

If you have any further queries please contact Mary Mulcahy at Amárach/Field Research Ireland on 01 660 5506 or 08724 41332. Thanking you for your assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "John Henry". The signature is written in a cursive, slightly slanted style.

John Henry,
Director / CEO

Appendix B – Questionnaires

DTO Primary School Travel Survey 2006

The Dublin Transportation Office is working to improve transport systems in Dublin, Kildare, Meath and Wicklow. Under Transport 21 – launched by the Government in November 2005 - a major programme of investment in transport is planned over the next ten years. To help us plan these improvements, we need information about your child's journey to and from school on the most recent **Tuesday, Wednesday or Thursday**. The form will take only a few minutes to complete and the **information will not be used for any purpose other than this travel survey**. Please complete this form by filling in your answer in the box provided or by placing a circle around the appropriate number in the coded boxes.

If you have more than one child in primary school then you will need to complete a separate survey for each child.

All schools participating in this research will be included in a prize draw for notebook computers for the use of the school.

Please write the date of the journey you are telling us about in the box opposite
Remember we are interested in the most recent Tuesday, Wednesday or Thursday.

Date of Journey

1 What is the name of your child's school? (no address required)

--

2 What class is your child in? CIRCLE ONE CODE ONLY

Junior infant	1	First class	3	Third class	5	Fifth class	7
Senior infant	2	Second class	4	Fourth class	6	Sixth class	8

3 From where did your child start their main journey to school on the day you are telling us about?
 PLEASE ENTER FULL ADDRESS IN BLOCK CAPITALS (e.g. 10 ROSELAWN AVENUE, GLASNEVIN, DUBLIN 1)

--

4 How far from the school does your child live? PLEASE ESTIMATE TO THE NEAREST KILOMETRE. CIRCLE ONE CODE ONLY.

Less than 0.5km	1	2 km	3	4 km	5	6 km	7	8 km	9
1 km	2	3 km	4	5 km	6	7 km	8	More than 8.5 km	10

5 What was your child's main mode of travel to school on the day you are telling us about? CIRCLE ONE CODE ONLY

Walking	1	Public bus	3	Car	5	Train or DART	7
Cycling	2	Privately hired bus	4	Car pool/lift sharing	6	LUAS	8

FOR QUESTIONS 6 AND 7 PLEASE WRITE IN HOURS AND MINUTES

6 At what time did your child leave for school on the day you are telling us about?

Hour		Minutes	
------	--	---------	--

7 How long did this journey take?

Hours		Minutes	
-------	--	---------	--

PLEASE TURN OVER

8 What was your child's main mode of travel home from school on the day you are telling us about?
CIRCLE ONE CODE ONLY

Walking	1
Cycling	2

Public bus	3
Privately hired bus	4

Car	5
Car pool/lift sharing	6

Train or DART	7
LUAS	8

ANSWER QUESTIONS 9-11 ONLY IF YOUR CHILD TRAVELLED TO OR FROM SCHOOL BY CAR, CARPOOL OR LIFT SHARING. OTHERWISE GO TO QUESTION 12

9 After dropping off your child at school, where did the driver go? CIRCLE ONE CODE ONLY

Home	1
Work	2

Crèche	3
Shops	4

Another school	5
Somewhere else	6

10 Please give us as full an address as you can for this destination, if it is different from the home address you gave us earlier. PLEASE ENTER FULL ADDRESS IN BLOCK CAPITALS (only give address if different to home address)

11 Including the driver and your child, how many people were in the car your child travelled to and/or from school in? PLEASE WRITE THE NUMBERS IN THE BOXES PROVIDED

To school	
-----------	--

From school	
-------------	--

12 What age is your child?

Age of child	
--------------	--

13 Is your child...

A boy	1
-------	---

A girl	2
--------	---

14 Does your child usually walk to school?

Yes	1	GO TO Q16
No	2	CONTINUE

15 What is the main reason your child does not usually walk to school? CIRCLE ONE CODE ONLY

Weather conditions	1
Road safety concerns	2
Too far	3

Don't like walking	4
Child is too young	5
Too much to carry	6

Personal safety concerns	7
Child prefers to cycle	8
Other	9

16 Does your child usually cycle to school?

Yes	1	GO TO Q18
No	2	CONTINUE

17 What is the main reason your child does not usually cycle to school? CIRCLE ONE CODE ONLY

Weather conditions	1
Road safety concerns	2

Too far	3
Don't like cycling	4

No facilities for parking bikes	5
Child is too young	6

Too much to carry	7
Personal safety concerns	8

Child prefers to walk	9
Other	10

18 In the last twelve months, has your child been involved in an accident whilst travelling to or from school?

Yes	1	CONTINUE
No	2	GO TO END

Did this accident result in...

Serious injury	1
----------------	---

Minor injury	2
--------------	---

No personal injury	3
--------------------	---

19 What mode of travel was your child using on that occasion? CIRCLE ONE CODE ONLY

Walking	1
Cycling	2

Public bus	3
Privately hired bus	4

Car	5
Car pool/lift sharing	6

Train or DART	7
LUAS	8

Thank you for taking the time to complete this form. Please give it to your child to return to school.

Suirbhé Taistil Bhunscoile DTO 2006

Tá an Oifig Iompair Bhaile Átha Cliath ag obair chun feabhas a chur ar chórais iompair i mBaile Átha Cliath, i gCill Dara, ins an Mhí agus i gCill Mhantáin. Faoi Iompar 21 – arna sheoladh ag an Rialtas i Mí na Samhna 2005 – tá mórchlár infheistíochta iompair beartaithe le haghaidh an deich mbliana seo chugainn. D’fhonn cúnaimh a thabhairt dúinn leis na feabhsúcháin seo, beidh eolas faoi thuras do leanbh go dtí an scoil agus ón scoil de dhíth orainn don **Mháirt, Chéadaoin nó Déardaoin** is déanaí. Ní thógfaidh an fhoirm seo ach cúpla nóiméad chun í a chomhlánú agus **ní úsáidfean an t-eolas do chuspóir ar bith ach amháin don suirbhé taistil seo**. Déan comhlíonadh ar an bhfoirm seo trí do fhreagra a líonadh sa bhosca foráilte nó trí chiorcal a chur timpeall na huimhreacha cuí sna boscaí códaithe le do thoil.

Beidh gach scoil a ghlacann rannpháirtíocht sa taighde seo san áireamh i gerannchur duaise do ríomhairí glúine i gcomhair úsáid na scoile.

Scríobh dáta an turais a bhfuil á chur síos dúinn agat sa bhosca ar an deis le do thoil
Cuimhnigh go bhfuil spéis againn ins an Mháirt, Chéadaoin nó an Déardaoin is déanaí.

Dáta an Turais

20 Cad é ainm scoile do leanbh? (níl seoladh riachtanach)

--

21 Cén rang ina bhfuil do leanbh? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Naíonáin beaga	1	Rang a haon	3	Rang a trí	5	Rang a cúig	7
Naíonáin móra	2	Rang a dó	4	Rang a ceathair	6	Rang a sé	8

22 Ó cén áit ar chuir do leanbh tús lena p(h)ríomh turas go dtí an scoil ar an lá atá á chur síos agat dúinn?

CUIR AN SEOLADH LÁN ISTEACH I mBLOCLITREACHA (m.sh. 10 ASCAILL PHLÁSÓG NA RÓSANNA, GLAS NAÍON, BAILE ÁTHA CLIATH 1)

--

23 Cé chomh fada agus atá do leanbh ina c(h)ónaí ón scoil? DÉAN MEASTÚCHÁN DON CHILEAMÉADAR IS GIORRA. NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Níos lú ná 0.5km	1	2 km	3	4 km	5	6 km	7	8 km	9
1 km	2	3 km	4	5 km	6	7 km	8	Níos mó ná 8.5 km	10

24 Cad a bhí mar phríomhmhodh iompar go dtí an scoil ag do leanbh ar an lá atá á chur síos agat dúinn? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Siúlóid	1	Bus poiblí	3	Gluaisteán	5	Traein nó DART	7
Rotháíocht	2	Bus ar cíós príobháideach	4	Carrlinn/malartú síbe	6	LUAS	8

SCRÍOBH IN UAIREANTA AGUS NÓIMÉID DO CHEISTEANNA 6 AGUS 7 LE DO THOIL

25 Ag cén am ar fhág do leanbh i gcomhair scoil ar an lá atá á chur síos agat dúinn?

Uair		Nóiméid	
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26 Cé mhéid ama a thóg an turas seo?

Uaireanta		Nóiméid	
-----------	--	---------	--

27 Cad a bhí mar phríomhmhodh iompar ón scoil ag do leanbh ar an lá atá á chur síos agat dúinn? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Siúlóid	1	Bus poiblí	3	Gluaisteán	5	Traein nó DART	7
Rotháíocht	2	Bus ar cíós príobháideach	4	Carrlinn/malartú síbe	6	LUAS	8

FREAGAIR CEISTEANNA 9-11 ACH AMHÁIN MÁ THAISTEAL DO LEANBH GO DTÍ AN SCOIL NÓ ÓN SCOIL TRÍ GHLUAISTEÁN, CARRLINN NÓ MALARTÚ SÍBE. MURA DHEIN TÉIGH GO CEIST 12

28 Cár imigh an tiománaí i ndiaidh dó/di do leanbh a fhágáil ag an scoil? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Baile	1	Crèche	3	Scoil eile	5
Obair	2	Siopaí	4	Áit éigin eile	6

Cas an Leathanach

- 29 Tabhair dúinn an seoladh is cruinne agus gur féidir leat don cheann scribe seo, má tá sé difriúil ón seoladh bhaile ar thug tú dúinn níos luaithe. CUIR AN SEOLADH ISTEACH INA IOMLÁN I mBLOCLITREACHA (ná tabhair an seoladh ach amháin má tá sé difriúil ón seoladh bhaile)

--

- 30 Cé mhéad daoine a raibh sa ghluasteán ina n-áirítear an tiománaí agus do leanbh inar thaisteal do leanbh go dtí an scoil agus/nó ón scoil? SCRÍOBH NA hUIMHREACHA SNA BOSCAÍ AR CUIREADH AR FÁIL IAD

Go dtí an scoil	Ón scoil
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- 31 Cén aois atá do leanbh?

Aois an linbh	
---------------	--

- 32 An bhfuil do leanbh ina...

Bhuachail	1	Cailín	2
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- 33 An siúileann do leanbh go dtí an scoil de ghnáth?

Siúileann	1	TÉIGH GO C16
Ní Shiúileann	2	LEAN AR AGHAIDH

- 34 Cad é an phríomhchúis nach siúileann do leanbh go dtí an scoil de ghnáth? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Staid na hAimsire	1	Ní maith leis/léi siúlóid	4	Imní faoi Shábháilteacht Phearsanta	7
Imní faoi Shábháilteacht Bhóithre	2	Tá an leanbh ró-óg	5	Is fearr leis an leanbh rothaíocht	8
Achar ró-fhada	3	An iomarca le hiompar	6	Eile	9

- 35 An rothaíonn do leanbh go dtí an scoil de ghnáth?

Rothaíonn	1	TÉIGH GO C18
Ní Rothaíonn	2	LEAN AR AGHAIDH

- 36 Cad é an phríomhchúis nach rothaíonn do leanbh go dtí an scoil de ghnáth? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Staid na hAimsire	1	Achar ró-fhada	3	Níl áiseanna ann d'fhonn rothair a pháirceáil	5	An iomarca le hiompar	7	Is fearr leis an leanbh siúlóid	9
Imní faoi Shábháilteacht Bhóithre	2	Ní maith leis/léi rothaíocht	4	Tá an leanbh ró-óg	6	Imní faoi Shábháilteacht Phearsanta	8	Eile	10

- 37 An raibh baint ag do leanbh i dtimpiste i rith an dá mhí dhéag seo caite agus é/í i mbun taistil go dtí an scoil nó ón scoil?

Bhí	1	LEAN AR AGHAIDH
Ní Raibh	2	TÁ TU CRIOCHNAITHE

- 38 Ab ea toradh na timpiste seo...

Gortú trom	1	Gortú éadrom	2	Gortú pearsanta ar bith	3
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- 39 Cén modh taistil a raibh á úsáid ag do leanbh ar an ócáid úd? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Siúlóid	1	Bus poiblí	3	Gluaisteán	5	Traein nó DART	7
Rothaíocht	2	Bus ar cíos príobháideach	4	Carrlín/malartú síbe	6	LUAS	8

Go raibh maith agat as ucht an fhoirm seo a líonadh isteach. Tabhair é de do leanbh le do thoil chun é a thabhairt thar n-ais go dtí an scoil.

DTO Secondary School Travel Survey 2006

The Dublin Transportation Office is working to improve transport systems in Dublin, Kildare, Meath and Wicklow. Under Transport 21 – launched by the Government in November 2005 - a major programme of investment in transport is planned over the next ten years. To help us plan these improvements, we need information about your journey to and from school on the most recent **Tuesday, Wednesday or Thursday**. The form will take only a few minutes to complete and the **information will not be used for any purpose other than this travel survey**. Please complete this form by filling in your answer in the box provided or by placing a circle around the appropriate number in the coded boxes.

All schools participating in this research will be included in a prize draw for notebook computers for the use of the school.

Please write the date of the journey you are telling us about in the box opposite.
Remember we are interested in the most recent Tuesday, Wednesday or Thursday.

Date of Journey

40 What is the name of your school? (no address required)

--

41 What year are you in? CIRCLE ONE CODE ONLY

First Year	1
Second Year	2

Third Year	3
Transition/Fourth Year	4

Fifth Year	5
Sixth Year	6

42 From where did you start your main journey to school on the day you are telling us about?
PLEASE ENTER FULL ADDRESS IN BLOCK CAPITALS (e.g. 10 ROSELAWN AVENUE,
GLASNEVIN, DUBLIN 11)

--

43 How far from the school do you live? PLEASE ESTIMATE TO THE NEAREST KILOMETRE.
CIRCLE ONE CODE ONLY.

Less than 0.5km	1
1 km	2

2 km	3
3 km	4

4 km	5
5 km	6

6 km	7
7 km	8

8 km	9
More than 8.5 km	10

44 What was your main mode of travel to school on the day you are telling us about? CIRCLE ONE CODE ONLY

Walking	1
Cycling	2

Public bus	3
Privately hired bus	4

Car	5
Car pool/lift sharing	6

Train or DART	7
LUAS	8

FOR QUESTIONS 6 AND 7 PLEASE WRITE IN HOURS AND MINUTES

45 At what time did you leave for school on the day you are telling us about?

Hour		Minutes	
------	--	---------	--

46 How long did this journey take?

Hours		Minutes	
-------	--	---------	--

PLEASE TURN OVER

47 What was your **main mode** of travel home **from school** on the day you are telling us about?
CIRCLE ONE CODE ONLY

Walking	1	Public bus	3	Car	5	Train or DART	7
Cycling	2	Privately hired bus	4	Car pool/lift sharing	6	LUAS	8

ANSWER QUESTIONS 9-10 ONLY IF YOU TRAVELLED TO OR FROM SCHOOL BY CAR, CARPOOL OR LIFT SHARING. OTHERWISE GO TO QUESTION 11

48 After dropping you off at school, where did the driver go? CIRCLE ONE CODE ONLY

Home	1	Crèche	3	Another school	5	Don't Know	7
Work	2	Shops	4	Somewhere else	6		

49 Including the driver and you, how many people were in the car you travelled to and/or from school in? PLEASE WRITE THE NUMBERS IN THE BOXES PROVIDED

To school		From school	
-----------	--	-------------	--

50 What age are you? Age

Age	
-----	--

51 Are you... Male Female

Male	1	Female	2
------	---	--------	---

52 Do you usually walk to school?

Yes	1	GO TO Q15
No	2	CONTINUE

53 What is the **main** reason you do not usually walk to school? CIRCLE ONE CODE ONLY

Weather conditions	1	Too far	3	Too much to carry	5	Prefer to cycle	7
Road safety concerns	2	Don't Like walking	4	Personal safety concerns	6	Other	8

54 Do you usually cycle to school?

Yes	1	GO TO Q17
No	2	CONTINUE

55 What is the **main** reason you do not usually cycle to school? CIRCLE ONE CODE ONLY

Weather conditions	1	Don't like cycling	4	Personal safety concerns	7
Road safety concerns	2	No facilities for parking bikes	5	Prefer to walk	8
Too far	3	Too much to carry	6	Other	9

56 In the last twelve months, have you been involved in an accident whilst travelling to or from school?

Yes	1	CONTINUE
No	2	GO TO END

57 Did this accident result in...

Serious injury	1	Minor injury	2	No personal injury	3
----------------	---	--------------	---	--------------------	---

58 What mode of travel were you using on that occasion? CIRCLE ONE CODE ONLY

Walking	1	Public bus	3	Car	5	Train or DART	7
Cycling	2	Privately hired bus	4	Car pool/lift sharing	6	LUAS	8

Thank you for taking the time to complete this form. Please give it to your teacher now.

Suirbhé Taistil Meánscoile DTO 2006

Tá an Oifig Iompair Bhaile Átha Cliath ag obair chun feabhas a chur ar chórais iompair i mBaile Átha Cliath, i gCill Dara, ins an Mhí agus i gCill Mhantáin. Faoi Iompar 21 – arna sheoladh ag an Rialtas i Mí na Samhna 2005 – tá mórchlár infheistíochta iompair beartaithe le haghaidh an deich mbliana seo chugainn. D’fhonn cúnaimh a thabhairt dúinn na feabhsúcháin seo a phleanáil, beidh eolas faoi do thuras chuig agus ó na scoile de dhíth orainn don **Mháirt, Chéadaoin nó Déardaoin** is déanaí. Ní thógfaidh an fhoirm seo ach cúpla nóiméad chun í a chomhlánú agus **ní úsáidfean an t-eolas do chuspóir ar bith ach amháin don suirbhé taistil seo**. Déan comhlíonadh ar an bhfoirm seo trí do fhreagra a líonadh sa bhosca foráilte nó trí chiorcal a chur timpeall na huimhreacha cuí sna boscaí códaithe le do thoil.

Beidh gach scoil a ghlacann rannpháirtíocht sa taighde seo san áireamh i gcrannchur duaise do ríomhairí glúine i gcomhair úsáid na scoile.

Scríobh dáta an turais a bhfuil á chur síos dúinn agat sa bhosca ar an deis
Cuimhnigh go bhfuil spéis againn ins an **Mháirt, Chéadaoin nó an Déardaoin** is déanaí.

Dáta an Turais

59 Cad é ainm do scoile? (níl seoladh riachtanach)

--

60 Cén rang a bhfuil tú? **NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN**

An Chéad bhliain	1	An Tríú bhliain	3	An Cúigiú bhliain	5
An Dara bhliain	2	An Idirbhliain/ an cheathrú bhliain	4	An Séú bhliain	6

61 Ó cén áit ar chuir tú tús le do phríomh turas go dtí an scoil ar an lá atá á chur síos agat dúinn?

CUIR AN SEOLADH LÁN ISTEACH I mBLOCLITREACHA (m.sh. 10 ASCAILL PHLÁSÓG NA RÓSANNA, GLAS NAÍON, BAILE ÁTHA CLIATH 1)

--

62 Cé chomh fada ón scoil a bhfuil tú i do chónaí? **DÉAN MEASTÚCHÁN DON CHILEAMÉADAR IS GIORRA. NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN**

Níos lú ná 0.5km	1	2 km	3	4 km	5	6 km	7	8 km	9
1 km	2	3 km	4	5 km	6	7 km	8	Níos mó ná 8.5 km	10

63 Cad a bhí mar do *phríomhmhodh* iompar go dtí an scoil ar an lá atá á chur síos agat dúinn? **NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN**

Siúlóid	1	Bus poiblí	3	Gluaisteán	5	Traein nó DART	7
Rothaíocht	2	Bus ar cíós príobháideach	4	Carrlinn/malartú síbe	6	LUAS	8

SCRÍOBH ISTEACH UAIREANTA AGUS NÓIMÉID DO CHEISTEANNA 6 AGUS 7 LE DO THOIL

64 Cén t-am ar fhág tú i gcomhair scoil ar an lá atá á chur síos agat dúinn?

Uair		Nóiméid	
------	--	---------	--

65 Cé mhéid ama a thóg an turas seo?

Uaireanta		Nóiméid	
-----------	--	---------	--

66 Cad a bhí mar do *phríomhmhodh* iompar ón scoil agat ar an lá atá á chur síos agat dúinn? **NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN**

Siúlóid	1	Bus poiblí	3	Gluaisteán	5	Traein nó DART	7
Rothaíocht	2	Bus ar cíós príobháideach	4	Carrlinn/malartú síbe	6	LUAS	8

FREAGAIR CEISTEANNA 9-11 ACH AMHÁIN MÁ THAISTEAL TÚ GO DTÍ AN SCOIL NÓ ÓN SCOIL TRÍ GHLUAISTEÁN, CHARRLINN NÓ MHALARTÚ SÍBE. MURA DHEIN TÉIGH GO CEIST 12

67 Cár imigh an tiománaí i ndiaidh dó/di tú féin a fhágáil ag an scoil? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Baile	1
Obair	2

Crèche	3
Siopaí	4

Scoil eile	5
Áit éigin eile	6

68 Cé mhéad daoine a raibh sa ghluaisteán, ina n-áirítear an tiománaí agus tú féin, inar thaisteal tú go dtí an scoil agus/nó ón scoil? SCRÍOBH NA hUIMHREACHA SNA BOSCAÍ AR CUIREADH AR FÁIL IAD

Go dtí an scoil	
-----------------	--

Ón scoil	
----------	--

69 Cén aois atá tú?

Aois	
------	--

70 An bhfuil tú ...

Fireannach	1
------------	---

Bainneanach	2
-------------	---

71 An siúileann tú go dtí an scoil de ghnáth?

Siúileann	1	TÉIGH GO C16
Ní Shiúileann	2	LEAN AR AGHAIDH

72 Cad é an phríomhchúis nach siúileann tú go dtí an scoil de ghnáth? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Staid na hAimsire	1
Inmní faoi Shábháilteacht Bhóithre	2
Achar ró-fhada	3

Ní maith leat siúlóid	4
An iomarca le hiompar	5
Inmní faoi Shábháilteacht Phearsanta	6

Is fearr leat rothaíocht	7
Eile	8

73 An rothaíonn tú go dtí an scoil de ghnáth?

Rothaíonn	1	TÉIGH GO C18
Ní Rothaíonn	2	LEAN AR AGHAIDH

74 Cad é an phríomhchúis nach rothaíonn tú go dtí an scoil de ghnáth? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Staid na hAimsire	1
Inmní faoi Shábháilteacht Bhóithre	2

Achar ró-fhada	3
Ní maith leat rothaíocht	4

Níl áiseanna ann d'fhonn rothair a pháirceáil	5
An iomarca le hiompar	6

Inmní faoi Shábháilteacht Phearsanta	7
Is fearr leat siúlóid	8

Eile	9
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75 An raibh baint agat i dtimpiste i rith an dá mhí dhéag seo caite agus tú i mbun taistil go dtí an scoil nó ón scoil?

Bhí	1	LEAN AR AGHAIDH
Ní Raibh	2	TÁ TU CRIOCHNAITHE

76 Ab ea toradh na timpiste seo...

Gortú trom	1
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Gortú éadrom	2
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Gortú pearsanta ar bith	3
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77 Cén modh taistil a raibh á úsáid agat ar an ócáid úd? NÁ CUIR CIORCAL ACH AR CHÓD AMHÁIN

Siúlóid	1
Rothaíocht	2

Bus poiblí	3
Bus ar cíos príobháideach	4

Gluaisteán	5
Carrlín/malartú síbe	6

Traein nó DART	7
LUAS	8

Go raibh maith agat as ucht an fhoirm seo a líonadh isteach. Tabhair é anois de do mhúinteoir le do thoil.

DTO Travel Survey 2006 Third Level Colleges

The Dublin Transportation Office is working to improve transport systems in Dublin, Kildare, Meath and Wicklow. Under Transport 21 – launched by the Government in November 2005 - a major programme of investment in transport is planned over the next ten years. To help us plan these improvements, we need complete information on travel in the region. By helping us with this questionnaire you will help us to plan the best transportation policies for your area. All completed questionnaires will be entered into a prize draw to win one of 20 i-pods. **The information you provide will NOT be used for any other purpose than for this travel survey.**

Please complete this form by filling in your answer in the box provided or by placing a circle around the appropriate number in the coded boxes. **Please circle ONE CODE ONLY for each answer.**

Please insert today's date in the box provided.

DATE

78 What is the name of your University/College? (Please provide campus name if appropriate)

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79 From where did you start your main journey to University/College today?
PLEASE ENTER FULL ADDRESS IN BLOCK CAPITALS (e.g. 10 ROSELAWN AVENUE,
GLASNEVIN, DUBLIN 11)

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80 How far from the University/College do you live? PLEASE ESTIMATE TO THE NEAREST KILOMETRE.

Less than 0.5km	1	2 km	3	4 km	5	6 km	7	8 km	9
1 km	2	3 km	4	5 km	6	7 km	8	More than 8.5 km	10

81 What was your main mode of transport from the above address to University/College today?

Walking	1	Privately hired bus	4	Train or DART	7
Cycling	2	Car (Driver)	5	LUAS	8
Public Bus	3	Car (Passenger)	6	Motorbike or Moped	9

82 What is the main reason you travelled to University/College this way?

Quickest	1	Safest	4	Need to make other trips during day	7	Other	10
Cheapest	2	Health Reasons	5	No public transport nearby	8		
Comfort/Convenient	3	Most Flexible	6	No Alternative	9		

FOR QUESTIONS 6 AND 7 PLEASE WRITE IN HOURS AND MINUTES

83 What time did you leave for University/College from the address you gave us above?

Hour		Minutes	
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84 How long did this journey take?

Hours		Minutes	
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PLEASE TURN OVER

85 If you did not travel by car, was a car available for this journey?

PLEASE COMPLETE **QUESTION 9 ONLY** IF YOU TRAVELLED **TO** UNIVERSITY/COLLEGE TODAY **BY CAR**, OR INTEND TO MAKE YOUR **RETURN** JOURNEY BY CAR.

86 Including the driver, how many people were in the car you travelled in/will travel in?

TO University/College		FROM University/College	
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87 If you travelled to University/College by public transport, how long did it take you to walk to the bus stop or station from the above address?

0 – 5 mins	1	11 – 20 mins	3	31 – 40 mins	5
6 – 10 mins	2	21 – 30 mins	4	More than 40 mins	6

88 If you are making a return journey to the same address today, what will your main mode of travel be?

Walking	1	Public Bus	3	Car (Driver)	5	Train or DART	7	Motorbike or Moped	9
Cycling	2	Privately hired bus	4	Car (Passenger)	6	LUAS	8	Not making a return journey to that address today	10

89 In the last twelve months, have you been involved in an accident whilst travelling to/from University/College?

Yes	1	CONTINUE
No	2	GO TO Q15

90 Did this accident result in...

Serious injury	1	Minor injury	2	No personal injury	3
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91 What mode of travel were you using on that occasion?

Walking	1	Privately hired bus	4	Train or DART	7
Cycling	2	Car (Driver)	5	LUAS	8
Public Bus	3	Car (Passenger)	6	Motorbike or Moped	9

92 Are you...

Male	1	Female	2
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93 At what stage of your University/College education are you?

1 st Year Undergraduate	1	3 rd Year Undergraduate	3	5 th Year Undergraduate	5	Post Graduate	7
2 nd Year Undergraduate	2	4 th Year Undergraduate	4	6 th Year Undergraduate	6		

17 What age are you?

Age	
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If you want to be entered into the prize draw to win an i-pod, please give us your name and email address or phone number. This information will not be retained after prizes are awarded. Incomplete forms will not be eligible.

Name: _____

Email: _____

Contact Phone Number: _____

Thank you very much for taking the time to complete this questionnaire. Please hand it in now.

