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**SMM - IO3**

## Training Module 2

# THE LOCAL CONTEXT Booklet

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CUP: G78F16000020006 SCHOOL MOBILITY MANAGER  
– SMM [www.schoolmobilitymanager.eu](http://www.schoolmobilitymanager.eu) Pilot School:  
I.T.E.T. "Girolamo Caruso" – Alcamo - Italy



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## INTRODUCTION

This document is a guideline for managers of school mobility "SMM". It includes methodologies and toolkits to help European school mobility managers successfully carry out the tasks to be done to improve students' quality of life, access to schooling, reduce polluting emissions and climate change. The booklet shows the methodologies to create a home-school movement plan and to measure the impact with the monitoring methods. In particular, the document illustrates the phases of the process to obtain a hazard plan. All tools will be available in original format on the SMM Project website [www.schoolmobilitymanager.eu](http://www.schoolmobilitymanager.eu).

### HOME-SCHOOL DISPLACEMENT PLAN

The plan must be implemented to improve school accessibility, reduce the use of private cars, reduce the environmental effects of polluting emissions and climate change. The structure of the plan and the phases are as follows:

<b>Analysis phase</b>	<b>Results</b>
Mobility offer analysis (accessibility analysis)  Demand offer analysis  Surveys and focus group	Mobility data base
<b>Design phase</b>	
Sustainable mobility solutions definition	Solutions list DB  Actions list DB
<b>Realization phase</b>	
Solution implementation  Monitoring  Plan updating	Report on monitoring results  Result analysis  Plan updated



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## ANALYSIS PHASE

### OFFER ANALYSIS

The analysis of the offer (School accessibility analysis) must provide a definition of context that includes the location of the school and external problems and must provide information on the dynamics of mobility towards the schools by students and staff.

### DEMAND OFFER ANALYSIS

Demand offer analysis consists of the following information that must be collected on the school population and on the staff: number of students by age and class, number of teachers, number of other employees, origin of the movement, addresses of the people who come to school every day and population of the origin / destination matrix.

### SURVEYS AND FOCUS GROUP

Surveys and focus group are the methodologies that will provide an analysis on the habits and behavior regarding populations displacements.

The *focus group* is a research technique that aims to bring out relationships between the participants and to make them express opinions and opinions about a particular topic. Focus participants are very different people and the moderator's job is to make these differences emerge and then find important answers / outcomes about the focus group topic. The focus group takes place as a group interview led by a moderator with a more or less structured grid to stimulate and create more interaction between participants.

**Quantitative survey** are useful to provide data as average age, average distance and time between origin and school, car users, motorcycle users, public transport users, average time, satisfaction level, pedestrian users, average increase during spring and summer, people leaving in one or two kilometers from schools.

The survey must also be aimed at assessing the environmental impact by calculating the CO2 emissions that students, families, teachers and other personnel produce every day in their home-school. To obtain a correct result, the information provided in the survey is: percentage of use of the private transport system or public transport, cars and public transport systems (petrol, diesel, natural gas, electricity, other ...).

For car users must be collected this information: satisfaction level regarding to displacements costs, percentage of users who never tried public transport, for motorcycle users must be collected data about safety of parking modal increase in spring summer, percentage of users who never tried public transport for public transport has to be



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analysed the distance, the number of modal change (example car-station-bus stop, train bus, metro bus, bus bus) and costs.

**Focus group** with all the school actors and stakeholders is a qualitative analysis method in order to individuate critical issues of students, families and teachers. It's important to integrate the survey quantitative analysis with elements which can not be perceived by other quantitative means.

The analysis phase aims to provide all the information needed to design the home-school travel plan.

## DESIGN PHASE

### SUSTAINABLE MOBILITY SOLUTIONS DEFINITION

Le principali soluzioni di mobilità sostenibile per migliorare l'accessibilità scolastica sono: percorsi pedonali, *car pooling*, autobus scolastico, percorsi in bicicletta.

To design a safe home-school pedestrian pathway, the most important elements that have to be taken into account are:

- risk analysis
- appropriate measures to moderate traffic and speed limits evaluation;
- pedestrian crossings analysis and census;
- Transport trains and bus stops analysis and census;
- pedestrian physical effort along the path analysis;
- assessment of any connections with areas of public interest
- evaluation of any connection with aggregation spaces (game parks, speakers etc ...)
- absence or the continuity of the sidewalks verification
- presence of specific lanes (eg bicycle lanes or preferential lanes), public transport stops, parking lots, traffic volume verification
- Safety and the strengthening of connections to public transport stops
- Evaluation of possible connections to private parking / collection points ("SAFETY STOPS")
- Identifying and promoting home-school pathways.

## REALIZATION PHASE

### SOLUTION IMPLEMENTATION

After an analysis, it is necessary to provide a list of solutions. Each solution must be completed with a list of actions, including implementation time and resource commitment. The travel plan, which must be authorized by the competent authorities, will be drawn up in compliance with current legislation and must allow the student to recognize, recognize and feel more secure.



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## MONITORING

The School Mobility Manager must have relationships with public administrations, transport companies, private mobility providers. The plan must be monitored and updated every year. The objectives of monitoring activities are: measuring the effectiveness of actions, analyzing the differences between prediction and behavior of students and teachers, analyzing changes in the external and internal scenario that influences the modal transport matrix of the school population. Indicator controls must be established for each action. The main indicators are: reducing CO2 emissions and saving time and money for students and teachers

## PLAN UPDATING

In order to optimize the process and its execution, the results of the evaluation must be regularly shared and analyzed to derive the debt guidelines. It is also necessary to ensure a certain flexibility in updating the plan so that new developments and in-depth analyzes are adequately taken into account. Otherwise, the plan could lose its effectiveness over time.