



Mobility Management and Travel Plan, Third Edition

Cherry Orchard Point – Phases 1, 2 and 3 of the Proposed Development at Sites 4 and 5, Park West Avenue, Dublin 10

September 2026

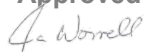
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Comments

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1. Introduction

1.1 Background

This Third Edition of the Mobility Management and Travel Plan has been prepared by Waterman Moylan on behalf of The Land Development Agency (LDA) to accompany a planning application to An Coimisiún Pleanála for Phase 3 of a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

The First Edition was prepared by Waterman Moylan in September 2023 to accompany the planning application to An Coimisiún Pleanála for Phase 1 of Cherry Orchard Point.

The Second Edition was prepared by Waterman Moylan in January 2025 to accompany the planning application to An Coimisiún Pleanála for Phase 2 of Cherry Orchard Point.

1.2 Contents of Plan

The contents of this Travel Plan include:-

- A proactive mobility management of transport at the development.
- A residential travel plan to support the reduced provision of car parking.

1.3 County Development Plan

The Plan has been prepared in accordance with Section 2.3 of Appendix 5 of the Dublin City Development Plan 2022 – 2028.

Part of Section 2.3 is reproduced below:

Mobility Management and Travel Plans will be required for developments of different types and scales, to be determined at pre-application stage in consultation with Dublin City Council. The plans will set out percentage targets for modal splits to be achieved over a specified time period and will outline the range of integrated measures that will be put in place to support mode shift. Where appropriate, the plans may also identify improvements to the local environment which will be implemented in tandem with the development to support sustainable travel by the users of and visitors to the development. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

Where a zero or reduced quantum of car parking is proposed for a residential development, a proactive mobility management strategy is essential at the early design stages to identify measures that will promote the use of sustainable modes within the development and ensure any associated infrastructure can be incorporated into the design. A Residential Travel Plan will be required to support the zero/ reduced provision of car parking to serve a development.

Table 15-1 in Appendix 15 of the Plan requires a Mobility Management Plan/ Travel Plan for developments with 20 or more residential units, over 100 employees and any development with zero / reduced car parking

The overall development comprises 1,157 residential units with Retail, Creche, 823 car parking spaces, 2,882 cycle parking spaces and an expected resident population of up to 3,816 persons.

1.4 Location

The two sites for the overall development, Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station as shown in Figure 1.

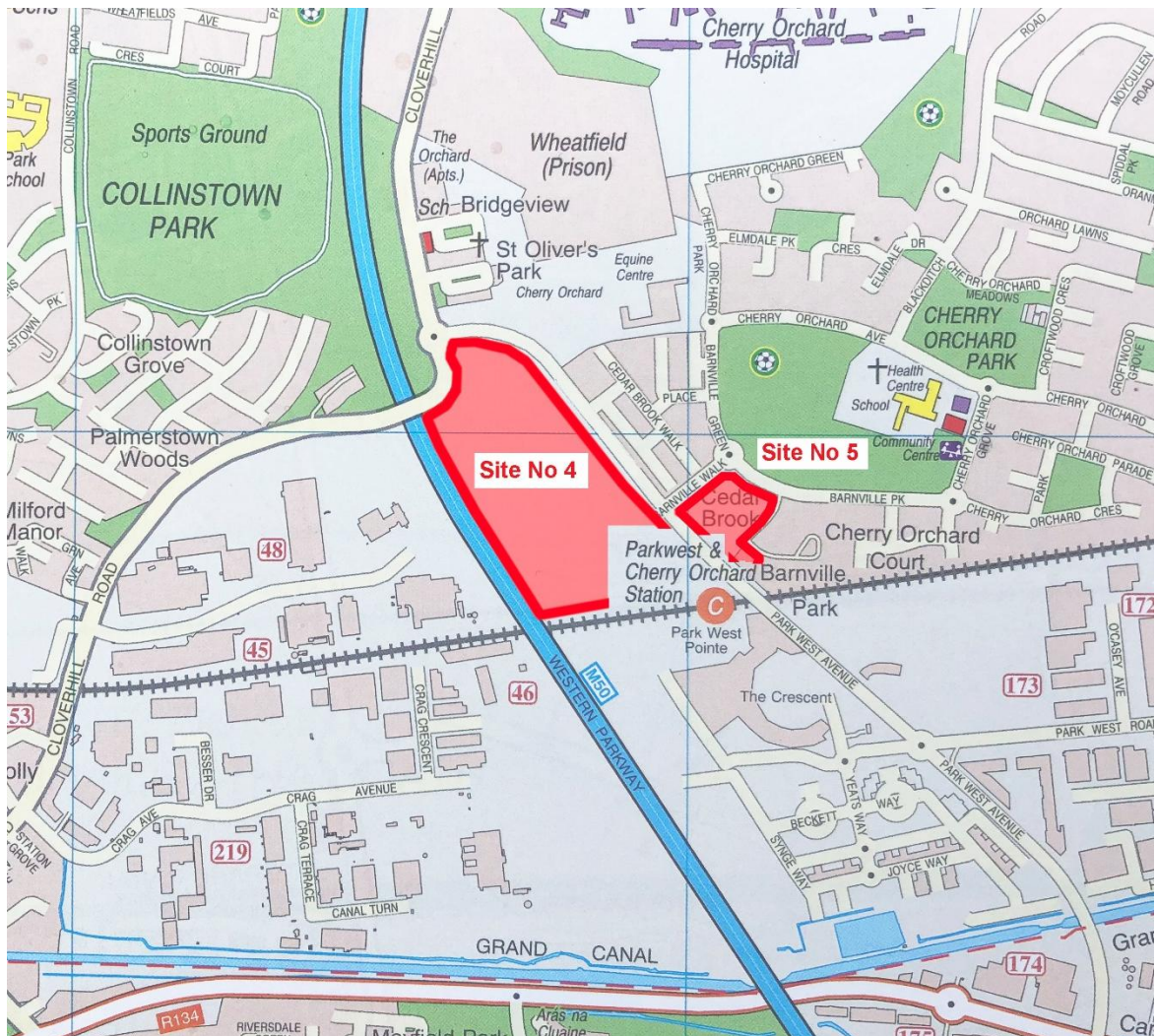


Figure 1 Location Map

1.5 Phasing

It is proposed that Sites 4 and 5 be developed in four phases as shown on Figure 2.

At the time of writing in July 2026, planning permission has been granted for Phases 1 and 2.

A planning application is in preparation for Phase 3.

Construction commenced on Phases 1 and 2 in 2025 for completion in 2028.



Figure 2 Project Phasing

2. Cherry Orchard Point

2.1 Site Layout

Cherry Orchard Point is being developed in four phases as shown on Figure 2.

The overall layout of all four phases is illustrated in Figure 3.

2.2 Phase 1 - Site 4

Phase 1 comprises 708 apartments, supermarket, retail units, and community facilities with 444 car parking spaces and 1,618 cycle parking spaces.

Planning permission for the proposed development of Phase 1 on Site 4 at Cherry Orchard was granted by An Coimisiún Pleanála on 9th July 2024 subject to 24 conditions.

Condition 18(a) requires that the residential car parking spaces be permanently allocated to residential use.

Construction of Phase 1 commenced in 2025 for completion in 2028.

2.3 Phase 2 – Site 4

Phase 2 comprises 137 units with 141 car parking spaces and 306 cycle parking spaces.

Planning permission for the proposed development of Phase 2 on Site 4 at Cherry Orchard was granted by An Coimisiún Pleanála on 23rd September 2025 subject to 20 conditions.

Condition 13(a) requires that the *‘Residential car parking spaces shall be in accordance with the details set out in the document ‘Mobility Management and Travel Plan January 2025’.*

Condition 13(b) requires that *‘ A minimum of 10% of all car parking spaces shall be provided with functioning electric vehicle charging stations or points and ducting shall be provided for the remaining stations’.*

Condition 13 (c) requires that *‘Prior to the occupation of the development, a Parking Management Plan shall be prepared for the development which shall be placed on the file and retained as part of the public record’.*

Construction of Phase 2 commenced in 2026 for completion in 2028.

2.4 Phase 3 - Site 5

The proposed development will consist of the construction of a residential led mixed-use scheme containing 312no. residential apartments comprising 244no. cost rental and 68no. social units, 8no. local retail and commercial units, landscaped public and communal open space. The proposed development includes a new principal access via Barnville Park to the south, providing entry to an internal undercroft parking court, upgraded pedestrian and cycle footpaths, Barnville Link connecting the Park West Avenue and Cherry Orchard railway station and all associated site and development works. The proposed development represents Phase 3 of the overall planned development at Cherry Orchard Point scheme for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was granted permission in July 2024 (ACP Case Ref: 318607-23) and Phase 2 was granted in September 2025 (ACP Case Ref: 321931-25). The proposed development

comprises the works to be undertaken on Site 5: Barnville, which forms the subject of this planning application.

The proposed development (Total GFA of c. 28,413 sq.m) involves construction of 312no. residential apartments (c. 24,556 sq.m), across 7 core blocks consisting of 4 to 10 floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9 no. 3-bed units (9no. three-bed five-person) and 2no. 4-bed units (2no. four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1,441 sq.m GFA), and all ancillary and sundry accommodation (c. 2,416sq.m total GFA). The proposed development also includes the provision of landscaped public open spaces of c.1,691 sq.m. and Communal open space of c. 2,390 sq.m. The communal open space has been designed to provide a high-quality amenity area, incorporating a community garden with seating, play and fitness facilities, and associated landscaping. The scheme also provides private open space for all residential units.

The proposed development will involve the provision of car parking (including accessible and EV car parking spaces), car sharing spaces, bicycle parking spaces, motorbike spaces and loading bays. The scheme includes a Barnville Link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the railway station, along with overall 4no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, substations, switch room, water tank rooms, storage room, meter room, sprinkler tank room, bin storage, bicycle stores, hard and soft landscaping, play equipment, boundary walls, attenuation area, green and blue roof systems, photovoltaic panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply (v5.3).

Refer to the enclosed statutory notices for a full description of development as part of this planning application.

2.5 Phase 4 - Site 4

Phase 4 on Site 4 is expected to be the subject of a future application.

Phase 4 is expected to comprise 16,310 sqm of commercial units with 82 car parking spaces and 300 cycle parking spaces.



Figure 3 Site Layout - Overall Development

2.6 Surrounding Streets

Cherry Orchard Point is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue has a 9.0-metre-wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming. There are no parking restrictions.

2.7 Resident Population

The projected resident population of the overall development at Cherry Orchard Point is expected to be some 3,816 persons as calculated in Table 3.

Table 1 Resident Population

Phase 1	Units	Bedrooms	Persons
1-Bed Studio (2 persons)	291	291	582
2-Bed Apartment (3 persons)	52	104	156
2-Bed Apartment (4 persons)	316	632	1,264
3-Bed Apartment (5P)	49	147	245
Phase 1 Total	708	1,174	2,247
Phase 2			
2-Bed House (4 persons)	13	26	52
3-Bed House (5 persons)	88	264	440
2-Bed Apartment (3 persons)	9	18	27
2-Bed Apartment (4 persons)	9	18	36
3-Bed Duplex (5 person)	18	54	90
Phase 2 Total	137	380	645
Phase 3			
1-Bed Studio (2 persons)	16	16	32
1-Bed Apartments (2 persons)	146	146	292
2-Bed Apartments (3 persons)	15	30	45
2-Bed Apartments (4 persons)	124	248	496
3-Bed Apartments (5 persons)	9	27	45
4-Bed Apartments (7 persons)	2	8	14
Phase 3 Total	312	475	924
Phase 4			
-	-	-	-
Phase 4 Total	-	-	-
Grand Total	1,099 units	2,029 bedrooms	3,816 persons

2.8 Public Transport

Rail

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise, Newbridge, Hazelhatch and Sallins to Heuston Station and Grand Canal Dock. See Figure 8. The station serves some, 1,500 passengers per day.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9

Bus

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects.

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

3. Modal Split

3.1 Existing Mode Share

Information on existing mode share is based on data from

- Park West Cherry Orchard LAP (Census 2016)
- Dublin City Development plan 2022 – 2028
- Ballyfermot Drimnagh Local Electoral Area (Census 2022)
- The existing mode share for the journey to work, school or college is at Park West & Cherry Orchard and in the wider city is presented in Table 2 below.

In the area of the subject site, the journey to work, school or college is dominated by the car (35.8%), followed by public transport (18.9%) and walking (15.8%).

Table 2 Existing Mode Share

Mode	Park West Cherry Orchard LAP 2019	City Development Plan 2022 - 2028	Census 2021
Private Vehicles			
Car Driver	27.9%	29.0%	24.4%
Car Passenger	15.6%		11.4%
Motorcycles	0.3%		0.7%
Commercial	2.5%		2.7%
Public Transport			
Bus	18.1%	54.0%	15.6%
Rail	2.4%		3.3%
Cycling	3.8%	6.0%	5.6%
Walking	21.0%	11.0%	15.8%
Work from Home	0.4%	-	5.0%
Not Stated	8.0%	-	15.5%
Total	100.0%	100.0%	100%

3.2 Target Mode Share

Based on the City Development Plan 2022 – 2028, the target modal split at Park West Cherry Orchard in 2028 for the journey to work, school or college is presented in Table 3.

Table 3 Target Mode Share

Mode	Dublin City 2028	Park West Cherry Orchard 2028
Walking	13%	16.0%
Cycling / Micro Mobility	13%	5.0%
Public Transport (Bus, Rail)	57%	44.0%
Private Vehicles (Car, taxi, goods, motorcycles)	17%	35.0%
Total	100.0%	100.0%

3.3 Measures

The range of integrated measures that will be put in place at Cherry Orchard Point to support mode shift are outlined in the following sections of this Plan.

4. Sustainable Travel Opportunities

4.1 Opportunities for Pedestrian Travel

“The Route to Sustainable Commuting” published by the National Transport Authority (NTA), formerly the Dublin Transport Office, describes acceptable walking distances for pedestrians without mobility impairment.

This document advises that 4,000 metres or approximately 50 mins is the preferred maximum walking distance.

There are a large number of facilities of all types, including residential, leisure, retail and commercial within the preferred maximum walking distance of 4km. These include Clondalkin, Liffey Valley Shopping Centre, Palmerstown, Chapelizod and Walkinstown. See Figure 4.

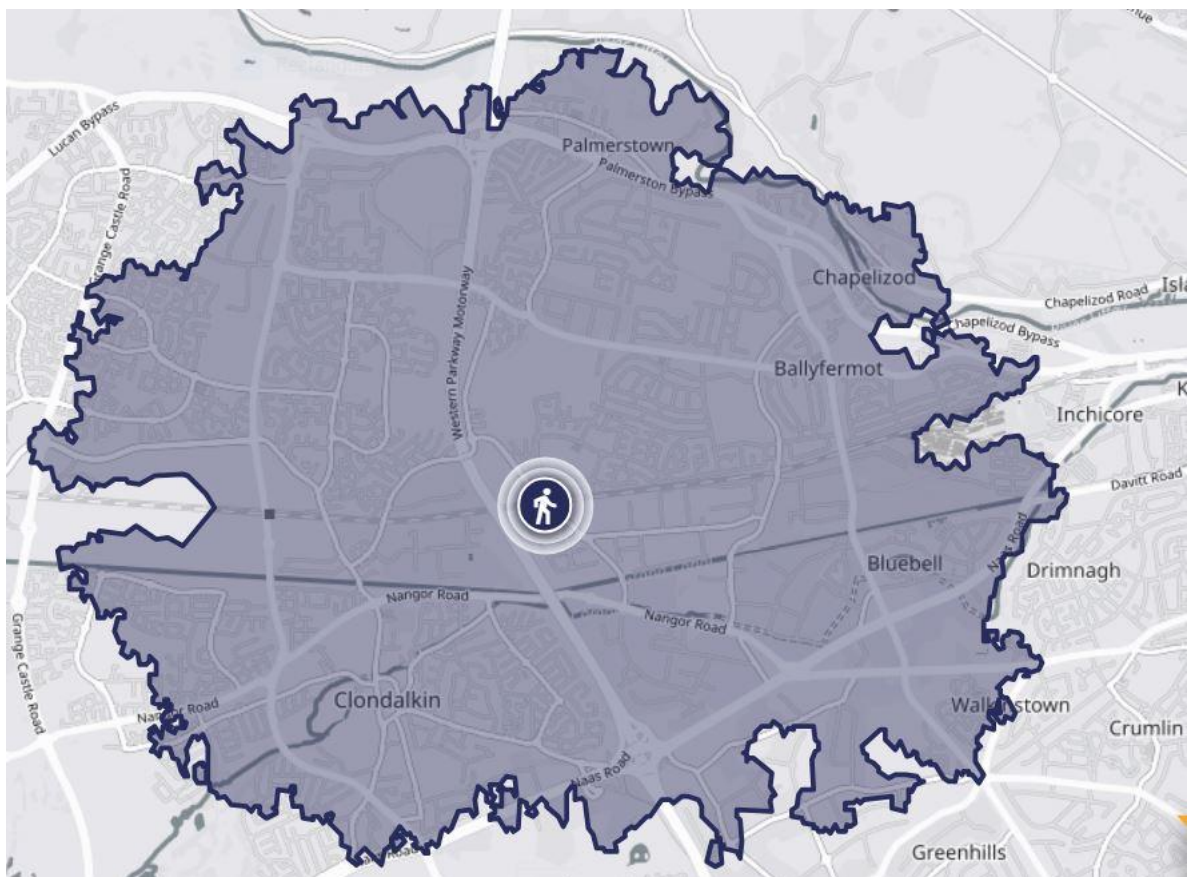


Figure 4 Walking Time from Cherry Orchard Point (50 mins)

4.2 Opportunities for Cycle Travel

In the area around Cherry Orchard Point, there are good quality cycle paths which have already been constructed along Park West Avenue. These cycle paths provide cycle connectivity between Cherry Orchard Point and the local road network.

Figure 5 below shows the proposed local cycle and lane network as taken from the National Transport Authority's (NTA) *Greater Dublin Area Cycle Network Plan*.

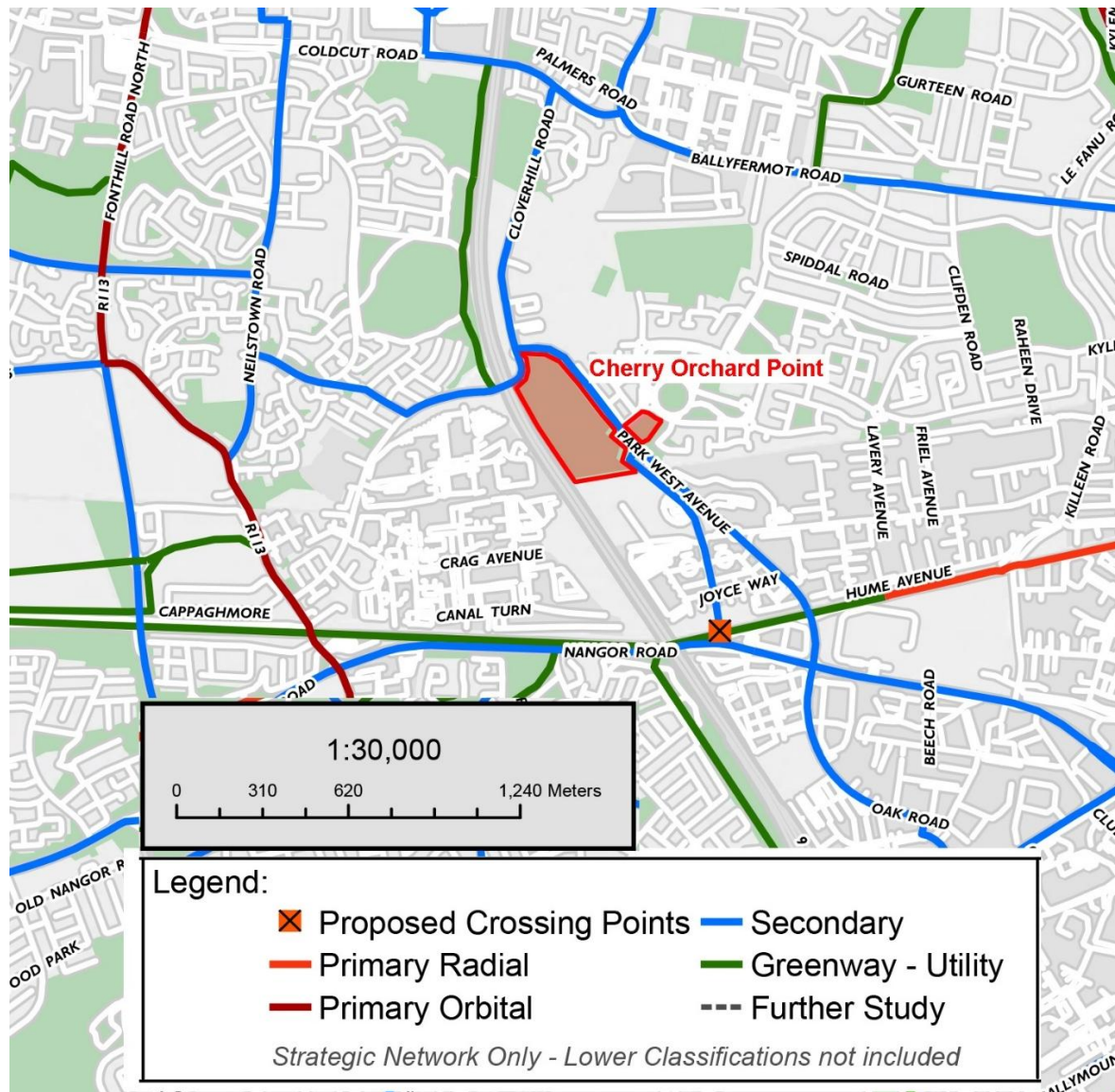


Figure 5 Local Cycle Infrastructure

(Extract from Draft-2021-GDA-Cycle-Network-Plan-Map-Set-1-8)

As can be seen from Figure 4 above, cyclists can benefit from the provision of cycle tracks on Park West Avenue and surrounding roads.

The NTA publication “*The Route to Sustainable Commuting*” mentioned above also describes acceptable cycling distances for cyclists without mobility impairment.

This publication advises that 10km is the maximum distance people will travel by bike. There are a large number of residential areas within 10km or c.30 min. bike ride from Cherry Orchard Point. Those traveling by bike could travel as far as Castleknock to the north, Tallaght to the south and The Liberties to the east and Adamstown to the west as illustrated in Figure 6.

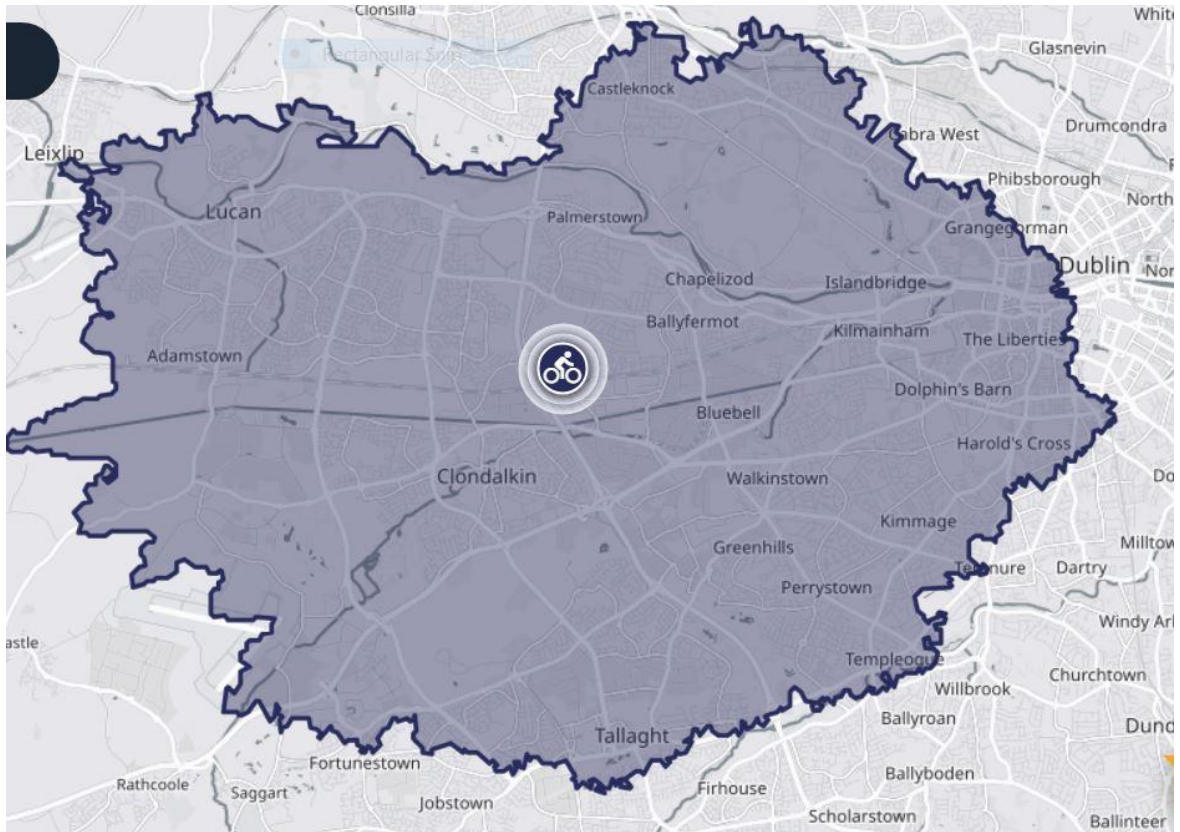


Figure 6 Cycle Time from Cherry Orchard Point (30 mins)

4.3 Opportunities for Travel by Public Transport

Due to its location on the Kildare Commuter Line, there are ample opportunities for travel by public transport from Cherry Orchard Point.

Figure 7 below shows the rail station and bus stops in the area of Cherry Orchard Point. Public transport services from these stops are described in the following sections.

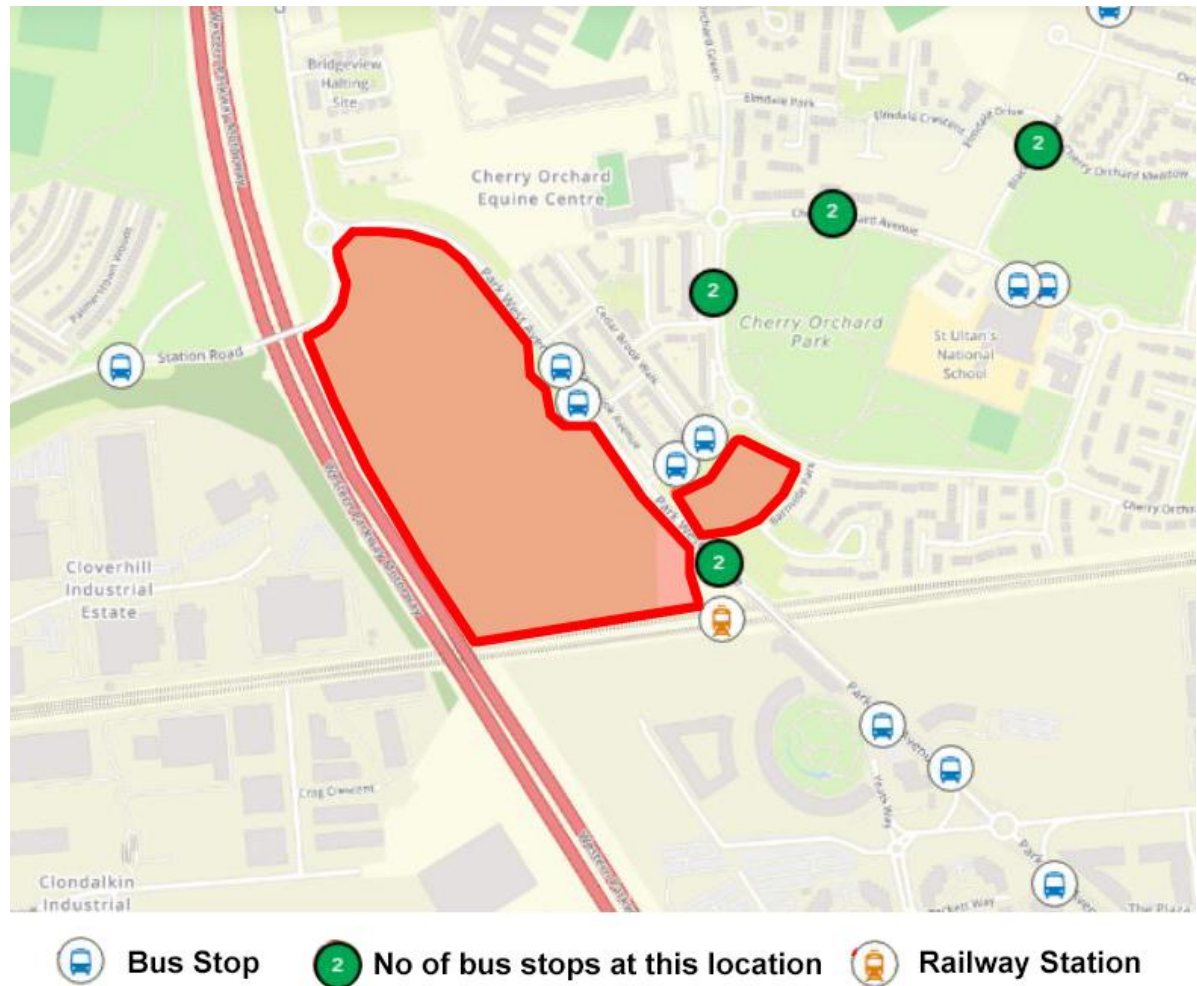


Figure 7 Bus Stops in the area of Cherry Orchard Point

4.4 Dublin Bus

Existing

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects.

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue, and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022. See Figure 8.

Route G1 is a 24-hour service which is part of the G spine. It links the site for the proposed development to New Wapping Street in the City Centre via Inchicore and to the Luas Red Line at the Red Cow. Services operate at 15-minute intervals in both directions.

Route 60 links the site to Sir John Rogerson's Quay in the City Centre via Heuston Station and to the Luas Red Line at the Red Cow via Clondalkin. Services operate at 60-minute intervals in both directions.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Other contiguous services continue to be provided by Dublin Bus Route 151 along Nangor Road at a walking time of 16 minutes (1.3km) from the proposed development. Services operate at 20-minute intervals in both directions. Route 151 is due to be replaced by Routes D1 and D3.

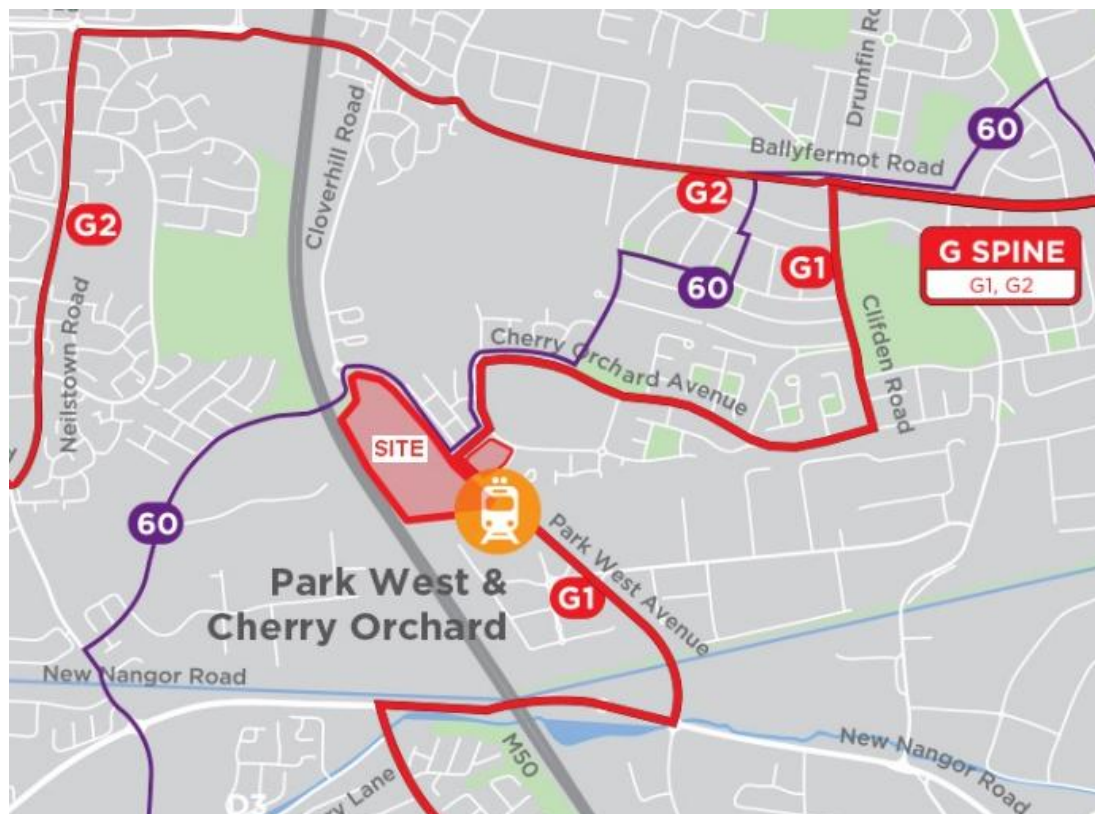


Figure 8 Existing Bus Services

Future

Service improvements arising from the network redesign by Bus Connects in the Ballyfermot / Clondalkin area had only been partly implemented at the time of writing in July 2026.

Services G1, G2 and 60 illustrated on Figure 9 are currently operational. In the future, both are expected to be operated by the electric buses ordered by the NTA in June 2022.

Also in the near future, services D1 and D3 on Spine Route D are expected to replace Dublin Bus Route 151 along the Nangor Road.

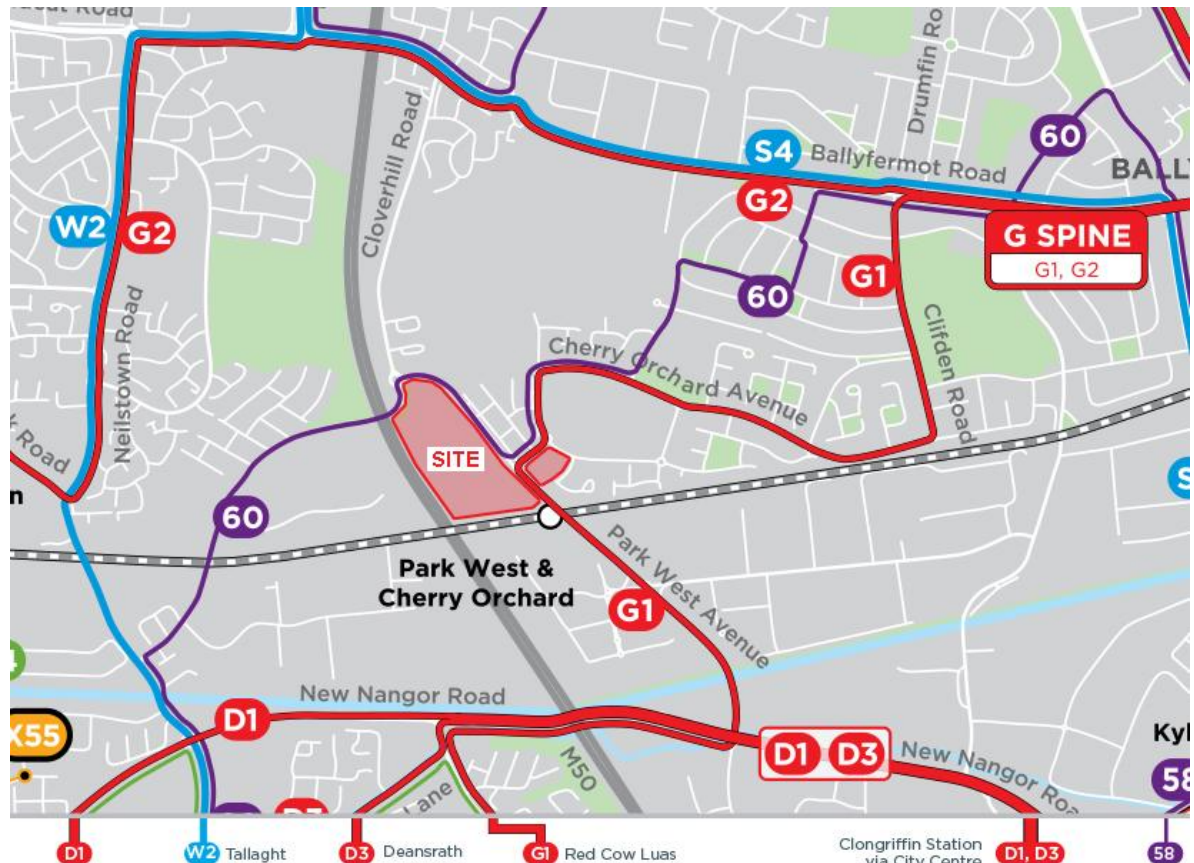


Figure 9 Future Bus Services

4.5 Rail

Existing

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services in both directions from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. See Figure 10.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9 departing as Table 4.

There are also four westbound services to Newbridge and Hazelhatch & Celbridge during the AM Peak Hour.

A full timetable can be found on the Iarnród Éireann website.

Table 4: Eastbound Departures – AM Peak Hour

Departure	Service
08.06	07.35 Newbridge – Heuston
08.17	07.15 Portlaoise – Heuston
08.32	08.18 Hazelhatch & Celbridge -Grand Canal Dock
08.43	08.20 Sallins & Naas – Heuston
08.48	08.34 Hazelhatch & Celbridge -Grand Canal Dock

Table 5 Westbound Departures - AM Peak Hour

Departure	Service
08.00	07.26 Grand Canal Dock – Hazelhatch & Celbridge
08.18	07.48 Grand Canal Dock – Hazelhatch & Celbridge
08.28	08.20 Heuston - Portlaoise
08.42	08.10 Grand Canal Dock - Newbridge

Commuter services in both directions from Park West & Cherry Orchard are presently provided by four / eight car 29000 class railcar sets each with capacity of 640/1,280 passengers per set or a 6-car High Capacity Inter City railcar set with a capacity of 406 passengers.



Figure 10 Commuter Rail Connections

(Note: A number of intermediate DART Stations are not shown for clarity)

Future

The DART Expansion Project proposed by Irish Rail will deliver new electrified rail services between the existing DART network in the City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

The DART + South West project illustrated in Figure 11 will provide:

- An increase in train frequency from the current 12 trains per hour per direction to 23 trains per hour per direction on this corridor.
- A quadrupling of passenger capacity from 5,000 passengers per hour per direction to 20,000 per hour per direction.

An application for a Railway Order for the DART+ South West project was lodged in March 2023 and approved by An Coimisiún Pleanála in November 2024 (ABP Ref: 316119).

Works at Park West and Cherry Orchard will include the erection of infrastructure to support the electrification of the commuter rail services through the station.

The formal land acquisition process for the 750 directly impacted landowners along the DART+ South West route commenced in February 2026 (Source: Iarnród Éireann 2026).

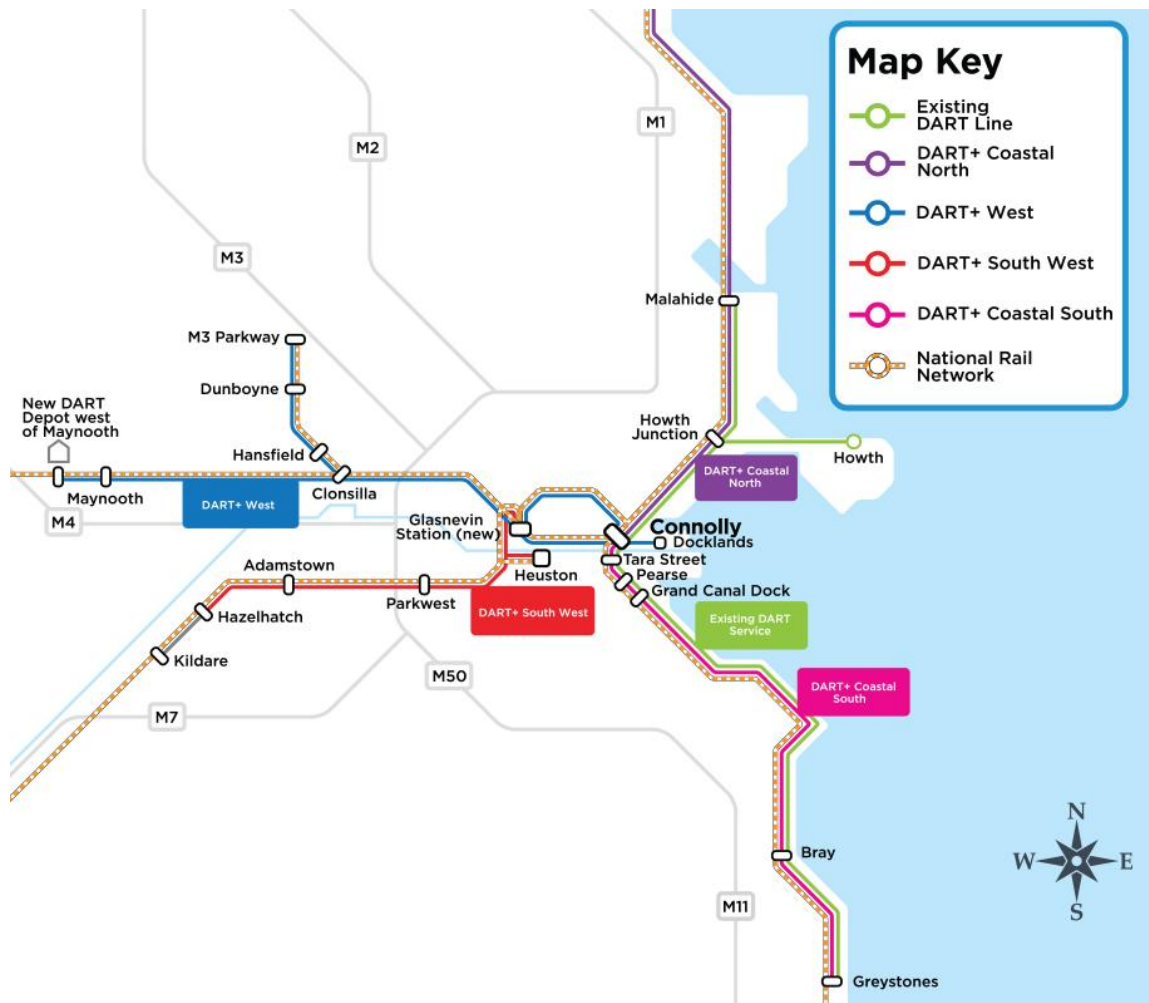


Figure 11 Extract from Irish Rail DART + Map

4.6 Car Club / Car Sharing

For residents of Cherry Orchard Point who do not own a car, Car Club / Car Sharing is available at Cherry Orchard Point (11 cars) and at The Crescent Building in the Park West Business Park. This base is located in the Information Centre car park off Yeats Way at a walk time of 8 minutes (600 metres) from the subject site.

On completion of Phase 3, a further 4 car sharing spaces will be operational at Phase 3.

Car Club / Car Sharing is a mode of car rental where people can rent cars for short, medium or long term use. The scheme operates on the basis that:-

- Cars are available 24/7.
- Cars can be booked at short notice.
- Cars can be parked without charge at Pay and Display spaces in Dublin City.
- Cars are newer than the average privately owned car.

4.7 Deliveries, Drop Off and Collection

The parking and loading along the Park West Avenue frontage of Cherry Orchard Point provide suitable facilities for a number of short-term transport related activities by residents at Cherry Orchard Point including:

- Drop Off / Collection by car or taxi.
- Moving In / Moving Out including furniture delivery and removal.
- Courier / Parcel Collections and deliveries.

5. Car Park Management Plan

5.1 Location and Allocation

All of the car parking spaces at Cherry Orchard Point are controlled by the Management Company. They are all numbered and allocated.

The overall, car parking provision is 823 spaces. The locations, numbers and allocation of the spaces are shown on the architectural and engineering drawings included with the planning application.

Phase 1

A total of 444 number car parking spaces are provided in Phase 1 comprising:-

- 159 privately managed at surface spaces for residents (including 9 number spaces for disabled).
- 52 on street surface spaces for residents and general use on New Street / Park West Avenue (including 2 number spaces for disabled).
- 117 spaces at lower ground / podium level (high density area) for residents (including 2 number spaces for disabled).
- 92 spaces at lower ground level for retail (including 8 number spaces for the disabled).
- 7 retail spaces on Park West Avenue (including a loading bay).
- 6 spaces for the Creche with 3 spaces at the rear allocated to staff and 3 spaces at the front designated for drop-off / collection.
- 11 number spaces for car sharing (GoCar).

Phase 2

A total of 141 car parking spaces are provided in Phase 2 comprising

- 27 spaces on curtilage spaces for the houses (27 EV charging).
- 107 spaces on-street spaces for the houses, apartments and duplex (39 EV charging)
- 3 spaces on-street accessible spaces for the houses, apartments and duplex (1 EV charging).
- 4 spaces on-street accessible spaces (4 EV charging)

Phase 3

A total of 156 car parking spaces are provided in Phase 3 comprising

- 142 spaces for apartments
- 8 accessible spaces
- 2 spaces for non-residential
- 4 spaces for car sharing (GoCar).

Phase 4

A total of 82 number car parking spaces for staff are provided in Phase 4.

5.2 EV Charging

A total of up to 412 spaces (50% of total) are being equipped with fully functional EV Charging Point(s) and the remaining 411 spaces are designed to facilitate the relevant infrastructure to accommodate future EV charging.

5.3 Access and Access Control

Access to the car parking spaces is shown on the architectural and engineering drawings included with the planning application.

Permits are only issued to residents who have leased a parking space.

The provision of access to the residential spaces is for the benefit of the allocated user only and the permitted user is not permitted to lend, sell, or provide access to another vehicle unless a visitor without the written approval of the Management Company (said approval only being in exceptional circumstances). Otherwise, the use of the permit may be withdrawn.

5.4 Residents

Cars spaces are leased to residents by the Management Company. The duration of leases is for a minimum of 1 month and a maximum of 12 months, after which the lease can be renewed at the discretion of the Management Company and their agents, and subject to availability and demand, and strictly in accordance with the rules of the Car Park Management Plan in force at that time.

When a resident is allocated the use of a car space, the car space must be linked to a single vehicle only and the resident must be the owner, lessee or primary beneficial user of that vehicle.

Parking by residents is in pre-allocated marked and designated spaces at all times Residents cannot park multiple vehicles in their designated parking space. Residents are not permitted to allow any other vehicles (whether owned by residents or not) to use their parking space.

5.5 Visitors

Parking for visitors to Cherry Orchard Point is in spaces allocated for visitor parking. Access to the space must be granted to the visitor by the resident and the allocated space must be free for the incoming visitor's car.

5.6 Disabled Spaces

Disabled car spaces are leased to disabled residents, upon presentation of a valid disabled parking permit, as issued by the Disabled Drivers Association on behalf of Department of Transport.

The spaces reserved for disabled badge holders cannot be used by non-badge holders.

5.7 Motorcycles

All motorcycles are required to be parked in the designated motorcycle spaces. Clamping is in place for the parking of motorcycles in other areas of Cherry Orchard Point.

5.8 Inappropriate Parking

All vehicles must be properly parked within their designated bay. Consistent failure to do so, may result in the suspension or termination of the parking lease, at the discretion of the Car Park Manager and/or the Management Company.

All car park users will be advised by signage that that clamping of inappropriately parked cars will be in operation at the development. The fee for release of a clamp will be a flat rate of not less than €80.00. This fee will be subject to annual review by the Management Company.

Inappropriate parking is defined as parking in restricted areas and locations such as:

- Access roads, ramps and aisles
- Disabled bays (if no window badge is displayed).
- Parking by unregistered drivers at spaces reserved for registered users.

The Management Company will arrange for clamping to be in place to prevent parking in authorised spaces or areas.

5.9 Parking Control Measures

The following measures are in place in the car park at Cherry Orchard Point:-

- Numbering of car parking spaces, so as to permit their allocation to specific uses / users.
- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions.
- Enforcement of parking restrictions by means such as clamping and fines.
- Information on the use of alternative modes of transport, provided to development occupants and visitors by means of travel information via the Travel Plan's mobile app.

If deemed necessary by the Management Company, folding parking barriers or hinged bollards may also be installed within individual parking spaces.

5.10 Car Maintenance

Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds at Cherry Orchard Point. However, where a vehicle is immobile due to breakdown, temporary access will be permitted for recovery vehicles for the purpose of undertaking minor repair and/or recovery.

6. Mobility Management Measures

6.1 Introduction

The measures included in this Plan are a mixture of policies and incentives designed to support the reduced provision of car parking and promote the use of sustainable modes at Cherry Orchard Point.

The measures are designed to be implemented over a period of time ensuring that policies and incentives are implemented together.

The mobility management measures in this Plan can be grouped under the following headings:-

- Marketing and Communications.
- Cycling.
- Public Transport.
- Shared Transport.
- Car Sharing Club.
- Personalised Travel Plans.

6.2 Marketing and Communications

The Travel Plan at Cherry Orchard Point is co-ordinated by the Travel Plan Co-ordinator appointed by the Management Company. The function of the Travel Plan Co-ordinator includes updating and distributing information to the residents and staff.

Marketing and communication of the Travel Plan at Cherry Orchard Point is carried out primarily via the Travel Plan's mobile app. The information available includes:-

- A Mobility Access Map showing public transport facilities and safe walking / cycling routes.
- Sustainable Travel Information for new residents including the Mobility Access Map, the locations of public transport facilities and the location of cycle parking.
- Travel / mobility information such as maps, public transport routes, timetables etc.
- Details of travel options to and from Cherry Orchard Point as well as links to external websites relevant to travel at Cherry Orchard Point.

Detailed information on the availability, timetabling and cost of public transport services is also included on the Travel Plan's mobile app which links to the NTA's web-based journey planner facility.

Public transport information is collected, monitored and updated by the Travel Plan Co-ordinator on a regular basis.

6.3 Cycling

Residents

For residents who wish to cycle to and from Cherry Orchard Point, a total of 2,877 cycle parking spaces are provided for residents and visitors within the development. The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

Phase 1	Residents and Visitors	1,552 spaces	Total : 1,618 spaces
	Staff and Customers	66 spaces	
Phase 2	Residents	288 spaces	Total: 306 spaces
	Visitors	18 spaces	
Phase 3	Residents and Staff	477 spaces	Total: 653 spaces
	Visitors	176 spaces	
	Staff and Customers	16 spaces	
Phase 4	Staff	218 spaces	Total: 300 spaces
	Visitors	82 spaces	
Grand Total		2,877 spaces	

Residents can contact the Travel Plan Coordinator for details. All cycle parking is free to residents and visitors.

Staff and Customers

For staff and customers who wish to cycle to and from Cherry Orchard Point, cycle parking is provided for non-residential uses including supermarket, retail, Creche and Community.

The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

Bike to Work Scheme

Staff and residents who are employees are encouraged to avail of the Cycle to Work Scheme (generally known as the Bike to Work Scheme) which is a tax incentive scheme designed to encourage employees to cycle to work. Under the scheme, an employer can pay for a new bicycle (including bicycle accessories) and the employee then repays the cost in regular instalments from their gross salary. Purchasers are not liable for PAYE, PRSI or USC on the repayments.

The National Transport Authority operate a national Journey Planner and the Travel Plan section of Cherry Orchard Point website provides a link to the NTA facility.

6.4 Public Transport

Details of the fares which can cover travel on one or more services i.e. bus / bus, bus / tram etc. are available on the residents' app.

If a requested journey is not included in those listed, employees can contact the Travel Plan Co-ordinator who will seek to negotiate with the operator for reduced cost tickets on their behalf.

LEAP Cards

The TFI Leap Card is a prepaid travel card that offers users the lowest public transport fares, often up to 30% cheaper than cash single tickets. The TFI Leap Card is valid on bus, train and tram services across the TFI network as well as on many commercial bus services.

New Leap zonal fares for Dublin and surrounding Commuter Areas offering new multimodal tickets and other features came into effect in April 2025.

Leap Card holders can use features like Fare Capping and the TFI 90 minute Fare (TFI 90) in eligible fare zones.

Tax Saver Plan

Staff and residents who are employees of external companies can avail of the Tax-Saver Plan, whereby their employer can obtain monthly and annual commuter tickets from companies such as LUAS, Dublin Bus and Irish Rail. These can be provided to the employee as a tax-free bonus, or the employee can choose to take a deduction in salary and the employer can provide tickets tax free (equivalent to the amount involved).

The Tax Saver Commuter Ticket Scheme was established in Ireland in 2000 as an incentive for workers in some parts of the country to use public transport. Staff can avail of public transport commuter tickets if travelling for work, by public transport, bus, tram or rail. The scheme includes DART, LUAS, Dublin Bus and private bus operators provided they are approved transport providers.

Information on the operation of the TaxSaver Commuter Ticket Scheme is posted on the NTA website.

6.5 Shared Transport

Residents who need a car for the big shop, transportation of bulky items, family gatherings or just a day trip can hire a car or van at one of the GoCar bases at Cherry Orchard Point or in the surrounding area. A total of 15 spaces are provided for car sharing (GoCar).

There will be a total of 11 spaces in Phase 1, 0 spaces in Phase 2 and 4 spaces in Phase 3.

The basic requirements for Pay As You Go Driving are that a resident must :-

- Be at least 21 years of age.
- Have had a full driving license for at least 2 years.
- Have a debit / credit card in the driver's name.

Fuel is included with every trip and parking is free in Dublin City's Pay and Display spaces.

6.6 Personalised Travel Plan

Personal Travel Plans (PTP) for residents' use can be developed in conjunction with material and information published by the NTA.

The PTP pulls together all of the other measures by developing an understanding of an individual's travel needs, journey purpose, etc., and assisting by preparing optimum solutions.

For example, a person working in another suburb may travel to work by a certain mode because at times outside the working day they may be making linked trips (i.e. to the gym, to the supermarket, dropping off children to school).

For such a person, the PTP can assist the resident by identifying alternative working schedules to facilitate undertaking these secondary trip purposes without the need for a car.

Alternatively, the individual's knowledge of the transportation options on offer may not be complete and the PTP could identify a better route to / from work. For example, the PTP could identify different mode options, interchange points, cheaper fare options, or improved journey times (in some cases) by non-car modes.

7. Implementation, Monitoring and Review

The Travel Plan Co-ordinator for Cherry Orchard Point Travel Plan is:

Management Office,
Cherry Orchard Point,
Park West Avenue,
Cherry Orchard,
Dublin 24.

Tel : tba
e-mail : tpcoordinator@cherryorchardpoint.com.
Website : www.cherryorchardpoint.com

The Travel Plan Co-ordinator's role in the development, implementation and management of this Travel Plan includes:

- Preparation and distribution of Sustainable Travel Information
- Distribution of the Travel Plan to staff and residents.
- Promotion of the Travel Plan.
- Implementation of the Travel Plan
- Management of the Travel Plan.

The management functions being undertaken by the Travel Plan Co-ordinator also include:

- Liaison with Dublin Bus / local bus service providers.
- Collation and distribution of public transport information including timetable changes.
- Provision of information on car sharing.

8. Monitoring and Review

The monitoring and review of Cherry Orchard Point Travel Plan is undertaken on behalf of the Management Company by:

Management Office,
Cherry Orchard Point,
Park West Avenue,
Cherry Orchard,
Dublin 24.

Tel : tba
e-mail : tpcoordinator@cherryorchardpoint.com.
Website : www.cherryorchardpoint.com

The monitors of the Travel Plan will undertake various functions including: -

- Ongoing assessment of the objectives of the Travel Plan.
- Review of the Travel Plan.
- Review of car sharing including GoCar reports.
- Liaison with the Travel Plan Co-ordinator.

UK and Ireland Office Locations

