



Appendix 14.4

Draft Travel Plan

Proposed Development of RB Central Apartments, Sandyford, Dublin 18

On behalf of

IRES Residential Properties Limited

Prepared by

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April 2019

Civil
Structural
Traffic

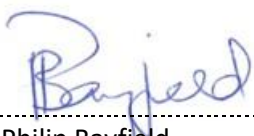
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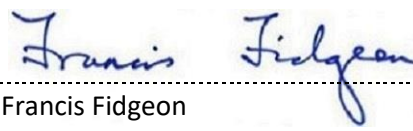
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1. Introduction

CST Group Chartered Consulting Engineers was commissioned by the IRES Residential Properties Limited to prepare a draft Travel Plan (TP) for proposed construction of RB Central Apartments Development, Sandyford, Dublin 18. There is a smaller element of retail and crèche development associated with the scheme. This Plan will be used as a basis for those developments for establishing individual Travel Plans for their businesses as well.

This Travel Plan will identify the suitability of the proposals for access to the development by all modes of transport and by all ability groups. The plan will also investigate the encouragement for use of sustainable modes of transport.

This report does not assess the suitability of the proposed road alterations and junctions for capacity purposes and as such this report should be read in conjunction with the EIAR chapter prepared by CST Group for this planning application.

2. Objectives

The primary objective of the Travel Plan is to influence the modal split so as to reduce the number of car-based journeys to and from the site. The modal split can be defined as the ratio of different modes of transport to each other. Attempting to influence the current modal split demands an understanding of the existing travel habits and needs of people commuting to and from the site with the objective of increasing the attractiveness of more sustainable transport modes for existing and future users. The plan summarises the range of mobility management measures which can be adopted as a means of achieving the intended objectives of the plan which include:

- Provision of parking at appropriate ratios and parking management.
- Optimisation of links with public transport systems where possible.
- Further expansion of facilities for cyclists and pedestrians.
- Active promotion of alternative modes of transport other than personal travel by private car if applicable.

The plan will provide a basis for the Mobility Manager who will be appointed to oversee the implementation and development of the measures set out in this draft plan.

While attempting to influence the modal split, a strong objective of the plan will be to ensure that the site remains accessible to all its current and potential future users at all times. In this regard the plan recognises that the potential reliance on the car as a means of access is substantially more difficult to address in subsequent years and seeks to emphasise the use of non-car modes from the outset.

3. Travel Plan Framework

Travel plans have historically been primarily aimed at reducing car dependant trips for business end use. In Ireland the terms of reference used have been to use the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*. Whilst that guidance is useful, it would be more appropriate to use additional guidance based on *UK sourced Making Residential Travel Plans Work: Guidelines for new development* – UK Department of Transport 2005.

The travel plan pyramid



The travel plan pyramid above helps in demonstrating how successful plans are built. The RB Central site benefits from being well placed to public transport infrastructure as the core foundation to the success of any plan. This plan highlights the functions within the development at the higher levels of the pyramid for the in-service stage.

To fulfill the residential travel plan

1. iRes/Tenant Association will appoint of a Travel Plan Coordinator in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers and Making Residential Travel Plans Work: Guidelines for new development*.
2. To set actions and targets a baseline survey of new and existing tenants will be carried out in advance of development of the proposals to accordingly to measure progress against survey carried out for the existing residential development in 2017.
3. To implement their in house developed app providing local public transport information and links to the various transport agencies websites
4. In the opening year, provide a briefing to all tenants (including those already occupying previously completed development in Blocks A and D) on Smarter Travel.
5. Issue the Travel Plan to new Tenants as part of a welcome pack to provide them with the resources to make informed decisions.
6. In service regular monitoring and updates will be carried out to ensure that the Travel Plan achieves the Smarter Travel targets and stays current with changes in offerings locally.

4. Proposed Development

4.1. Description

The proposed development comprises the completion of basement and RB Central Apartments Development, Sandyford, Dublin 18. The accommodation is predominantly residential – 428 apartments, but there will also be a quantum of retail space and a crèche.

4.2. Access Arrangements

The proposed development site is located approximately in the northwest corner of the Sandyford Business District. Retail and crèche parking will be accessed off Blackthorn Drive to the northeast of the site and the residential and office parking will be accessed off Carmanhall Road to the southeast of the site.

The overall site is surrounded by three roads – with footpath and cycle facilities. These comprise:

- Blackthorn Drive West – 2.5m wide footway with 1.5m wide cyclelane.
- Blackthorn Drive North – 2.5m wide footway with 1.5m wide cyclelane.
- Carmanhall Road – 2.0m wide footway with 1.5m wide cyclelane.

There is also a wide boulevard which runs diagonally through the RB Central site on a southwest to northeast direction. The boulevard provides connectivity to the new blocks and onward connection to the Stillorgan Green Line Luas Stop and Blackthorn Drive West.

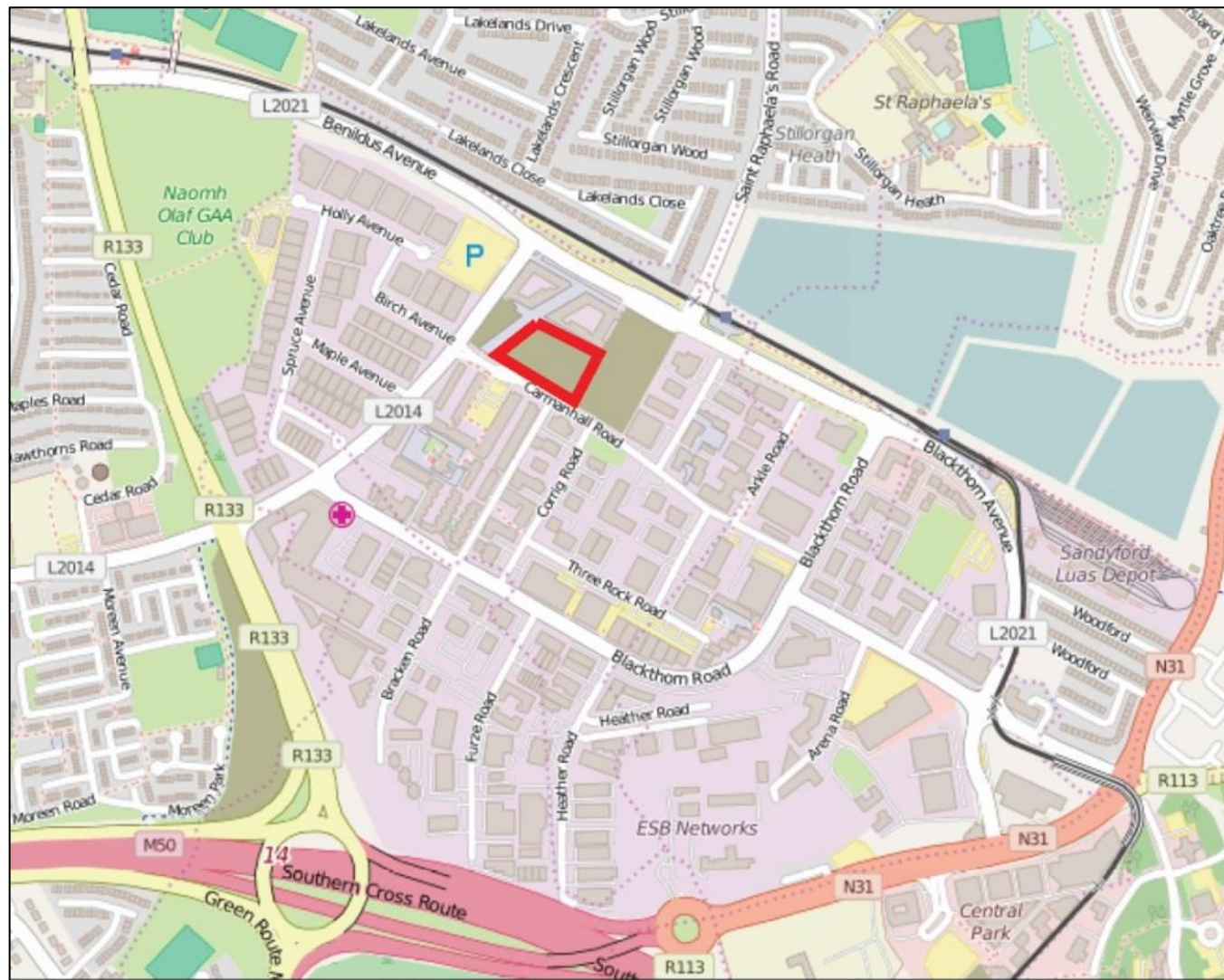


Figure 4.1 – Location map of development and surrounding road network © OpenStreetMap contributor

5. Transport Modal Types

As part of the current County Development Plan 2016-2022, which incorporates the Sandyford Urban Framework Plan TAM1, “it is an objective of the Council to require all future development in the Sandyford Business District to achieve a peak hour transport mode split of 45% trips by car drivers (maximum) and 55% trips by walking, cycling and public transport and other sustainable modes (minimum targets) as per Government policy stated in the document published by the Department of Transport entitled, ‘Smarter Travel, A Sustainable Transport Future 2009-2020’.”

DLRCC carried out surveys to ascertain the shift from dependency on car transport, the results of which are set out below.

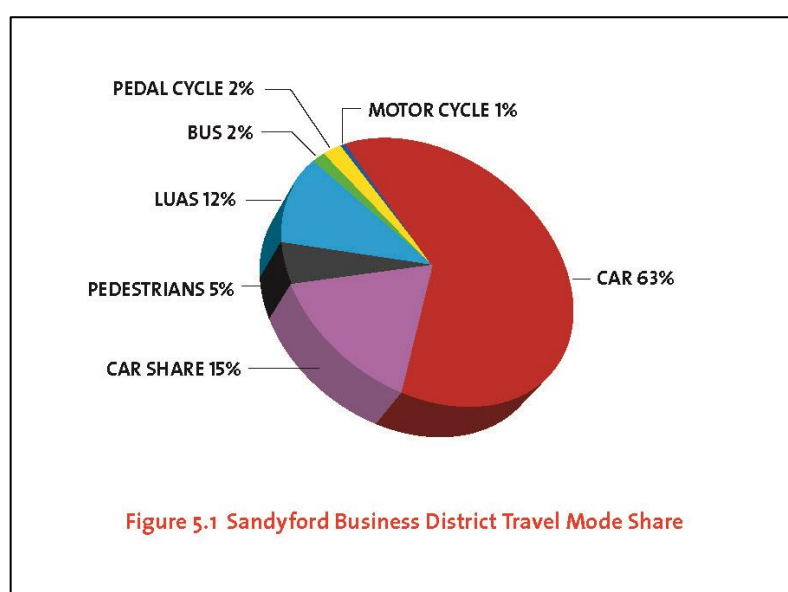


Figure 5.1 -2011 Modal Split – ex Sandyford Smarter Travel.

The modal split for the Sandyford District highlights that at the last survey there is progress towards government targets, but there is scope for further progress. DLRCC will be re-evaluating the modal split as additional information is issued on foot of the recent census. Sandyford is well placed geographically and with public transport facilities to leverage towards the target of reduced dependency on car transport.

Sandyford Smarter Travel Scheme is active, and the users at this scheme will be able to use the resources available on the website as a basis.

<http://www.sandyfordsmartertravel.ie/>

6. Vehicular Access

6.1. Internal Roads

As previously set out the site is surrounded by roads on three sides, whilst the Tivway development site, which now has planning, borders the east side of the site. At surface level pedestrian and cycle access is encouraged via the provision of the boulevard and public open space.

6.2. On-site Car Parking

The development includes for a total of 1,445 car spaces being provided in association with previously permitted (and completed) development and the proposed new buildings. A total of 474 spaces will be allocated to the RB Central Apartment Scheme, which includes an allowance for visitors. A further 32 spaces are allocated to the crèche and retail elements of the proposed development. Three spaces are provided at Carmanhall Road level for crèche drop of and pick up. Of the total spaces 4% will be designated as disabled spaces in compliance with the County Development Plan. The disabled spaces are located throughout the basement carpark, and adjacent to lift cores where possible.

Access and egress is as previously set out in Section 4.2.

7. Sustainable Transport Modes

To ensure future transport sustainability, and to endeavour to make new developments as accessible as possible to travel by means other than single occupant private car, an assessment has been made of the proposed and existing public transport, cyclist and pedestrian facilities.

7.1. Public Transport - Bus

Bus transport forms an important means of transport within the Dublin region. RB Central is well serviced by both public and private bus services. Dublin Bus has various routes which pass by or near the site. These are highlighted over. The district is also served by private bus routes:

- Blue coach services to and from Dublin Airport – the closest stop being approximately 800m away at Blackthorn Road (shown at A on the figure below).
- Finnegan’s – to and from Bray

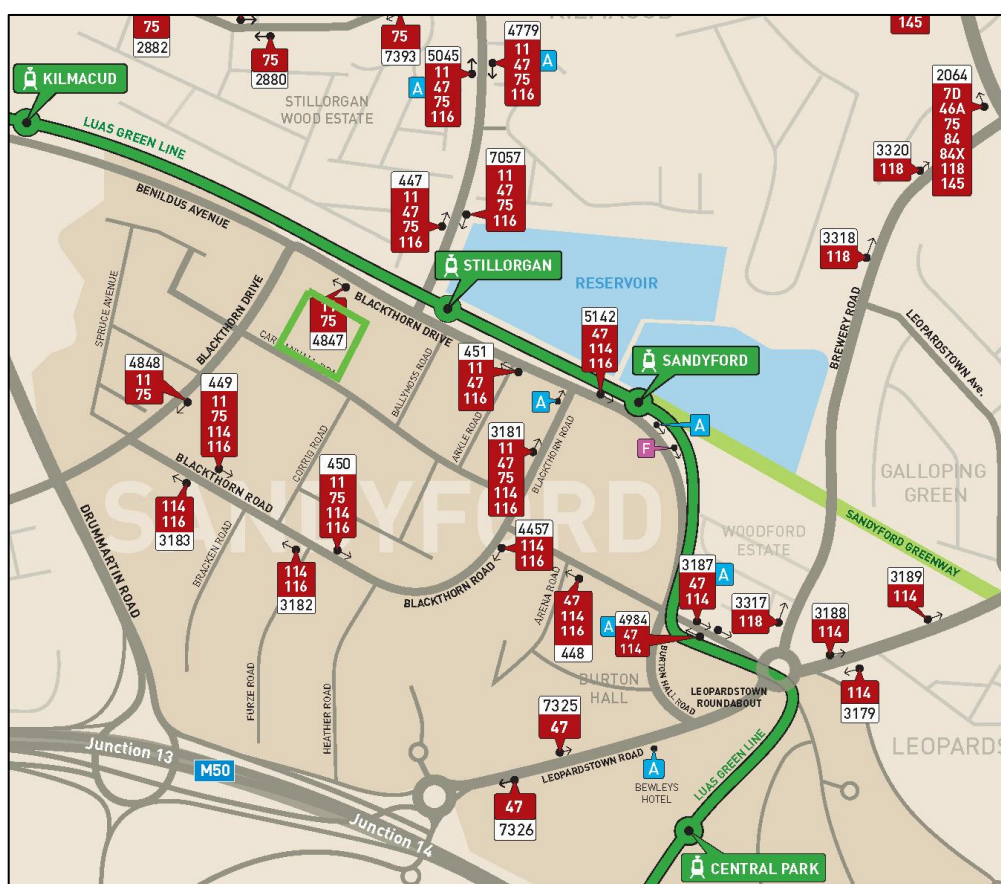
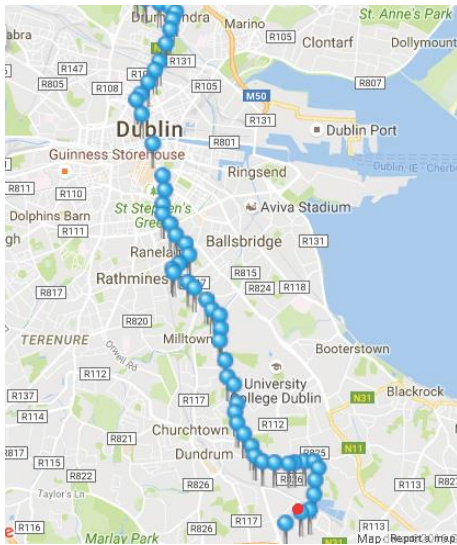
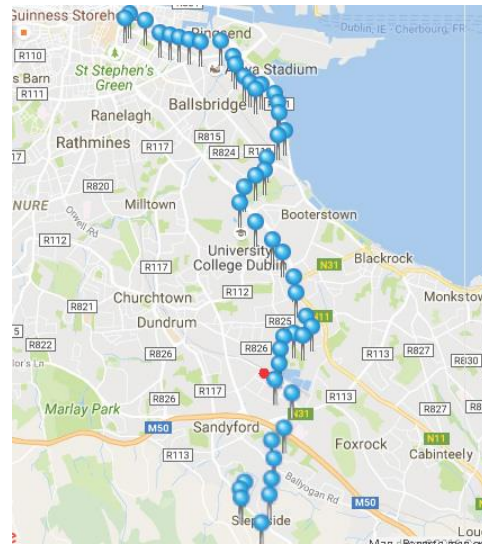


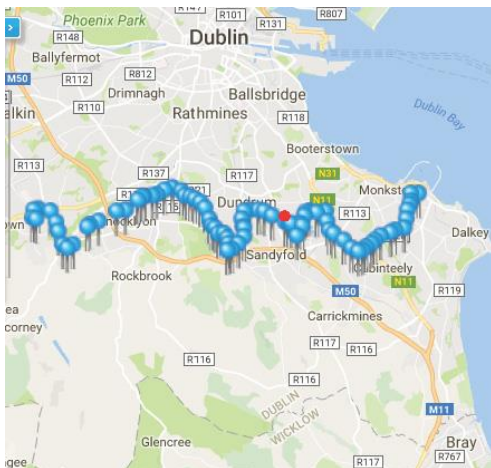
Figure 7.1– Public Transport Routes - Excerpt from Sandyford Smarter Travel Brochure



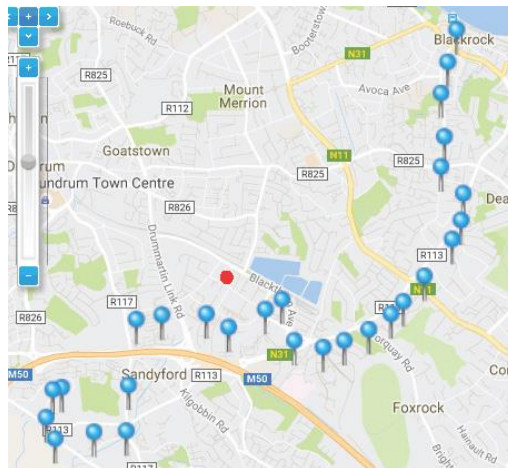
Bus Route 11



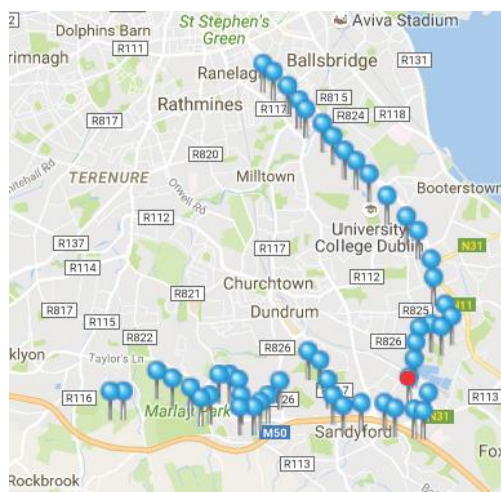
Bus Route 47



Bus Route 75



Bus Route 114



Bus Route 116

7.1.1. Busconnects Project

Busconnects is an NTA (National Transport Authority) led initiative to improve the existing Dublin Bus network by:

- increasing the overall amount of bus services
- providing new and frequent orbital services to link outer parts of the city
- simplifying services on key radial corridors
- providing more regular services throughout the day

At the time of preparation of this plan the NTA are finalising proposals on foot of public consultation. The Sandyford area will benefit from the enhancement of bus services as set out on the figure below:

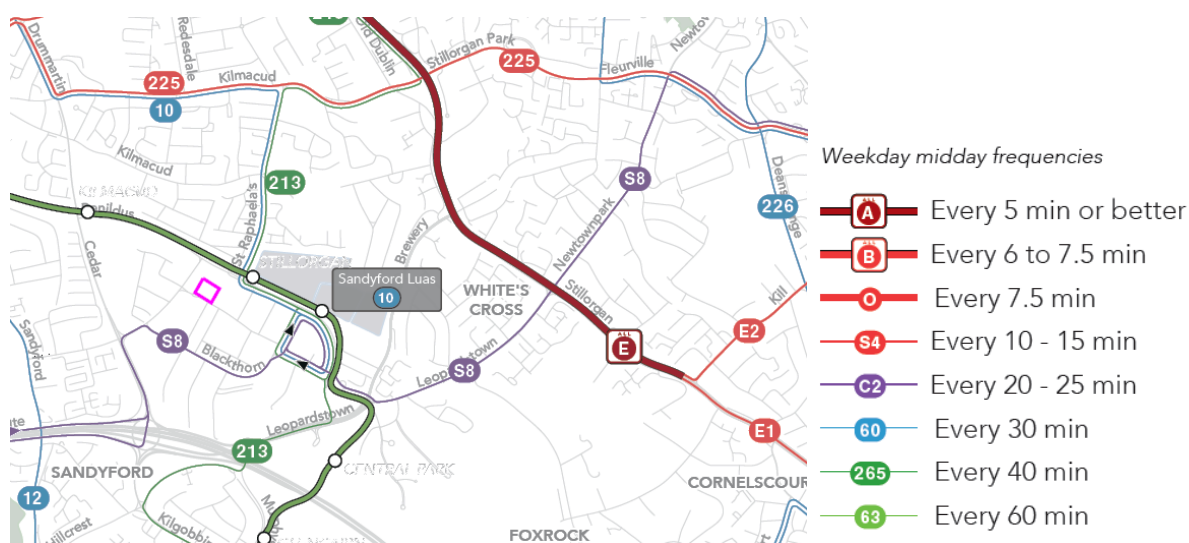


Figure 7.2 Busconnect Routes

7.2. Public Transport – Luas Green Line

Sandyford is serviced by Luas light rail Green Line which links Cherrywood with the city (Stephens Green) – onwards to Broombridge in the north of the city. The route of the Luas near the site is shown on Figure 7.1. The overall route is set out in the Figure 7.2 below. The Stillorgan Stop for the Green Line is also served with a Park and Ride facility. The Luas Green Line will link into the proposed Metrolink at Charlemont, providing enhanced capacity. The Metrolink project proposals are currently out for Public Consultation.

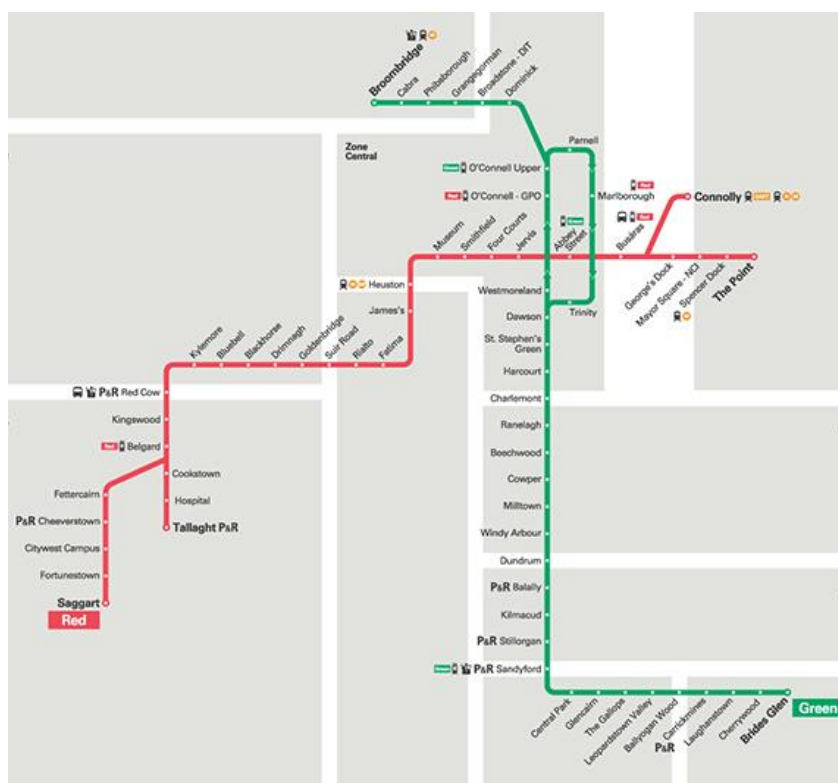


Figure 7.3 Overall Luas Route

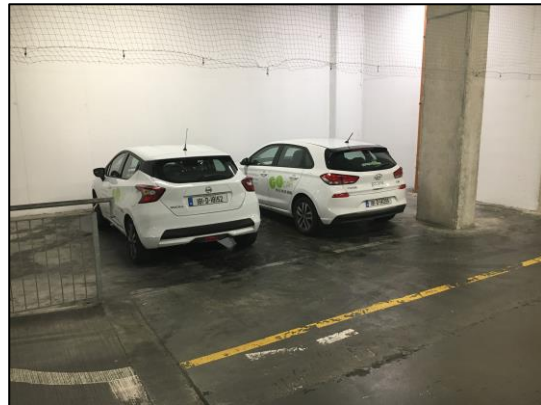
7.3. Public Transport - Train

The closest train station to the development is located at Blackrock, around 5km from the development. From that station the Dart services link to the south and north of the city. The Dart gives onward linkages to Irish Rail services. Blackrock station is well served with cycle storage facilities and is serviced by the 114 route by Dublin Bus.

The frequency of the trains in each direction is approximately 15 minutes at peak times and 30 minutes at off-peak times.

7.4. Public Car Usage

It is acknowledged that there will be times when car or van transport is required by the users of the development. Car ownership is not required as intermittent car usage can be facilitated by a car club such as the Go-Car organisation. There is a network of locations throughout Dublin where cars can be picked up for usage. The closest facility to this development is at Carmanhall Road opposite the site. There is also a facility inside the existing car park entrance for the site at Blackthorn Drive. Go-Cars's own surveys have established that 28% of their members own a car, and 6% of these intend on selling them. 54% of members had previously owned a car, so Go-Car is a realistic alternative to car ownership. Membership can be arranged through www.gocar.ie.



Toyota Ireland also has a scheme and details can be obtained from:

<https://www.yuko.ie/>

IRes have currently allocated parking for two car sharing club vehicles at level -1 basement.

7.5. Non-Motorised Users (NMUs)

7.5.1. Cyclists

The development is well served by existing cycle lanes adjacent to the peripheral roads to the site. The city wide cycle network provides excellent linkages beyond the district. The proposed cycle network is shown in the Figure 7.5.



Figure 7.4– Excerpt from Proposed Cycle Network – Dublin Area

Bicycle parking spaces will be provided in close proximity to the buildings and in small clusters at frequent intervals in areas with natural surveillance. Bicycle parking will be readily accessible. The bicycle parking provided will be robust, easy to use, manage and maintain. Cycle facilities will be provided in accordance with *DLR Standards for Cycle Parking and associated Cycling Facilities for New Developments* which encompasses best practice. In total 593 bicycle parking spaces are provided to cater for users the development. 130 short term spaces are provided at ground/podium level with the remainder as long term spaces provided at basement level -1.

7.5.2. Pedestrians

The site is well served by pedestrian facilities, with footpaths circuiting the site adjacent to the peripheral roads. The wide boulevard provides direct connectivity through the RB Central site. The pedestrian facilities provide access for onward public transport facilities highlighted in previous sections.

DLR Sandyford Urban Framework Plan (SUFPP) prioritises the permeability of the area through the proposed reduced speed limits within the central area of the district, as highlighted in Figure 7.5 below.

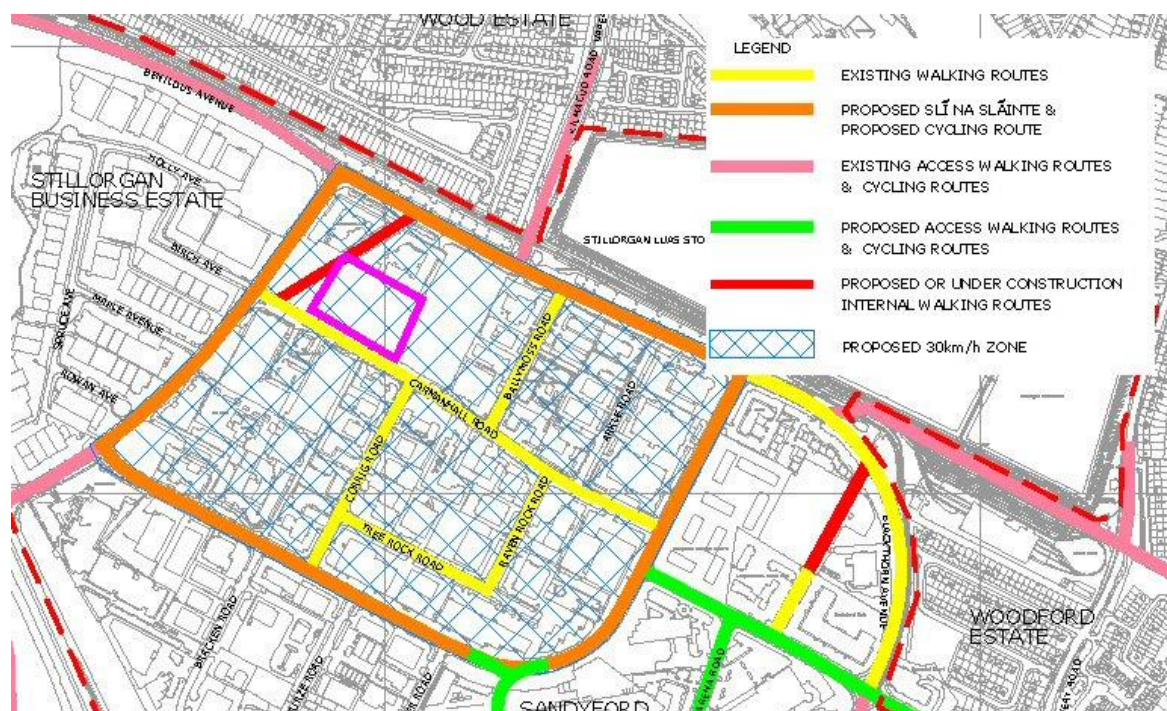


Figure 7.5– Excerpt from SUFP

8. Baseline Survey

A baseline survey of travel habits was undertaken via post with existing residential users at the site in 2016 on behalf of iRes. A total of 89 responses were received. The baseline survey for the residential users shows a significant shift in modal split from reliance on cars for the residential users at the existing development compared to the previous overall survey of travel habits in the Sandyford Area in the 2011 Sandyford Travel Habit survey. Most significantly, 37% of trips were made by either walk or bike, and 34% by bus or Luas, thus demonstrating a significant shift from reliance on cars.

This shift was also reflected in the turning movement survey carried out in support of the Junction Assessment carried out for the site. The trip rates were significantly lower than those used for the traffic assessment in support of the original development scheme under planning application D07A/0975.

A breakdown of the distance the people had to travel is summarised below:

Distance	
less than 1 km	16%
1-5 km	39%
more than 5km	45%

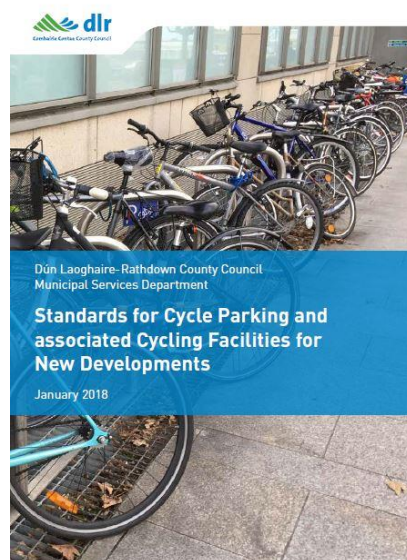
The breakdown of trip types is summarised below:

Trip Type	Modal Split	2011 Sandyford Survey
Car	23%	63%
Car Passenger	4%	15%
Walk	34%	5%
Bike	3%	2%
Bus	2%	2%
Luas	32%	12%
Motorbike	1%	1%
Total surveys returned	89	

9. Creche and Retail Developments

This draft plan has been prepared in particular reference to the residential part of the development. Similar Plans will be prepared in relation to the crèche and retail developments. The operators will appoint their own Travel Plan Coordinators who will be responsible for promoting and implementing individual Travel Plans for each part of the site. The key proposals will be

- A. Prioritise pedestrian and cycling facilities including bicycle parking and showering/locker/drying facilities as appropriate in accordance with *DLR Standards for Cycle Parking and associated Cycling Facilities for New Developments*.



- B. Promote the use of public transport.

- C. Include in all lease agreements with tenants of the proposed buildings that:

“The tenant undertakes to individually and co-operatively promote the achievement of Smarter Travel mobility targets in the Sandyford District, through the following measures:

1. In the opening year, the tenants will appoint a Travel Plan Coordinator in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*;
2. In the opening year, develop a Travel Plan for tenants in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*;
3. Issue the Travel Plan to new employees as part of a welcome pack to provide them with the resources to make decisions.
4. In the opening year, provide a briefing to all employees on Smarter Travel;
5. Build upon the achievements made in terms of reliance on private motorised transport as evidenced in this report
6. Monitor and review the Travel Plan to achieve the Smarter Travel targets.”

10. Conclusion

This Plan outlines the range of measures which are proposed by the applicant to reduce car dependency associated with the building out of the RB Central Apartment development. The key proposals being put forward by the applicant are;

- A. Prioritise pedestrian and cycling facilities including bicycle parking and showering/locker/drying facilities as appropriate.
- B. Promote the use of public transport.
- C. Include in all lease agreements with tenants of the proposed buildings that:

“The tenant undertakes to individually and co-operatively promote the achievement of Smarter Travel mobility targets in the Sandyford District, through the following measures:

1. Issue the Travel Plan to new Tenants as part of a welcome pack to provide them with the resources to make decisions.
2. In the opening year, provide a briefing to all tenants on Smarter Travel;
3. In the opening year, develop a Travel Plan for tenants in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*; (the Workplace guidance being used as informative and adapted for the particular residential end use. An additional document *Making Residential Travel Plans Work: Guidelines for new development – UK Department of Transport 2007* - can be used for additional guidance.
4. In the opening year, iRes/Tenant Association will appoint of a Travel Plan Coordinator in accordance with the *National Transport Authority Workplace Travel Plans - A Guide for Implementers*;
5. Build upon the achievements made in terms of reliance on private motorised transport as evidenced in this report
6. Monitor and review the Travel Plan to achieve the Smarter Travel targets.”

In the case of the crèche and retail developments the operators will appoint their own Travel Plan Coordinators who will be responsible for promoting and implementing individual Travel Plans for each site as per A-C above.