



Travel Plan/Mobility Management Plan

Mixed Use Development at Clongriffin, Dublin 13

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Comments

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1. Introduction

1.1 Introduction

This Travel Plan (formerly Mobility Management Plan) is intended to deal with the typical day-to-day operating conditions at Clongriffin, Dublin 13.

The Travel Plan (TP) has been prepared by Waterman Moylan in conjunction with a planning application to An Bord Pleanála for a further phase of development at Clongriffin.

1.2 Scope

The scope of this Travel Plan is to promote best practise mobility management and travel planning at Clongriffin, to balance car use to capacity and to provide for the necessary mobility via sustainable transport modes.

Travel management is a key operational feature in the provision of sustainable travel infrastructure at Clongriffin. The management will implement the Travel Plan on an ongoing basis as the successor to the Mobility Management Plan, with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car for the journey to and from Clongriffin.

The targets set in the Travel Plan will be achieved against the background of expanding public transport capacity in the surrounding catchment.

1.3 Standards

This Travel Plan has been prepared in accordance with the requirements of Section 8.5.5 of the Dublin City Development Plan 2016 – 2022.

1.4 Threshold for Travel Plan

Section 4.1.3 of Appendix 4 of the Dublin City Development Plan 2016 – 2022 requires the submission of a Travel Plan where a proposed development has the potential to employ over 100 workers.

The completed development at Clongriffin will exceed this threshold.

1.5 Category of Travel Plan

Dublin City Council has identified two categories of Travel Plan depending on whether the end users are known or not.

Category 1 is where the end occupiers, employer, staff, travel needs and trip characteristics are not known.

Category 2 is where the development exists and the occupiers are known.

In the case of Clongriffin which is partly developed and occupied, both categories are applicable.

1.6 Contents of the Travel Plan

In compliance with Section 4.1.4 of Appendix 4 of the Dublin City Development Plan 2016 – 2022, the contents of this TP includes:-

Existing Development (Category 1):-

- An estimate of the number of employees and their travel characteristics.
- Details of existing and future public transport services.
- Site layout showing links from the development to the public transport services.
- Measures to encourage walking and cycling.
- Modal choice targets.
- Schemes to facilitate a change in travel pattern to and from work.

Future Development (Category 2):-

- Staff Travel Survey.
- Results of Transport Assessment (TA).
- Targets for modal shift.
- Phasing of development and modal shift targets.
- Schemes to facilitate a change in travel pattern to and from work.

General:-

- Budgeting for the Travel Plan
- Co-ordination of the Travel Plan
- Information Update for the Travel Plan
- Monitoring of the Travel Plan
- Evaluation and Adjustment of the Travel Plan

2. Characteristics of Development

2.1 Location

The location of the development at Clongriffin, Dublin 13 is illustrated in Figure 1.

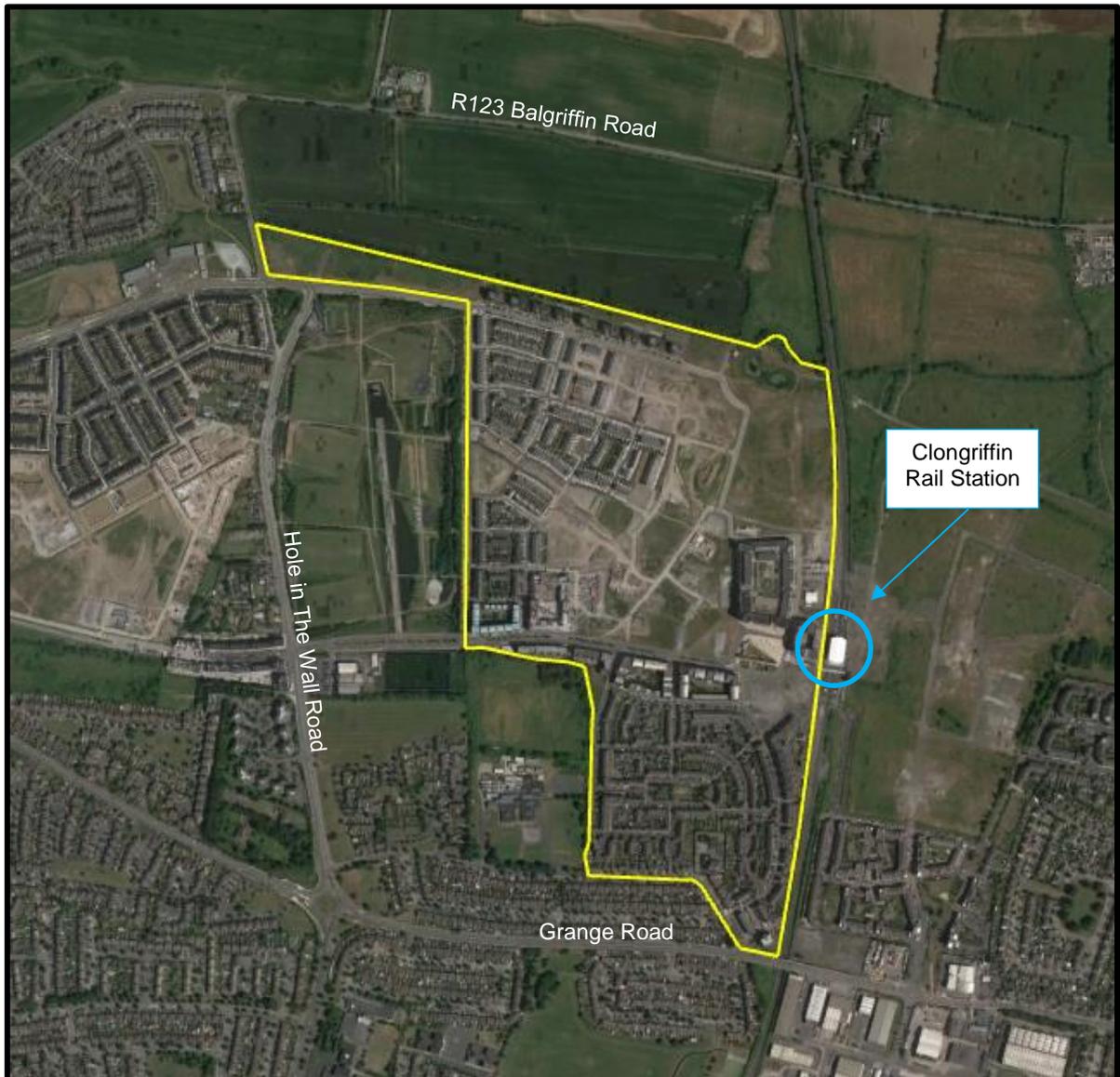


Figure 1 Location Map

2.2 Description of Development

Clongriffin comprises four neighbourhoods at different stages of development and a DART railway station.

The four neighbourhoods which will have a total of 4,220 residential units and 45,464 sqm commercial when completed are:-

- Beau Park to the southeast with 506 low rise housing units and 98 apartments (Block 18).
- Belltree in the west with 473 residential units.
- Marrsfield to the north of Marrsfield Avenue with 553 apartments.
- Town Centre including Main Street and Station Street. This neighbourhood will comprise 2,590 residential apartments, 44,533 sqm commercial, a multi-storey car park with 777 spaces and an underground Park and Ride with 420 spaces.

The overall size of the Clongriffin development which is scheduled for completion in 2025 is summarised in Table 1.

Table 1 Overall Development at Clongriffin

Area	Houses	Apartments	Total Residential	Commercial
Beaupark	506	98	604	223
Belltree	443	30	473	-
Marrsfield	-	553	553	708
Town Centre	-	2,590	2,590	44,533
Total	949	3,271	4,220	45,464 sqm

2.3 Public Transport - Existing

DART

The Dart service through Clongriffin Station serves all stations from Malahide through the City Centre to Bray and Greystones. On weekdays, this service operates at a 20 minute frequency in both directions.

Commuter Rail

The Commuter Rail service through Clongriffin Station serves all stations from Dundalk through the City Centre to Gorey. The existing service operates at 2 – 3 services per hour in both directions.

Dublin Bus

Dublin Bus stage route 15 links Clongriffin through the City Centre to Ballycullen Road. On weekdays, this service is operated by a fleet of double deck buses at a frequency of 10 minutes in both directions on weekdays.



Figure 2 Dublin Bus Route 15 at Station Square, Clongriffin

Go Car

Car sharing at Clongriffin is facilitated by the on-site GoCar service. The service operates from designated GoCar parking spaces.

At the time of writing, 4 No. vehicles are provided at Station Square, 2 No. standard cars and 2 vans. In addition, there are three other GoCar vehicles based at Clongriffin.



Figure 3 GoCar Station at Station Square, Clongriffin

Park and Ride

The existing Park and Ride facility with 420 car parking spaces is open from 05h30 to 21h30. The car park is available to travellers half an hour before the DART starts in the morning.



Figure 4 VMS Sign for Park and Ride at Clongriffin

2.4 Public Transport - Future

DART

The DART Expansion Project is included within the 10 year horizon for the National Development Plan 2018-2027. It includes for an extension of the DART service to Balbriggan and an increased frequency of 15 minutes in each direction.

Bus Connects

The Bus Connects project currently being implemented by the National Transport Authority aims to deliver a much enhanced bus service to the Greater Dublin Area (GDA). It is included for the replacement of the existing Dublin Bus Route 15 with a high frequency radial service linking Clongriffin DART Station to the City Centre at a service frequency of 4 – 8 minutes and a series of Orbital Routes linking Clongriffin to the west and north.

Bus Connects have proposed improvements works to the bus facilities at Clongriffin as shown in Figure 5.

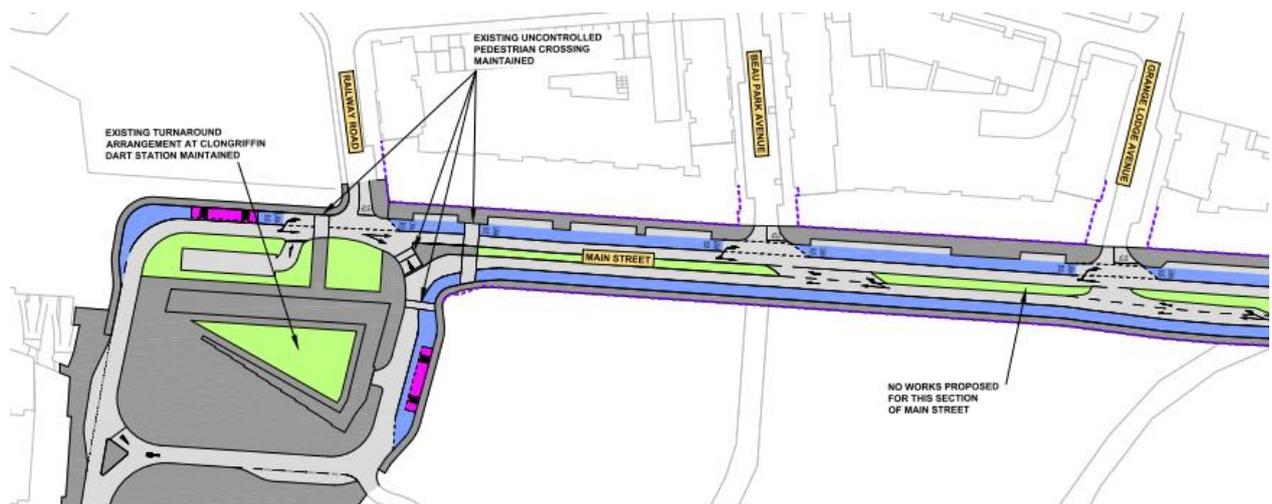


Figure 5 Extract from Bus Connects Proposals for Clongriffin (Map 1)

Go Car

It is expected that the provision of Go Car vehicles at Clongriffin will be increased from 7 vehicles to 13 vehicles as the development is completed.

2.5 Links to Public Transport Services

The hub of public transport services at Clongriffin is located at Station Square where the Clongriffin Railway Station and the Clongriffin Park and Ride are located.

For access, there is an extensive vehicular, cycle and pedestrian network of links from all parts of Clongriffin to the hub.



Figure 6 Links to Public Transport Services

3. Resident, Staff and Travel Characteristics

3.1 Census 2016

Census 2016 was carried out by the Central Statistics Office on 24th April 2016.

For the purpose of the survey, Clongriffin was divided into 12 zones as shown in Figure 5.



Figure 7 Zones for Census 2016

3.2 Car Ownership

The results of the census for car ownership in Clongriffin Zones 1 – 12 are presented in Table 3.

The results recorded that the population of 3,832 persons at Clongriffin had a car ownership of 1,407 vehicles equivalent to 1 car per 2.7 persons or 0.98 car per unit.

Table 2 Surveyed Car Ownership at Clongriffin

CAR OWNERSHIP										
CLONGRIFFIN										
ZONE	POPULATION	HOUSING	0	1	2	3	4+	NO STATED	TOTAL	T/H
1	283	105	19	60	18	3	0	5	105	1.00
			18.10	57.14	17.14	2.86	0.00	4.76		
2	328	112	31	62	18	0	1	0	102	0.91
			27.68	55.36	16.07	0.00	0.89	0.00		
3	263	97	12	51	25	3	4	2	126	1.30
			12.37	52.58	25.77	3.09	4.12	2.06		
4	366	128	36	62	17	6	3	4	126	0.98
			28.13	48.44	13.28	4.69	2.34	3.13		
5	343	117	26	64	19	3	1	4	115	0.98
			22.22	54.70	16.24	2.56	0.85	3.42		
6	328	139	26	76	26	0	0	11	128	0.92
			18.71	54.68	18.71	0.00	0.00	7.91		
7	236	106	31	52	16	0	0	7	84	0.79
			29.25	49.06	15.09	0.00	0.00	6.60		
8	328	105	22	46	27	3	1	6	113	1.08
			20.95	43.81	25.71	2.86	0.95	5.71		
9	408	138	17	77	36	1	1	6	156	1.13
			12.32	55.80	26.09	0.72	0.72	4.35		
10	200	85	18	57	9	0	0	1	75	0.88
			21.18	67.06	10.59	0.00	0.00	1.18		
11	327	106	11	62	27	3	0	3	125	1.18
			10.38	58.49	25.47	2.83	0.00	2.83		
12	422	134	28	55	42	3	1	5	152	1.13
			20.90	41.04	31.34	2.24	0.75	3.73		
TOTAL	3832	1372	277	724	280	25	12	54	1407	1.03
			20.19	52.77	20.41	1.82	0.87	3.94		

3.3 Existing Modal Split for Residents

The existing modal split for the journey to work by the residents at Clongriffin as surveyed in Census 2016 is presented in Table 4.

The Census recorded that 52% of 3,832 population generated 1,985 trips for the journey to work.

Some 45.3% of trips were by car, 38.5% by public transport and the remaining 16.2% by cycle or on foot.

Table 3 Surveyed Modal Split for Residents at Clongriffin

MODAL SPLIT									
CLONGRIFFIN									
Zone	Housing	Trip Attactor	Total Trips	Car Driver	Car Passenger	Train	Bus	Bycycle	Others
1	105	Work	145	59	5	37	21	7	16
				40.7	3.4	25.5	14.5	4.8	11.0
2	112	Work	125	61	7	33	15	3	6
				48.8	5.6	26.4	12	2.4	4.8
3	97	Work	157	81	5	34	19	5	13
				51.59	3.18	21.66	12.10	3.18	8.28
4	128	Work	230	72	8	95	27	10	18
				31.30	3.48	41.30	11.74	4.35	7.83
5	117	Work	140	68	5	13	22	5	27
				48.57	3.57	9.29	15.71	3.57	19.29
6	139	Work	196	86	2	65	16	2	25
				43.88	1.02	33.16	8.16	1.02	12.76
7	106	Work	152	49	5	51	18	10	19
				32.24	3.29	33.55	11.84	6.58	12.50
8	105	Work	150	60	6	39	15	2	28
				40	4.0	26.0	10.0	1.3	18.7
9	138	Work	213	89	2	71	14	5	32
				41.78	0.94	33.33	6.57	2.35	15.02
10	85	Work	109	51	2	24	8	8	16
				46.79	1.83	22.02	7.34	7.34	14.68
11	106	Work	168	74	2	44	20	8	20
				44.05	1.19	26.19	11.90	4.76	11.90
12	134	Work	200	95	4	36	27	5	33
				47.50	2.00	18.00	13.50	2.50	16.50
TOTAL	1372		1985	845	53	542	222	70	253
%			1985	42.6	2.7	27.3	11.2	3.5	12.7

3.4 Traffic Survey 2018

Traffic surveys carried out by Tracsis in May 2018 recorded the traffic movements at six junctions in the surrounding area at the locations shown in Figure 8. The surveyed were carried out over a period of 24 hours between 00h00 and 00h00 on Tuesday 22nd May 2018.

The survey identified the AM peak hour as 08h00-09h00 and the PM peak hour as 18h00 – 19h00 for all six junctions.



Figure 8 Location of Traffic Counts

The recorded two-way link flows on the roads at Clongriffin are presented in Table 4.

No significant delays or queuing were identified during the survey.

Table 4 Recorded Link Flows on Surrounding Road (two-way)

Location	AM Peak 8 - 9	PM Peak 6 - 7	24 Hour
Grange Road	1,489	1,406	21,438
Hole in the Wall Road (north of Main Street)	589	673	7,701
Hole in the Wall Road (south of Main Street)	1,067	1,347	16,530
Main Street	516	777	8,184
Marrsfield Avenue	218	180	1,844
Park Avenue	111	94	964

The arrivals and departures by car at Clongriffin recorded on in the traffic survey are summarised In Table 5 below.

Table 5 Arrivals and Departures - AM Peak Hour, PM Peak Hour and 24 Hour.

Location	AM Peak Hour 8 - 9		PM Peak Hour 6 - 7		24-hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Marrsfield Avenue	76	142	104	76	1,009	1,017
Main Street	198	318	416	361	4,107	4,087
Total	274	460	520	437	5,116	5,104

The departures during the AM Peak Hour (460) and the arrivals during the PM Peak Hour (520) show good correlation with the level of car ownership and modal split for car drivers recorded during Census 2016.

[1,372 housing units x 45.3% = 622 cars per Peak]

3.5 Population 2025

During the 2016 Census, the resident population of Clongriffin was 3,832 persons in 1,372 housing units equivalent to 2.79 persons per unit.

On this basis, the population of Clongriffin when completed about 2025 is expected to be 11,774 persons.

[4,220 residential units x 2.79 persons per unit = 11,774 persons]

At the same time, the staff numbers working at Clongriffin are expected to increase to 1,228 persons based on the following floorspace and densities:

• Offices	:	8,468 sqm x 1 person per 15 sqm	:	565 persons
• Retail	:	6,171 sqm x 1 person per 50 sqm	:	124 persons
• Leisure	:	7,565* sqm x 1 person per 180 sqm	:	42 persons
• Hotel	:	8,080 sqm x 1 person per 100 sqm	:	80 persons
• Crèche	:	1,230 sqm x 1 person per 50 sqm	:	25 persons
Total New Developments:		31,514 sqm x 1 person per 37 sqm	:	836 persons
Existing Development :		13,950 sqm x 1 person per 37 sqm	:	377 persons
Overall Development :		45,464** sqm x 1 person per 37 sqm	:	1,228 persons.

*7,565 sqm of leisure area includes: 5,507 sqm of leisure, 1,641sqm of café/restaurant and 417sqm of community use.

**At the time of writing, some 706 sqm of retail were under construction on Blocks 2, 32 and 33 (Planning Ref's 3776/15 and 2478/17) and 8,080 sqm of hotel were permitted on Block 19 but not yet under construction (Planning Ref. 2569/17).

4. Modal Choice Targets

4.1 Strategy

The strategy for this Travel Plan/Mobility Management Plan is based on the movement of people not vehicles.

The objectives of the Plan are:

- (a) To endeavour to reduce the use of the car by single occupants;
- (b) To endeavour to reduce the use of the car for the journey from Clongriffin to work, especially during network peak periods;
- (c) To endeavour to reduce the use of the car for the journey to work at Clongriffin, especially during network peak periods;
- (d) To encourage the development of more sustainable transport modes for trips to and from Clongriffin
- (e) To increase the percentage of persons choosing to walk, cycle or travel by public transport to and from Clongriffin instead of driving;
- (f) To develop an integrated approach to travel management including public transport, private vehicles and suppliers of commercial services accessing the development;
- (g) To create an alliance with Dublin City Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the Clongriffin area.

In pursuance of achieving these objectives, targets for residents and staff have been set in a number of main areas for the completion year of 2025.

These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas.

Further targets will be developed during the implementation of this Plan as development and infrastructure progresses and new data becomes available.

The promoters of Clongriffin are aware of the importance of maximising opportunities to make non-car trips for the journey to/from the development. To this end, the increasing provision of on-site facilities helps in reducing the car use for other purposes (i.e. lunchtime, shopping, leisure etc.).

Clongriffin already provides a number of ancillary/complementary facilities such as ATMs, services, food and beverage outlets, crèche, etc. These facilities will be expanded and improved as the development proceeds towards completion.

4.2 Modal Split Targets for Residents' Journey to Work from Clongriffin

The 2025 target proposals for modal split for residents engaged on the journey to and from work outside Clongriffin are presented in Table 6.

On the basis of 4,220 units and an average of 2.79 persons per unit as recorded by Census 2016, it is estimated that Clongriffin will have a resident population of 11,774 persons when fully completed and occupied.

Table 6 Target Modal Split for Residents Journey to Work from Clongriffin

Mode	Census 2016	Target 2025
Car (Driver)	42.6%	30%
Car (Passenger)	2.7%	
Train	27.3%	30%
Bus	11.2%	30%
Cycle	3.5%	10%
Other	12.7%	
Total	100%	100%

4.3 Modal Split Targets for Staff Travelling to Work at Clongriffin

The target proposals for modal split for at Clongriffin staff engaged on the journey to work In the AM and from work to home In the PM Peak Hour in 2025 are presented In Table 7.

On the basis of commercial floor space extending to 45,464 sqm and an average staff provision of 1 person per 37 sqm, it is estimated that some 1,228 persons will work at Clongriffin when fully completed and occupied.

Table 7 Modal Split for Staff Journey to Work at Clongriffin in 2025

Mode	Target 2025
Car (Driver)	33%
Car (Passenger)	
Train	28%
Bus	28%
Cycle / Walking	11%
Total	100%

5. Measures

5.1 Public Transport Information

As the development of Clongriffin progresses, detailed information on the availability, timetabling and cost of public transport services is displayed on the Travel Plan information noticeboard.

The information is also available in the Travel Plan section of the Clongriffin web site with 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.

5.2 Public Transport Fares and Discounts

For those residents and staff who wish to travel by public transport, the TP Co-ordinator seeks to negotiate reduced fares with Irish Rail, Dublin Bus and private bus operators for travel on their services.

Details of the fares which cover travel on one or more services i.e. bus / bus, bus / train etc are posted on the Travel Plan information noticeboard and included in the Travel Plan section of the Clongriffin web site.

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

Staff within the various companies at Clongriffin can avail of the Tax-Saver Plan, whereby employer can obtain monthly and annual commuter tickets from companies such as LUAS, Dublin Bus and Irish Rail. These are provided to the staff member as a tax free bonus, or the member can choose to take a deduction in salary and the employer provides tickets tax free (equivalent to the amount involved).

The TaxSaver 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 or rail. The scheme includes DART, Dublin Bus, LUAS and private bus operators provided they are approved transport providers.

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

5.3 Employee Terms and Conditions

All companies and their staff at Clongriffin are required to participate in the Travel Plan/Mobility Management Plan.

Companies set out the transportation policy as outlined in this Travel Plan/Mobility Management Plan in their staff induction packages or staff handbooks. The package includes information on how to get to work without a car, the benefits on offer as part of the Plan, a car sharing registration form, a staff travel survey form and information on developing a personalised journey planner.

Options for the staff induction package can include:

- company car policy;
- travel at work policy;
- interest free-loans for purchasing a cycle;
- travel reimbursement policy;
- compression of the working month into fewer days;
- flexi-time policy.

The TP Co-ordinator promotes the Travel Plan and reinforces the Travel Plan Package.

5.4 Staff Business Travel and Company Cars

As part of this Travel Plan, the Management Company and all companies located within Clongriffin maintain a policy on staff travel and on the provision and operation of company cars.

This policy sets out the parameters for:

- eligibility for parking at the development;
- use of pool cars;
- alternative options for business travel;
- rates for use of private car for business travel.

5.5 Parking Management

Access to the non-public car parking is controlled by the TP Co-Ordinator on the following basis:

- (a) only registered residents with current permits will be permitted to park in the residents parking spaces;
- (b) only registered staff with current permits are permitted to park in the staff parking spaces;
- (c) registered car-sharers get preferential car space allocation;
- (d) spaces reserved for customers/visitors cannot be used by staff;
- (e) spaces reserved for disabled badge holders cannot be used by non- badge holders.

5.6 On-Site Parking Controls

All car park users are advised by signage that clamping of inappropriately parked cars is in operation at Clongriffin. The fee for release of a clamp is a flat rate of not less than €80.00. This fee is subject to annual review.

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

- Clearway/access roads;
- Disabled bays (if no window badge is displayed);
- Parking by unregistered drivers at spaces reserved for registered users.

5.7 Cycling

For those who wish to cycle to and from Clongriffin, cycle parking is available in appropriate locations. Staff can contact the TP Co-ordinator / liaison officer for details. All cycle parking is free to staff and visitors.

For residents and staff members who wish to purchase cycles for cycling to work, the Management Company seek to negotiate with suppliers to attempt to arrange discounts for staff. Staff can contact the TP Co-ordinator/liaison officer for details.

The National Transport Authority operate a national Journey Planner and the Travel Plan Section of the Clongriffin website provides a link to the NTA facility.

5.8 Car Sharing – Residents and Staff

The Car Sharers Scheme for residents and staff is operated by the TP Co-ordinator.

The Scheme maintains a database of all registered car sharers which is updated on a regular basis. Car sharers agree amongst themselves how they wish to split the cost of the journey. Arrangements for payment are usually be agreed in advance.

The two usual ways to split the costs are:

- (a) Sharers drive their own cars in rotation so that the costs are distributed evenly over time;
- (b) The driver agrees a contribution with passengers on the basis of mileage or distance.

Members of the Scheme are advised that drivers should be fully insured and must inform their insurance company that they have registered with the Scheme. Most insurance policies cover the driver to carry passengers on a car-sharing basis provided the driver does not receive more than the cost of running the car.

Staff who wish to register with the Scheme can contact the TP Co-ordinator

5.9 Walking Incentives

To facilitate persons who live / work at or within 3 kilometres of Clongriffin and wish to walk, the TP Co-ordinator can make representations on their behalf to Dublin City Council on the local infrastructure in terms of convenience, surfacing, lighting and personal security.

Staff and residents who consider that any of the pedestrian routes in the area of the development could be improved, are invited to contact the TP Co-ordinator.

The NTA have a journey planner facility on their website which provides details of routes and journey times and the Travel Plan section of the Clongriffin website provides a link to the NTA facility.

5.10 Personalised Travel Plans

Personal Travel Plans (PTP), primarily and initially for staff but with the option to extend the service for residents' use, are being developed in response to demand from publicity material and information displayed in the development.

In light of the foregoing proposed measures, it is considered that a significant gain can be made in the implementation of an effective Travel Plan by asking the right questions at the right time, through staff travel surveys. A further and more proactive step can be made through the development of a personalised travel plan (PTP) system. The PTP is operated by the Travel Plan Co-ordinator and pulls together all of the other measures by developing an understanding of an individual's travel needs, journey purpose, etc, and assisting them by preparing optimum solutions.

For example, a person working at Clongriffin 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). Many of these secondary trip journeys are undertaken between 08h00 and 09h00 in the morning and after 17h00 in the evening. Thus, while the car may be perceived by the person as necessary for these secondary trips, during the working day it may not be used at all and results in commuter traffic during the peak hours and long-stay parking during the working day.

In such a case the PTP could assist the employee by identifying alternative working schedules to facilitate undertaking these secondary trip purposes without the need for a car to travel to work.

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.

6. Implementation and Co-ordination of the Travel Plan

The Co-ordinator for this Travel Plan is:

Estate Manager,
Gannon Homes,
Main Street,
Clongriffin
Dublin 13.

e-mail : hello@clongriffintown.ie

Website : www.clongriffintown.ie

The Co-ordinator's roles in the development, implementation and management of the Plan include:

- Ongoing assessment of the objectives of the Plan;
- Distribution of the Travel Plan Package to tenants;
- Promotion of the Travel Plan Pack;
- Implementation of the Travel Plan;
- Management of the Travel Plan.

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

- Liaison with the Travel Plan liaison officer of the various companies;
- Liaison with Dublin Bus / local bus service providers;
- Liaison with Irish Rail
- Liaison with Dublin City Council;
- Collation and distribution of public transport information;
- Implementation of car sharing programme;
- Implementation of cycling programme;
- Management of car parking.

7. Monitoring of the Travel Plan

The monitoring of this Travel Plan is undertaken on behalf of the Management Company by:

Estate Manager,

Gannon Homes,

Main Street,

Clongriffin

Dublin 13.

e-mail : hello@clongriffintown.ie

Website : www.clongriffintown.ie

The monitors of the Travel Plan will undertake:

- Assessment of Staff Travel Surveys;
- Verification of modal split;
- Quantification of traffic volumes;
- Review of objectives and targets;
- Review of car park management;
- Preparation of reports to Dublin City Council;
- Liaison with the Travel Plan Co-ordinator.

APPENDICES

A. GoCar Letter



To Whom It May Concern,

This letter is to confirm that GoCar is willing to continue providing 3 shared car club vehicles, with the possibility of adding additional vehicles if required, in the residential development at Clongriffin, with final terms to be agreed.

GoCar launched in 2008, and is Ireland's leading car sharing service with 30,000 members and over 450 vehicles in 15 counties in Ireland. Every GoCar replaces up to 20 private cars.

The Department Of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

GoCar members sign up online and send in a photo of their license. After we verify their account, they can then book cars or vans via the website or mobile app. They unlock the car with their phone or GoCard, and the keys are waiting securely in the glovebox. Rates start from €4 for half an hour, with fuel, insurance and maintenance included. We ask the members to return the car how they would like to find it; returned on time, clean, and with enough fuel. If the fuel drops below a quarter, the members use a fuel card in the car to refuel it, which GoCar pays.

Carsharing is both convenient and cost effective. It allows individuals to have the benefits of a private car, without having the large costs and hassle associated with car ownership. With pay as you go pricing and no subscription charges, GoCar ideal for people or organisations who only need occasional access to a car but don't want to own one, families who need a second car sometimes, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day, like our GoVans. Carsharing is also a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership & car dependency, congestion, noise and air pollution, and frees up land traditionally used for parking spaces. Each GoCar replaces approximately 20 private cars, is environmentally friendly, and creates more liveable cities by encouraging people to sell their cars and only use a car when essential, while walking and using public transport more often too. International studies have also shown a reduction in the number of KMs travelled per year of more than 60% for car-sharing users.

GoCar car club is ideal for commercial and residential developments, as management companies can give staff and residents access to a selection of vehicles with each driver being insured through GoCar, with similar terms to car rental insurance. GoCar can offer these vehicles to be open to the public or dedicated to residents, which would allow property developers and management companies offer a pool car only to residents or companies in their buildings. If a management company wished to arrange this themselves, they would need to take out a personal policy for each person who may be driving the car, and manually keep a log of each time the car is used in case of an accident. GoCar's bespoke software removes these issues and provides management companies and users with a simple solution to get them on the road.

Regards,

Darragh Genockey
Sales & Operations Manager,
GoCar Carsharing Limited

UK and Ireland Office Locations

