MOBILITY MANAGEMENT PLAN

PROPOSED STRATEGIC HOUSING

DEVELOPMENT 'THE CONNOLLY QUARTER'

Oxley Holdings Limited

Project No. 0635

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1. INTRODUCTION

O'Connor Sutton Cronin and Associates have been appointed to prepare this Mobility Management Plan (MMP) as part of the planning application for the proposed development at the former Irish Rail lands adjacent Connolly Station in Dublin City Centre. The exact site location can be seen in *Figure 1* below.

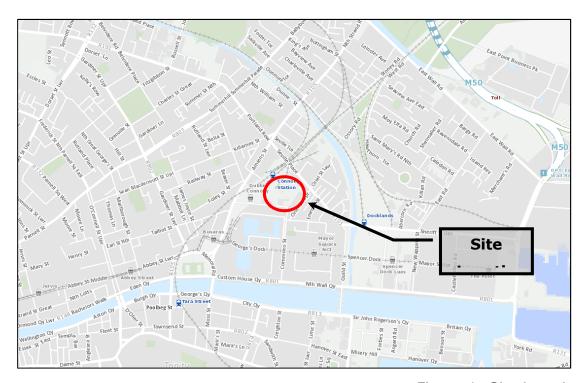


Figure 1: Site Location Map

This application relates to a Strategic Housing Development (SHD) for a total of 741 build to rent apartments with ancillary retail and residential amenities. This development will be served by a small basement car park which facilitate parking for car club vehicles only meaning there will be no private car parking provision at the SHD development. Vehicular access to the development will be via a new entrance on Oriel Street while pedestrian and cycle access is also provided for throughout the development boundaries.

It is noted that the proposed development forms part of a larger masterplan intended for the site which will comprise residential, commercial and hotel uses. However, this plan seeks to focus on the development proposed as part of this





application and it is expected that this plan will be further updated and expanded with respect to the masterplan development at the respective planning stage for these future elements.

Given the primarily residential nature of the SHD development and its central location with respect to employment centres, it is expected that the majority of trips will be by commuters travelling during the normal peak travel hours of 08:00 – 09:00 and 17:00 – 18:00.

This plan is being prepared as a transportation demand management tool for the site which will apply to both residents at the site as well as staff of the retail elements and management company. This will have the aim of reducing car use and the need for car use by employees and residents at the site by increasing the attractiveness and practicality of other modes of transport and by reducing the need to travel.

The MMP targets set out herein will take account of future potential improvements in sustainable transport infrastructure over and above those currently in operation. In this context, the MMP will set targets into the future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.





2. CONTENT OF THE TRAVEL PLAN

The *Dublin City Development Plan 2016 – 2022* provides guidance for the provision and requirements of plans such as this. In the instance where the occupier is unknown and the development is not existing, as is the case with this development, the applicant is requested to meet the following requirements:

- Submit an estimate of the numbers of residents/employees and their characteristics based on, for example, conditions at similar developments and the extent and floor area types (uses) to be provided;
- Provide a comprehensive outline of public transport services (existing and proposed) available to the future employers and employees;
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes)
 from the development to the public transport services the plan would clearly
 show the positioning of the building(s) relative to the site boundary and access
 roads/links;
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling;
- Set out the anticipated targets with respect to modal choice;
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns to and from work.

Thus, based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation. Reviews will also be held on a regular basis in consultation with both employer, employee and resident representatives.





3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

There are a wide variety of public transport services and pedestrian/cycle facilities in the vicinity of the proposed development site including Luas, Irish Rail, Bus Eireann and Dublin Bus services as well as a number of Dublin Bike Stations making the site highly accessible by more sustainable means of transport.

3.1 **RAIL**

The closest rail station is Connolly Station which is located directly adjacent the development site. Connolly Station provides access to a variety of rail services including DART, Commuter and intercity routes, as shown in *Figure 2*.

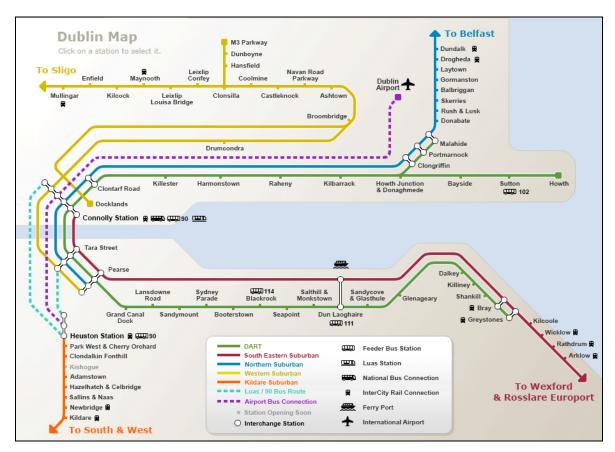


Figure 2: Irish Rail Network Map¹







As can be seen the DART runs between Bray/Greystones and Howth/Malahide, with regular services across the course of the day and particularly during peak commuter hours. The Commuter services which serve Connolly Station include those to/from Drogheda, Dundalk, Maynooth and Longford. Full details of all Irish Rail services, including detailed timetables, can be found at www.irishrail.ie.

The Luas Red Line also has a stop located at Connolly Station, directly adjacent the development site. The Luas is a semi-segregated light rail tram service which operates at street level but generally receives priority over normal traffic at junctions. The overall Luas network is shown in *Figure 3*.

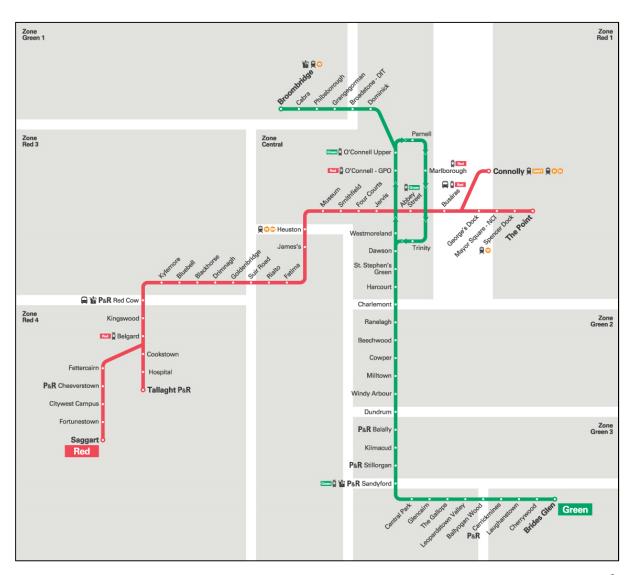


Figure 3: Luas Network Map²

² Source: www.transportforireland.ie/luas/





The Red Line provides a regular service between The Point/Connolly Station and Tallaght/Saggart with intermediate stops at key locations including Busáras, Heuston Station, the Red Cow and Citywest. Normal operating hours are from 05:30 – 12:00. The Green Line provides a service between Sandyford and Broombridge with intermediate stops at St. Stephens Green, Westmoreland Street and O'Connell Street. Normal operating hours are from 05:30 – 12:00. The Luas does not run on a fixed timetable however, it operates based on a frequency of service which changes depending on the time of day to adequately cater for demand. Peak hour frequencies are in the order of every 4 minutes.

The Luas Red Line also provides direct access to another key transportation hub in Heuston Station. As can be seen from *Figure 2* previously, Heuston Station provides access to further commuter and intercity rail services across the country.

In addition, the Luas Green Line links to the Red Line at O'Connell Street, the Green Line provides stops along a number of city centre locations as well as Cabra, Phibsborough, Grangegorman and St. Stephens Green, along with as far south as Dundrum, Sandyford and Brides Glen.

3.2 **BUS**

There are a number of Dublin Bus stops operating in the local area with the closest stop relative to the development site located on Amiens Street. The routes serving stops on Amiens Street at Connolly Station and on Seville Place are detailed in *Table 1* following.





Route	Description
14	Beaumont (Ardlea Rd.) – Dundrum Luas Station
14c	Beaumont – City Centre
15	Clongriffin – Ballycullen Rd.
27	Clare Hall – Jobstown
27a	Eden Quay – Blunden Drive
27b	Eden Quay – Harristown
27x	UCD Belfield – Clare Hall
42	Talbot St. – Sand's Hotel (Portmarnock)
43	Talbot St. – Swords Business Park
53	Talbot St. – Dublin Ferryport
53a	Talbot St. – Sheriff Street Upper
151	Docklands (East Rd.) – Foxborough (Balgaddy Rd.)

Table 1: Local Dublin Bus Services

A map detailing the core Dublin Bus routes can be found in *Appendix A* of this report while full details of all Dublin Bus services can be found on www.dublinbus.ie.

Busáras is located approximately 500m (6 minutes) walk from the development site. Busáras provides access to a variety of commuter and intercity services to and from numerous locations across Ireland, as well as a number of locations in Britain. Maps detailing the primary Bus Éireann services can be found in *Appendix B* of this report while more detailed information on all services is available at www.buseireann.ie.

3.3 CYCLE

The National Transport Authority (NTA) has surveyed the cycle facilities for the Greater Dublin Area (GDA) as part of the *Greater Dublin Area Cycle Network Plan*. An extract from this plan showing the existing facilities in the vicinity of the proposed development is shown in *Figure 4*. A larger, more detailed version of this map can be found in *Appendix C* of this report.





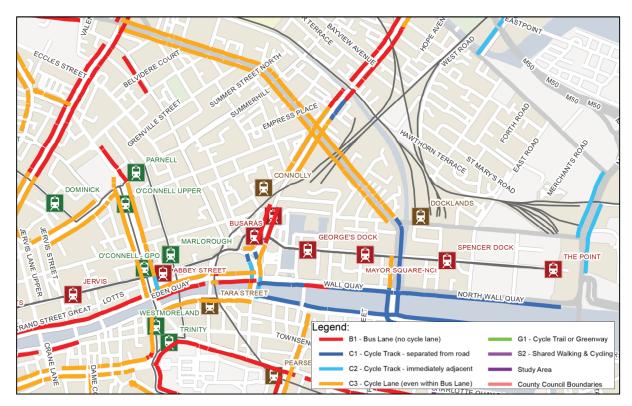


Figure 4: Cycle Lane/Track Network Map³

Relative to the development site, there is an on road cycle lane running along sections of Amiens Street and Seville Place which in turn link with a much wider network across the City Centre. In particular, the Seville Place cycle lanes link with Phase 1 of the Royal Canal Greenway which continues south and effectively links through Grand Canal Dock to the Grand Canal Premium Cycle Route.

Also of note is the dublinbikes scheme which was developed by DCC, in association with JCDecaux and Coca-Cola, in an effort to provide an accessible, short term, bike rental scheme across the city which would encourage and facilitate a positive modal shift in Dublin.

This scheme currently allows the public access to approximately 1,500 bicycles which can be hired at 102 locations across the city centre. Once registered, users can take a bike from a station and, when finished, return it to any station across the city. The first half hours use is free, with a small fee being charged for each

³ Source: Greater Dublin Area Cycle Network Plan; NTA, December 2013



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subsequent hour, though recent statistics show that 96% of trips this year have been free of charge. This scheme has been a huge success since its launch, with just under 58,000 subscribers and over 4.1 million journeys taken in 2015 alone.

There are a number of dublinbikes stations within close proximity of the development site including on Talbot Street, North Wall Quay and at the IFSC. A complete map of all the dublinbikes stations can be found in *Appendix D* of this report.

3.4 PEDESTRIAN

With regard to pedestrians, there are well lit, good quality footpaths along all links locally with dedicated pedestrian crossing facilities at all major junctions nearby and there are numerous bridges providing pedestrian access over the River Liffey including the Samuel Beckett and Sean O'Casey Bridge.

Overall, the development site is seen to be well served by a variety of transport options which should facilitate the objective to encourage and promote more sustainable means of transport.





4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

4.1 METROLINK

MetroLink is a new light rail system that will run from Swords, via Dublin Airport to Dublin's south city centre (operating in tunnel under the city centre) as far as Charlemont. Key stops will include Swords, Dublin Airport, O'Connell Street, Dublin City University, Ballymun and the Mater Hospital.

The Metro will be similar to the Luas in operation but will enjoy complete priority along its route, allowing for increased frequency of service with a tram expected every 2 minutes during peak periods.

Metro North was previously granted a Railway Order in October 2012, however a revised scheme is now proposed with an indicative route map shown in *Figure 5* overleaf.







Figure 5: MetroLink Route Map





4.2 DART UNDERGROUND

The Dart Underground will involve the construction of a new underground rail line between the Docklands and Inchicore. The new line will be approximately 7.6km long, with underground stations at Heuston Station, Christchurch, St. Stephen's Green, Pearse Street and Spencer Dock and a new surface station at Inchicore.

This project will allow for existing rail services, such as Dart, Commuter, Intercity and Luas, to be directly linked and will fundamentally change the current Dart and Commuter Network, resulting in two high capacity rail lines. Of these, one will run between Balbriggan/Howth and Hazelhatch while the other will run between Maynooth/Dunboyne and Bray/Greystones, as shown in *Figure 6* following. In addition, the scheme will allow for significantly increased frequency and capacity of services on the Kildare, Maynooth and Northern rail lines.

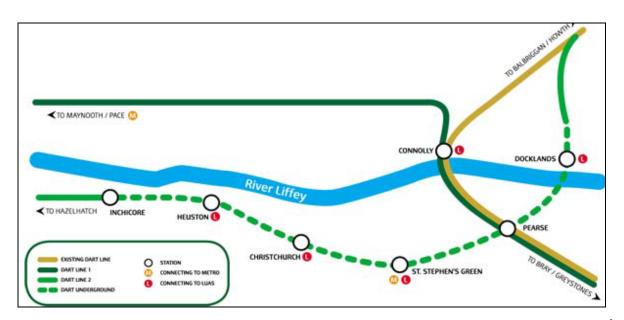


Figure 6: DART Underground Schematic 4

The scheme would provide obvious benefits for the proposed development given its connectivity to the existing rail network, particularly Connolly Station.

⁴ Source: <u>www.irishrail.ie</u>





The DART Underground project received a Railway Order in December 2011 which became effective on March 2014 after a judicial review of the An Bord Pleanála decision. However, this has been allowed to lapse to facilitate a more cost effective redesign of the scheme.

4.3 THE GREATER DUBLIN AREA DRAFT TRANSPORT STRATEGY

Published by the NTA in October 2015, this strategy sets out a number of additional proposals which would significantly improve the public transport infrastructure across Dublin.

Rail projects include the provision of a new Metro for South Dublin, improvements to the Luas Green line to facilitate metro carriages, extensions to a number of Luas lines and improvements to the heavy rail network. These are highlighted in *Figure 7* below.

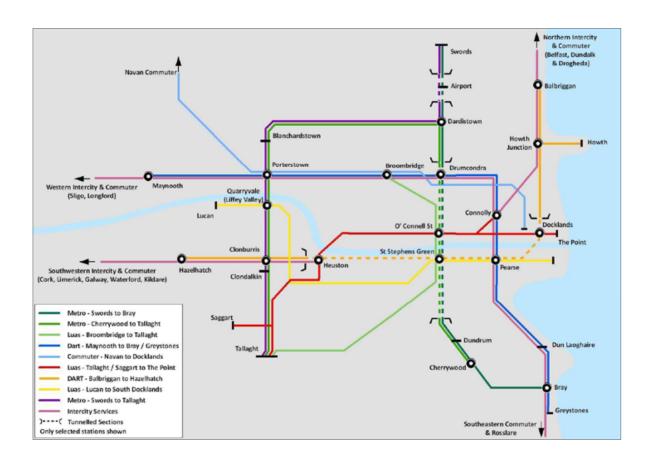






Figure 7: NTA Future Rail Network Proposals 5

Proposed improvements to the bus network include increased frequency of key services, improved facilities such as bus stops and bus lanes and additional BRT services.

4.4 BUS CONNECTS

Bus Connects aims to overhaul the existing bus network in Dublin to provide a more efficient, effective and reliable service. The project includes a number of core elements including:

- Building a network of new bus corridors to make journey's faster and more reliable;
- New network of cycle lanes/tracks;
- Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services;
- Develop a state -of-the-art ticketing system;
- Implementation of a cashless payment system;
- Simpler fare structure;
- New bus stops and shelters with better signage and information;
- Provision of bus based Park and Ride sites in key locations;
- New bus livery providing a common style across different operators;
- Transitioning to a new bus fleet with low emission vehicle technologies.

Design works are currently underway on the Core Bus Corridor aspect of the project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. A number of these course bus corridors will operate within the vicinity if the development site including the Swords, Clongriffin and Ringsend Routes. However, all will provide increased accessibility to the City Centre via bus and many will link with rail services that serve the development site. The core bus routes can be seen overleaf.

⁵ Source: <u>www.nationaltransport.ie</u>



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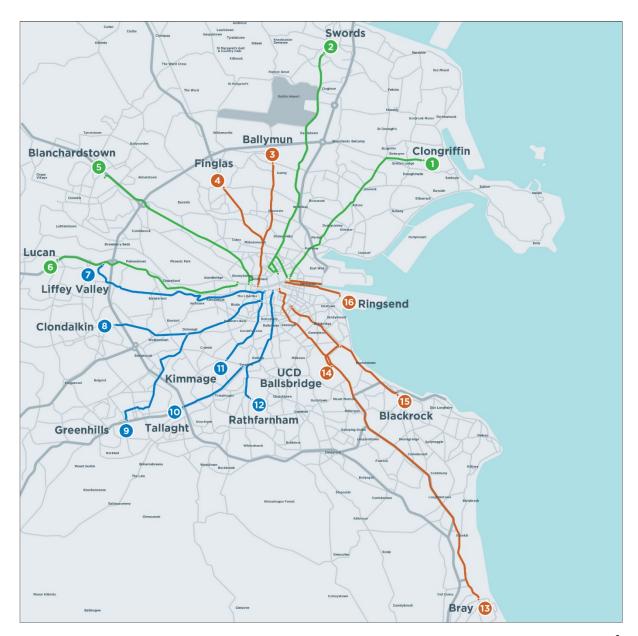


Figure 8: Bus Connects - Core Bus Routes 6

The upgraded bus route network as it is currently envisioned for the area surrounding the development site is shown in *Figure 9* following.

⁶ Source: <u>www.busconnects.ie</u>





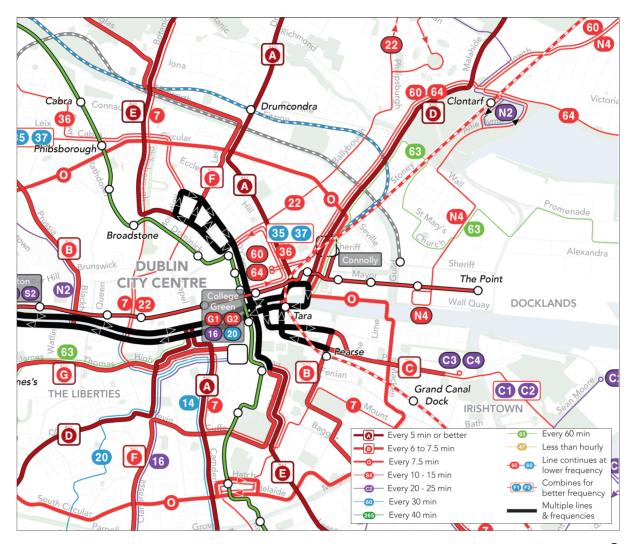


Figure 9: Bus Connects - proposed Revised Network⁷

4.5 LIFFEY CYCLE ROUTE

Dublin City Council and the National Transport Authority have a core objective with respect to the Liffey Cycle Route which is:

"To develop a Liffey Cycle Route which provide a safe, continuous & segregated cycle facility in both directions between Phoenix Park / Heuston Station & the Tom Clarke East Link Bridge"

This project has been in development for a number of years but a recommended route was issued in April 2019, with public consolation having been completed in

⁷ Source: <u>www.busconnects.ie</u>





June 2019. The recommended option for the project for the section at Custom House Quay is shown following, with the further details available at www.nationaltransport.ie.

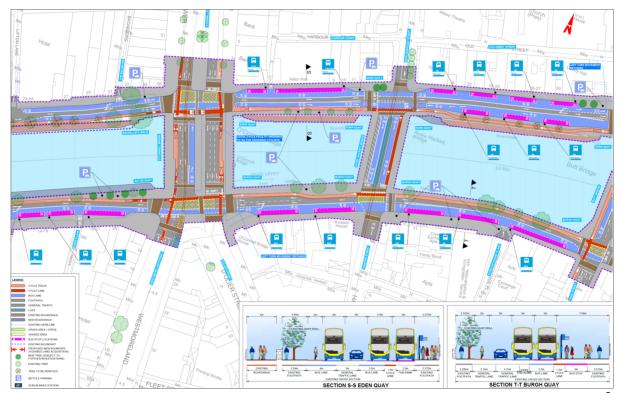


Figure 10: Liffey Cycle Route - Recommended Option at Custom House Quay 8

4.6 LIFFEY BRIDGES

The North Lotts and Grand Canal Dock Planning Scheme sets out objectives to provide additional pedestrian facilities crossing the River Liffey. Indeed, Objective MV3 of the plan is:

"To provide additional cycle and pedestrian bridges across the canals and rivers in the SDZ to form part of strategic cycling and walking routes"

Figure 33 of the Planning Scheme sets out the preliminary locations of these bridges, as shown in Figure 11.

⁸ Source: <u>www.nationaltransport.ie</u>





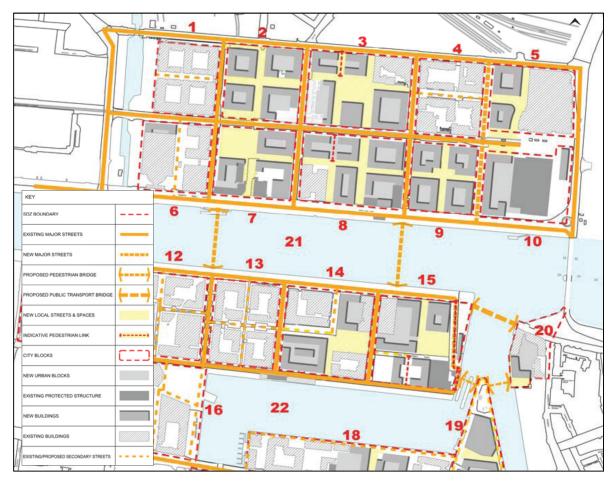


Figure 11: Proposed Liffey Pedestrian Bridge Locations9

⁹ Source: North Lotts and Grand Canal Dock Planning Scheme; DCC, 2014





5. OBJECTIVES OF THE TRAVEL PLAN

The objectives of this MMP are as follows:

- to reduce the dependence on the private car as a means of travel for commuters;
- to discourage the use of the private car in those circumstances where car use does occur;
- to increase and facilitate the number of people choosing to walk, cycle or travel by public transport to/from the development;
- to work closely with the Local Authority, the National Transport Authority, Irish
 Rail, Dublin Bus, Transport Infrastructure Ireland and Bus Éireann in a partnership model to promote an increased uptake in public transport.

In order to achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in the light of ongoing experience gained from the implementation of this plan.

5.1 PARKING PROVISION

It is proposed to provide 58 car parking spaces for the SHD development. However, all of these will be dedicated for use by car club vehicles only.

It is an objective of this plan to persist in limiting the level of parking available for use by car club vehicles only and to continue to provide no private car parking to serve residents or staff at the SHD development.

With regard to cycle parking it is proposed to provide a total of 1,406 total bicycle spaces. It is an objective to maintain this high level of cycle parking provision to ensure a positive modal share for cycling.





5.2 CAR TRAVEL & OCCUPANCY

It is an objective of this plan that the Mobility Manager will endeavour to minimise the numbers using private cars for commuting purposes and in cases where it does occur, to increase the number people travelling as passengers.

5.3 BUS

There are currently numerous Dublin Bus routes which serve stops within a 10 minute walk of the development site. It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible. It is also an objective to inform of any changes to these services and any new services that come on line.

5.4 RAIL

The nearby Luas service provides direct access to a number of areas in Dublin. There are further rail services at Connolly Station which provide a direct link to the overall transport network for Dublin and the rest of the country.

It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible. It is also an objective to inform of any changes to these services and any new services that come on line.

5.5 CYCLING/WALKING

The proposed development site is well served by good quality cycle and pedestrian infrastructure, with significant improvements also planned for the future. It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible.





5.6 MODAL SPLIT

Taking into account the proposed parking provision and the high level of public transport, cycle & pedestrian infrastructure locally, the following preliminary modal split targets for the operational stage have been established.

<u>Mode</u>	Modal Share
On Foot	20%
Bicycle	10%
Public Transport	65%
Car Driver	0%
Car Passenger	5%

Table 2: Preliminary Target Modal Splits

It is noted that once the development is occupied, it is proposed to carry out detailed travel surveys after 6 months in order to establish a more detailed picture of travel patterns at the site. This information will then be used to update the above targets accordingly.





6. SPECIFIC MEASURES

In order to achieve the objectives and modal split targets set out in *Section 5*, a number of specific measures are proposed to be put in place.

Primarily it is intended that the development will participate in the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans but also includes useful information which will assist in encouraging residents to use sustainable transport options. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

6.1 MANAGEMENT AND CO-ORDINATION

A Mobility Manager/Travel Co-ordinator will be appointed at the development by the management company. It is envisaged that the management company will oversee the implementation of the Mobility Management Pan including the Mobility Manager and can update the plan regularly following feedback from staff and residents of the development once occupied.

The duties of the Mobility Manager will include inter alia:

- Conducting travel surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point;
- · Negotiating with public transport companies and other service providers;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;





• Evaluation and adaptation of the plan in the light of experience.

6.2 CAR SHARING

The Mobility Manager will ensure that car sharing would be promoted throughout via schemes such as encouraging the use of existing car sharing services, an action which forms part of the Smarter Travel Workplaces programme. Residents will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

Taxis also provide an opportunity for people who require the flexibility of car travel while also removing the requirement to commute by car. Information on local taxi services will be provided and the possibility of negotiating deals/discounts with providers will also be investigated by the Mobility Manager.

6.3 BUS USE

The Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made available. The Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis, with workers/residents being informed of any changes/disruptions to services.

The Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up onsite at various times in order to promote their services and any special offers available will also be investigated.





6.4 RAIL USE

The Mobility Manager will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again, information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, with workers/residents being informed of any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible. The possibility of having these local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

6.5 CYCLE/PEDESTRIAN FACILITIES

Overall, there is good connectivity to the existing pedestrian network proposed via a number of entrances on the development boundaries including from Oriel Street and Seville place and throughout the public realm areas proposed as part of the development which can be seen in the layout drawings submitted as part of this application.

The SHD development will include the provision of 1,406 total bicycle spaces to serve the residents, staff and visitors. Additional measures will be investigated such as setting up a bike repair station location at the site.

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work Week';
- Cycle safety training;





- Site visits from trained mechanics to check/repair bikes;
- Discounts on bikes and accessories from various stores;
- On-site pool bike scheme;
- Provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people choosing to begin cycling to and from work can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted at the development.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

6.6 CAR PARKING PROVISION

The development will provide 58 no. car parking spaces for use by car club vehicles only meaning there will be no private parking available. These car club facilities will be exclusively for use by residents and, where appropriate, staff at the development. Car clubs require the vehicle to be returned to the initial collection point meaning they are not a viable option for commuting but do facilitate infrequent, one off trips for shopping or recreational use, typically outside of peak hours.

Alternative parking options locally are restricted to a small number of private car parks and on-street parking with both options having limited capacity and associated costs which will serve as a disincentive to travel by private car.

6.7 USE OF TECHNOLOGY

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP residents and workers and residents at the completed development will be informed of a variety of potentially useful tools including the following:





- <u>The NTA Journey Planner</u> Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- <u>Public Transport Providers</u> Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have their own dedicated app that can be downloaded to a smartphone and/or tablet. These contain detailed information on all services offered including timetables and also allow for real time up-dates on changes or disruptions to services;
- <u>RealTime Ireland</u> An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops. This app also links with the aforementioned NTA Journey Planner to provide a compressive travel planning tool.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted amongst residents and employees on a regular basis and information on any new services that become available will also be provided.

6.8 BUDGET

It is envisioned that the duties of the Mobility Manager will be incorporated into the duties of the Management Team and may require a dedicated Mobility Manager to be appointed.

With regard to the hard measures proposed, including the provision of cycle parking, these will be included *ab initio* as part of the construction costs for the development. Maintenance of these facilities will also come under the general maintenance budget and are not expected to involve significant cost.





In relation to soft measures, a major aspect will be the provision of information, the majority of which can be distributed digitally while also being provided on general bulletin boards within the work space and communal areas. Outside of this, the Management Company will be committed to ensuring that adequate funding is available to carry out the measures outlined in this MMP and any others that may be identified as the plan evolves in light of experience.

6.9 SUMMARY

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car for a significant portion of travellers.





7. PHASING & MONITORING

A critical part of any MMP is ongoing monitoring by the management company. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

Patrick Raggett B.E., CEng MIEI, MCIHT Chartered Civil Engineer O'Connor Sutton Cronin & Associates



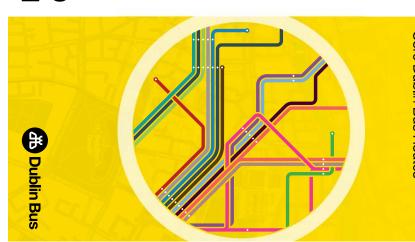




APPENDIX A. DUBLIN BUS ROUTE MAP

Appendix A

DUBLIN BUS ROUTE MAP



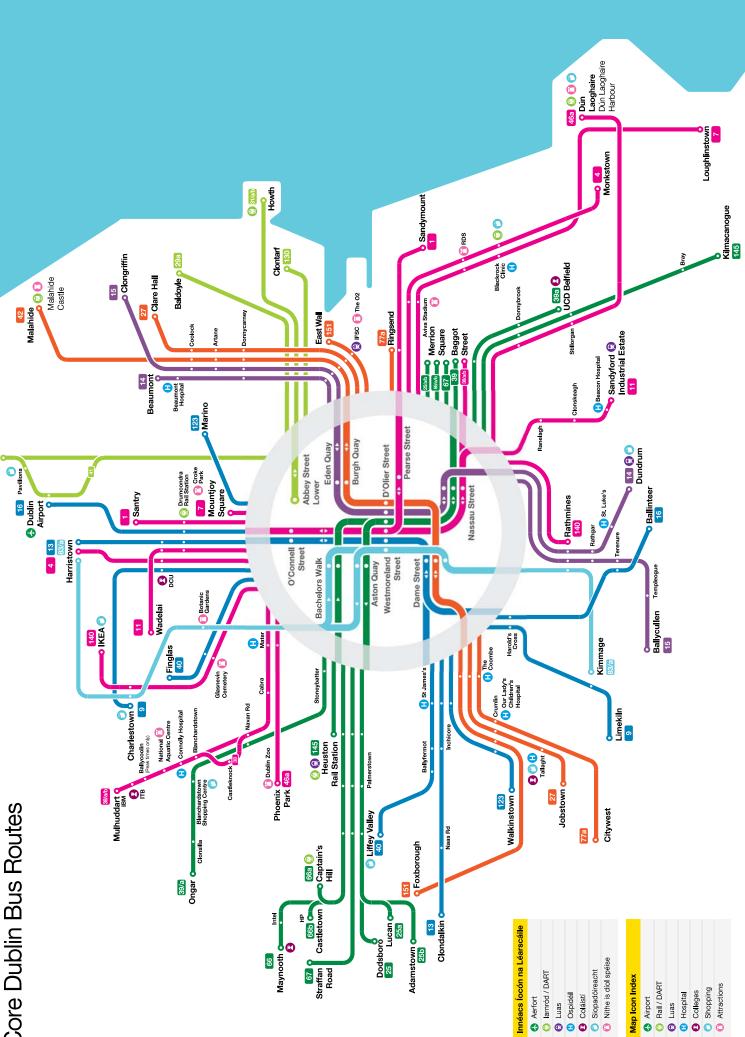
Core Dublin Bus Routes

Bhus Átha Cliath Bealaí Croíláir

r Bhus Átha Cliath Bealaí Croíláir

Swords

is Routes Core Dublin Bu



Ionaid siopadóireachta / Shopping Blackrock Shopping Centre Blanchardstown Shopping Centre Charlestown Shopping Centre Dundrum Town Centre Tallaght Hospital
Temple Street Children's Hospital Dún Laoghaire Shopping Centre Liffey Valley Shopping Centre 11 14 4,7 4,7 27,77a,151 38/a/b,46a 1,11,13,16,41/c 27,77a,123,151 11,46a,145 13,40,123 The Mater Private
Our Lady's Hospital, Crumlin
Royal Victoria Eye and Ear
St. Columcilles, Loughlinstown
St. James's Beacon Hospital
Beaumont Hospital
Blackrock Clinic
Bons Secours
The Coombe
Connolly Hospital

(01) 873 4222

www.dublinbus.ie

customercomment@dublinbus.ie

Cabhair agus Teagmháil Help and Contact

f 😢 🔐 #dublinbusnews

4, 7 1, 11, 13, 16, 41/c 46a, 66/a/b, 67 7, 46a 40, 140 31/a 42 41/c 16, 41/c 27, 77a Ionaid siopadóireachta / Shopping Swords Pavillions The Omni Park Shopping Centre The Square Town Centre, Tallaght Dun Laoghaire Harbour Glasnevin Cemetery Howth Harbour Malahide Castle Croke Park & Museum Dublin Zoo

1, 11, 13, 16, 40, 41/c

14, 15 4, 7

Bus Route

25/a/b, 40, 66/a/b, 67

9, 83/a, 140

38/a/b 83/a 151 4, 7 Place of Inferest Mitthe is diol speise / Attrac National Aquatic Centre National Botanic Gardens The O2

Marino Institute of Education
NUI Maynooth
National College of Art & Design
St Patrick's College
Trinity College Colaistí / Colleges (e IT Blanchardstown IT Tallaght CD 9, 16, 83/a 4, 9, 11, 13 9, 16, 83/a 1, 7, 11, 16, 40, 46a 7, 11, 16, 40, 123 27, 77a, 151 DIT Aungier Street
DIT Bolton Street
DIT Cathal Brugha Street
DIT Kevin Street Coláistí / Colleges Dublin Business School

feidhmiú isteach go dtí agus amach ó Lár Cathrach Bhaile Átha Cliath. Liostaítear anseo thíos roinnt cheann scríbe agus nithe is díol spéise príomha laistigh de agus mórthimpeall ar mhórcheantar Bhaile Átha Cliath, agus na bealaí ar leith ag freastal orthu.

Fhionnuisce le dath bándearg ag teacht isteach i lár na cathrach trí mheán Shráid Uí Chonaill agus ag rágáil trí mheán Shráid Nassau go Dún Laoghaire. Conas an léaráid seo a úsáid.

Léiríonn an léarscáil Iastall liosta de stadanna bus lár na cathrach agus cinn scríbe bealaigh.

Le haghaidh sonraí iomlána ar bhealaí, ar thráthchláir agus ar fhaisnéis fíor-ama do phaisinéirí de chuid agus ar fhaisnéis fíor-ama do phaisinéirí de chuid Bhus Átha Cliath tabhair cuairt ar **www.dublinbus.ie**

This diagram shows the core routes operating in and out of Dublin city centre. Listed below are some key destinations and attractions in and around the greater Dublin area, and the routes that serve them.

How to use this diagram.

Street to Dún Laoghaire.

The map overleaf displays a list of city centre bus stops and route destinations.

For full details of Dublin Bus routes, timetables and real time passenger information please visit www.dublinbus.ie.



Bíodh a fhios agat i gcónaí nuair atá

Always know when your bus is due.

Bus Route

Bus Route

38/a/b 27 123 66, 67 13, 123 1, 11, 13, 16, 41/c 11, 25/a/b, 39/a, 38/a/b, 46a 39a, 46a, 145

A Dublin Bus App Store Scoogle play



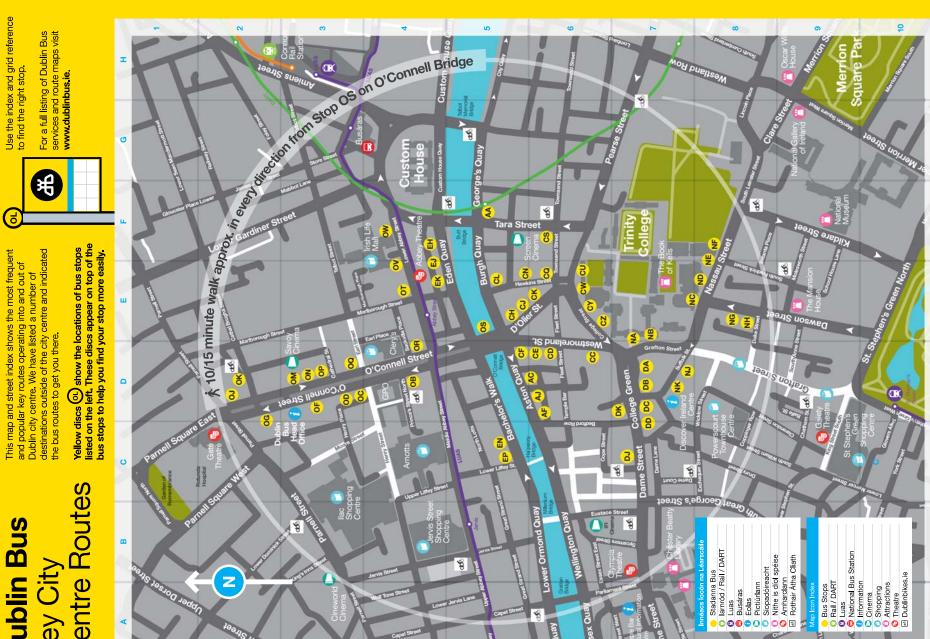


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Route Destination	Kimmage	Leeson Street	Liffey Valley S.C.	- - -	LIMeKIII	Loughlinstown		Lucan (Esker Church)	Lucan Village		Malahide Road Malahide Village	Marino	Mater Hospital			Mater Hospital (Private)				Mayory	Mayioon	Mellol odgale			Monkstown	:	Mulhuddart	Naas Road		Navan Road	North Circular Boad		Ongar		Our Lady's Children's Hospital, Crumlin
Stop Stop Grid Code Number Ref.	(c) 328 D6 (d) 792 E8 (d) 4842 D7	(c) 313 C5 (c) 349 E6 (c) 404 E8 (c) 406 F8	CH 334 E5 CM 278 D2 CM 320 D6	ow 1359 D7	NG 794 D7	00 274 D3 00 4725 D2	os 273 E5 NB 402 E7	00 6059 D3	(A) 1502 F5 (C)	No 403 E8 EK 297 E4 EP 313 C5	NH 793 E8	MG 792 E8	n 1358 C7 E 298 F4	or 293 E4	279 D4	A 1502 F5	319 D6	NS 792 E8 794 D7	00 274 D3	op 270 U3 cu 335 E5	272 03	© 319 D6	co 319 D6 www 1359 D7	OF 281 D3	cu 335 E5	OP 270 D3 CK 366 E6	NG 792 E8	A 7392 D6	G 347 D5	(NK) 794 D7 (NC) 325 D5 (OV) 289 F4	ov 289 F4	™ 794 D7 © 319 D6	ob 274 D3	60 4495 E6 08 4522 D7	он 334 E5
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Route Destination	Dodsboro	Donnybrook	Dublin Airport	1 - -	Dublin 200	Dún Laoghaire	,		Dundrum	East Wall	Fairview			Finglas Village	de l'ochre	Glasnevin Cemetery			-	Guinness Storehouse		Harristown		Harold's Cross			Heuston Rail Station			Howth Summit	Howth Village	<u> </u>	Jobstown	;	Kilmacanogue
Stop Stop Grid Code Number Ref.	NG 792 E8		(c) 313 E6 (d) 404 E8 (e) 749 F4	on 1279 D7	op 2/0 U3 (NC 403 E8 403 E8 E8 404 E8	0 4725 D2 0 273 E5		op 270 D3 cu 335 E5	NG 792 E8	6 297 E4 0 4725 D2 0s 273 E5	NB 402 E7	AF 328 D6	NS 794 D7 NH 793 E8	08 4496 D4	0x 1359 D7	313 05	406 FB RB	G 317 D5		co 319 D6	8 4522 D7	op 270 D3	0A 4521 D7	NK 794 D7 OR 271 E4	NA 401 E7		MK /94 D/		08 4522 D7	co 4494 E5 co 319 D6 278 D2	NH 793 E8	cc 320 D6 ok 1359 D7		co 319 D6 co 278 D2	NH 793 E8
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Route Destination	Adamstown	Baggot Street	Baldoyle	Ballinteer	Ballycullen	Ballsbridge/RDS		Ballyfermot	Beaumont	Blackrock		Blanchardstown S.C.	Blanchardstown Village		Botanic Gardens	Bray Main Street	Castletown	Calbridge		Charlestown S.C.	Citywest Business Park	Clondalkin (Village)	Clongriffin	Clonskeagh	,	Clontarf Coolock		Coombe Hospital		Croke Park & Museum			DCU		

Oublin Bus

Sentre Routes **key City**







APPENDIX B. BUS EIREANN ROUTE MAP

Appendix B

BUS EIREANN ROUTE MAP



Full details of all Bus Éireann Services are given in the National Timetable. All locations served are listed in the index at the front of the timetable.

To aid clarity, certain local bus services operated by Bus Éireann have

for the summer period only. See relevant table for exact dates.

been omitted from this network map.

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email: info@buseireann.ie

Note: Expressway Services stop only at locations listed in the relevant section of the timetable Bus Éireann Local Bus Service - Year Round

Ulsterbus Goldline Service - Tel: +44 (028) 90 66 66 30

Note: Ulsterbus also operate an extensive network of local

bus services in Northern Ireland

Bus Éireann Local Bus Services - Summer Only Note: Local Bus Services stop on request at all points on route Expressway Service - Operated in conjunction with Ulsterbus Bus Éireann Day Tour Destination Bus Éireann Local Town and City Service Principal Bus Éireann Information Offices Airports Local Car / Passenger Ferry

Northern Ireland Border County Border

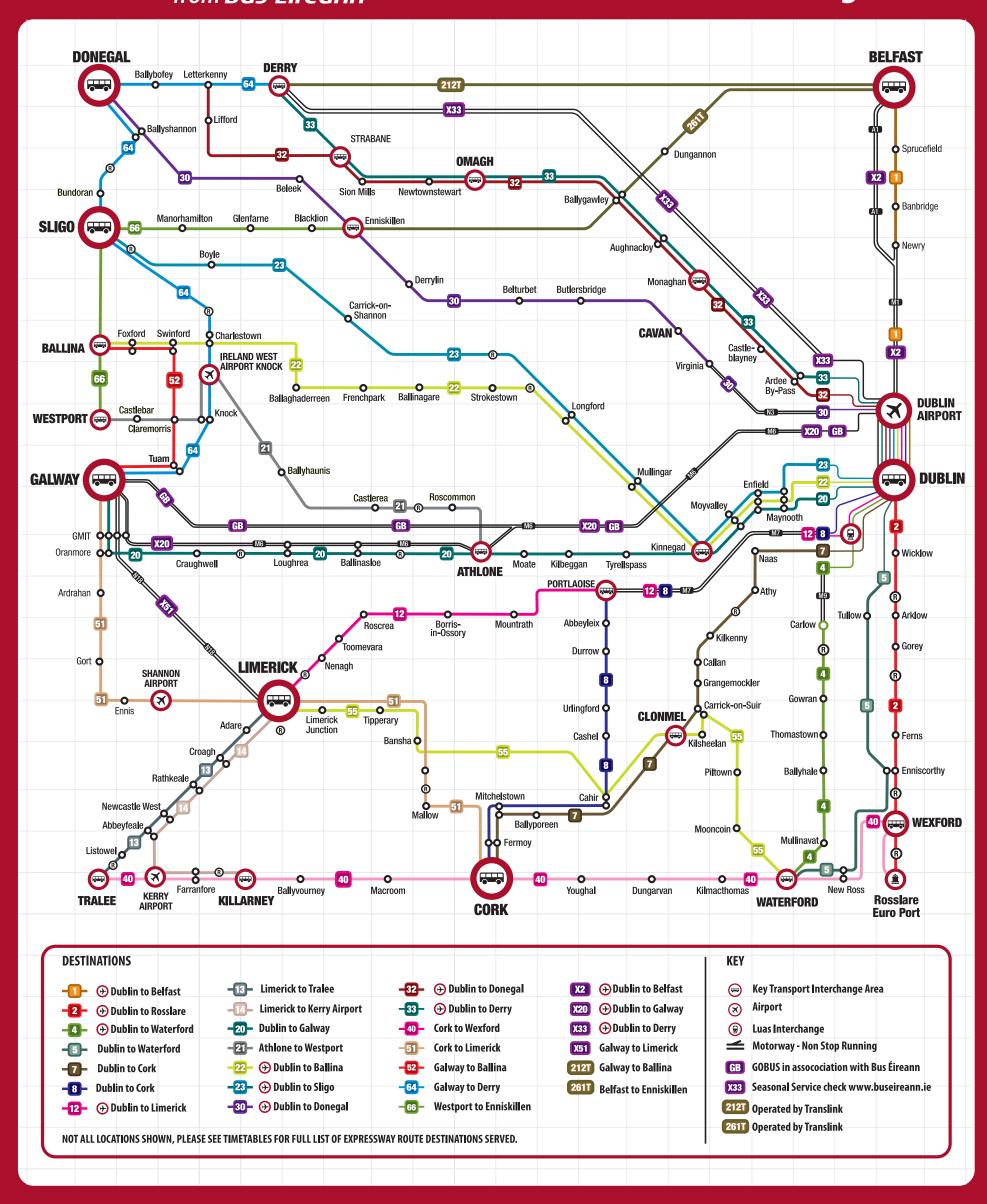
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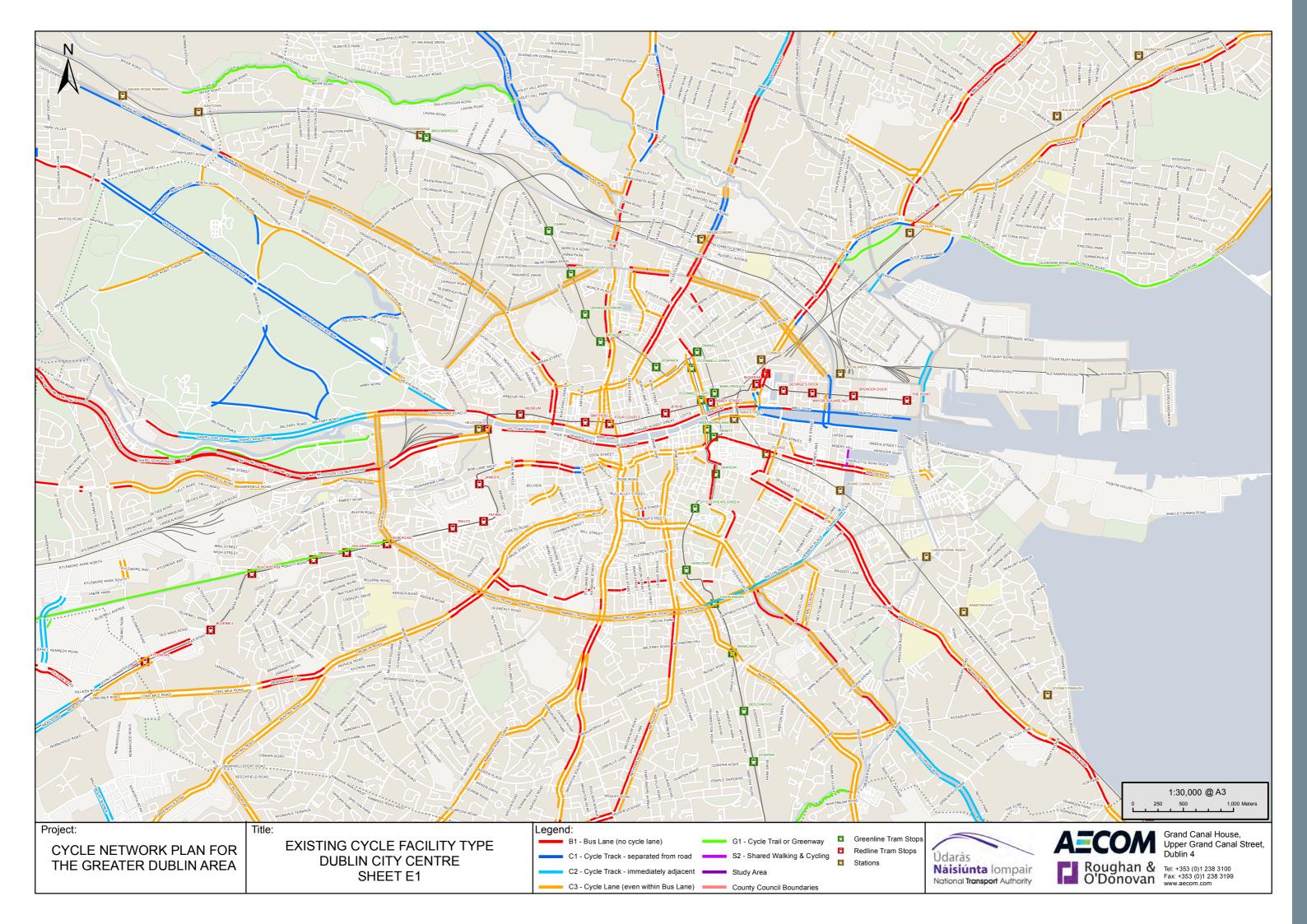




APPENDIX C. LOCAL CYCLE NETWORK MAP

Appendix C

LOCAL CYCLE NETWORK MAP





APPENDIX D. DUBLIN BIKES STATION MAP

Appendix D

DUBLIN BIKE STATION MAP

