11/05/2021

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HOLY CROSS COLLEGE DEVELOPMENT MOBILITY MANAGEMENT PLAN

SYSTRA

HOLY CROSS COLLEGE LANDS DEVELOPMENT

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

1. INTRODUCTION

1.1 Overview

1.1.1 SYSTRA LTD (SYSTRA) has been appointed by 'CWTC Multi Family ICAV acting on behalf of its sub-fund DBTR DR1 Fund' to prepare a Transport Assessment (TA) and Mobility Management Plan to accompany this planning application for a residential mixed-use development at the Clonliffe Lands in North Dublin City.

1.1.2 This report should be read in conjunction with the accompanying TA. The Mobility Management Plan is the principal mitigation measure proposed by the TA to address the forecast transport impacts of the development.

1.2 Site Overview

1.2.1 The Clonliffe Lands are location close to Drumcondra and represents a significant, but underutilised, body of undeveloped land in North Dublin City. The site sits on lands currently zoned for institutional use and amenity value/green network (banks of the River Tolka). The objective of the development is to ambitiously regenerate the area creating a modern, high-density, mixed-use development that respects the heritage and history of the site and surrounding neighbourhoods.

1.2.2 In keeping with this objective, CWTC Multi Family ICAV acting on behalf of its sub-fund DBTR DR1 Fund have prepared a masterplan that seeks to transform the site into an attractive multifamily development that retains the historical architecture and heritage. The goal is to create an appropriate historic and waterside setting with a mix of residential and recreational uses. The proposals comprise the following:

- 1,614 residential mixed tenure units (10% Social & 10% Affordable) of which:
  - 33% will be Studio Apartments;
  - 37% will be 1 Bedroom Apartments;
  - 26% will be 2 Bedroom Apartments; *and*
  - 3% will be 3 Bedroom Apartments;
- 3,463m^2 of tenant amenities;
- 627m^2 crèche; *and*
- 602m^2 of retail and cafe space.

1.2.3 A minimum of 20% of the site is to be retained as accessible public open space and the layout will seek improve connectivity through and across the site to create a community gain. The location and the redline boundary of the site is shown in Figure 1.

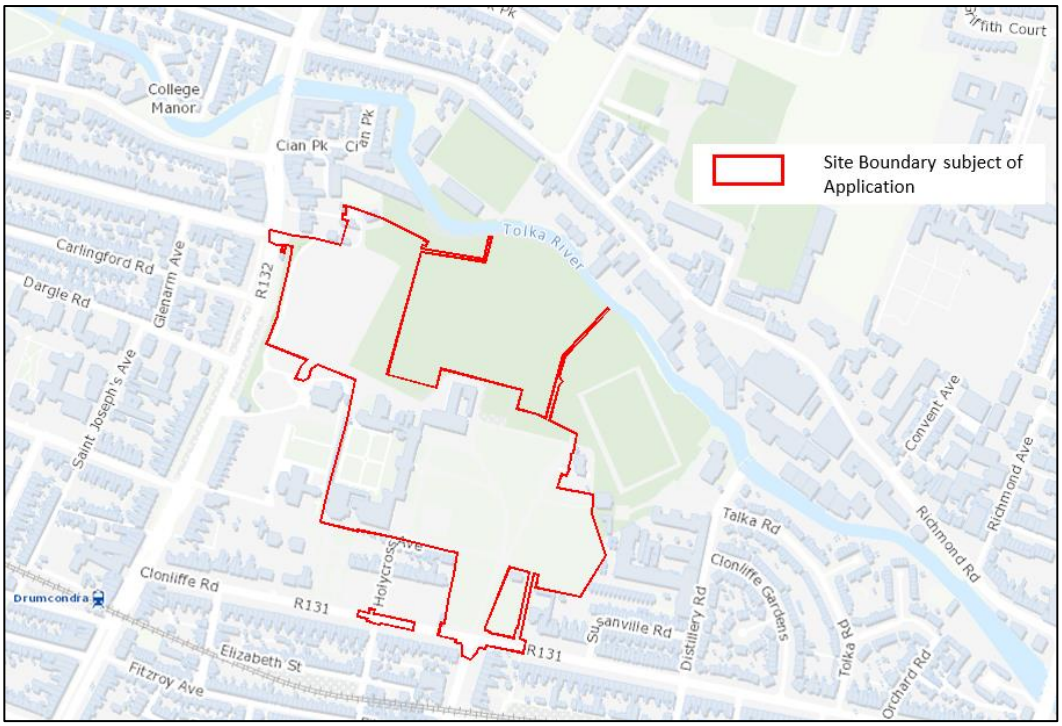


Figure 1. Site Location & Redline Boundary

1.3 Mobility Management Plan Approach

1.3.1 This Mobility Management Plan (MMP) has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage and embed sustainable travel choices by residents from the outset of the development's occupation.

1.3.2 A successfully implemented MMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased trips made by car-sharing, public transport, walking and cycling; and can improve road safety and personal security for pedestrians and cyclists.

1.3.3 Mobility Management is about improving the development site's access from the outset – by designing for and enabling and promoting sustainable travel options (e.g. walking, car-sharing, cycling and public transport) to residents – and by reducing the need to travel by car from the development in order to access essential services and amenities. MMPs can also improve the health and wellbeing of residents, staff and visitors through the benefits of active travel and reduce the transport-related carbon impact of the development. An MMP specifically focuses on journeys made from a single origin (home) to multiple destinations.

1.4 Report Structure

1.4.1 Following this first introductory section, the report will be set out in the following structure:

- **Section 2:** An introduction to Mobility Management
- **Section 3:** Proposed development
- **Section 4:** Policy context
- **Section 5:** Baseline site transport review
- **Section 6:** Pre–occupation baseline mode share
- **Section 7:** MMP objectives and targets
- **Section 8:** MMP measures
- **Section 9:** Monitoring and review
- **Section 10:** Summary

2. MOBILITY MANAGEMENT: CONTEXT

2.1 What is Mobility Management?

2.1.1 Mobility Management is a concept to promote sustainable transport and manage the demand for car use by changing travellers' attitudes and behaviour. Mobility Management is about improving a site's access, by designing for and enabling and promoting sustainable travel options (e.g. walking, cycling and public transport) to residents. The use of Mobility Management is well established in Ireland through the Development Control process and the policy documents set out in Chapter 3. The process involves key stakeholders such as the Local Authority, public transport operators, the developer and future residents.

2.2 The Benefits of Mobility Management

2.2.1 Implementing a Mobility Management Plan (or Travel Plan) has the following potential local benefits:

- Promoting alternative uses to the car can result in less congestion and therefore improves safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems can enable more sustainable travel choices.
- The local environment will be improved from reduced congestion, carbon emissions, pollution and noise.
- A range of travel options makes the development site attractive to potential residents.
- Increases opportunities for active healthy travel, such as walking and cycling.
- Reduces demand for parking spaces, enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives.
- Improved travel choice, quality and affordable access to services for all users.

2.3 Mobility Management Plan Objectives

2.3.1 The overarching objectives of the MMP are to reduce levels of private car use by encouraging people to walk, cycle, use public transport, car share. It can also reduce the number and length of trips undertaken / required (for example through the promotion of internet shopping and home working, and the provision of an on-site parcel delivery services).

2.3.2 The specific objective(s) of an MMP can vary depending upon the organisation, site characteristics and specific land uses which vary with each site. Nevertheless, in the context of a residential MMP, objectives can include:

Development Users

- Address residents, staff and visitors need for sustainable access to a full range of facilities for work, education, health, leisure, recreation and shopping.
- Promote healthy lifestyles and sustainable, vibrant local communities by improving the environment and the routes available for cycling and walking.

The Local Community

- Make local streets less dangerous, less noisy and less polluted and enhance the viability of public transport
- Reduce the traffic generated by the development for journeys both within the development and on the external road network
- Promote equal opportunities by offering wider travel choices
- Improve personal and wider community health
- Reduce air and noise pollution.

2.4 Making Residential Mobility Management Plans Work

2.4.1 A successful MMP will address all aspects of a development that create a need to travel by site residents. The MMP 'pyramid' below demonstrates how successful plans are built on the firm foundations of location and site design. A MMP should combine hard measures (e.g. cycle parking, routes to bus stops) and soft measures (such as bus taster tickets and personalised journey planning). All measures should be integrated into the design, marketing and occupation of the site – with parking restraint often crucial to the success of the MMP in reducing car use.[1]

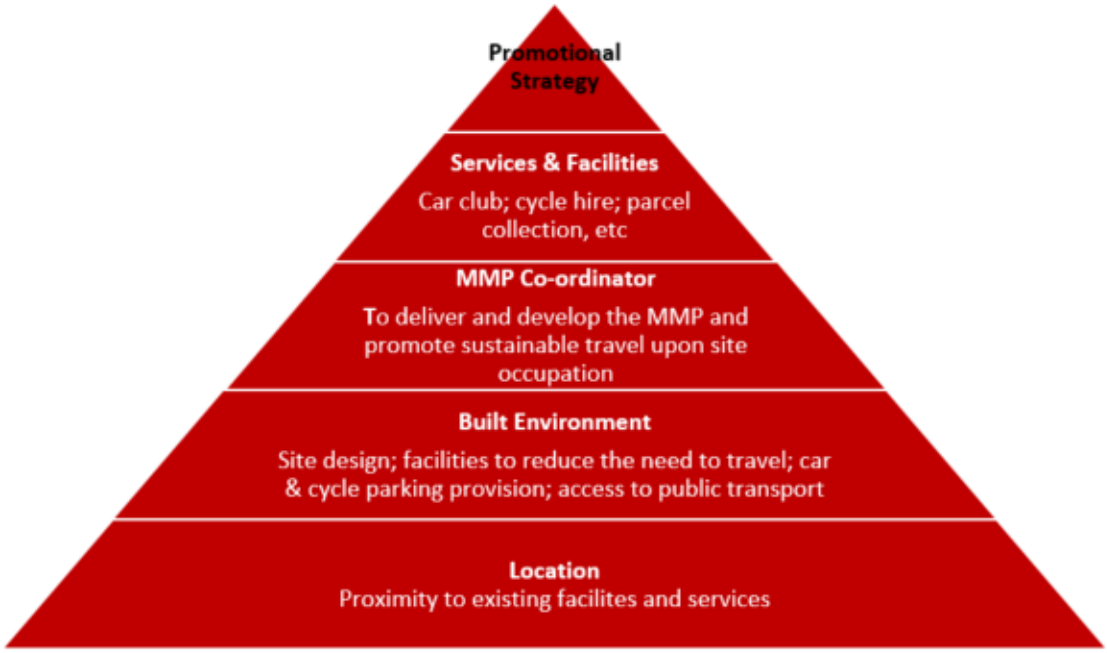


Figure 2. The Travel Plan Pyramid

2.4.2 MMPs are evolutionary documents that should be regularly updated. In this way, MMP targets and Action Plans can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this MMP is the starting point of a live process and will be updated on an annual basis or when required by other circumstances. MMP specific objectives should be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-Bound).

[1] UK Department for Transport *Making Residential Travel Plans Work* – June 2007

3. CURRENT TRANSPORT POLICY, PLANS AND STRATEGY REVIEW

3.1.1 This section provides an overview of the national, regional and local transport and other policy drivers and strategies that underpin the requirements (and benefits) of implementing a Mobility Management Plan for the proposed residential development. Please also see the accompanying Transport Assessment for a more detailed overview of current transport policy, plans and strategies of relevance to the site.

3.2 National Policy Context

3.2.1 This section provides an overview of the main national policy drivers and strategies that underpin the requirements (and benefits) of implementing a Residential MMP for the residential development proposed at the Clonliffe Lands site.

Ireland 2040 Our Plan – National Planning Framework

3.2.2 The Project Ireland 2040 - National Planning Framework (NPF) recognises that improvements in connectivity are achievable and are necessary to boost both competitiveness and quality of life. The Ireland 2040 Vision includes the following key elements which have direct relevance to Mobility Management.

1. More sustainable choices and options for people, businesses and communities that can positively influence sustainable patterns of living and working.
2. The highest possible quality of life for our people and communities, underpinned by high quality, well managed built and natural environments.
3. Significant improvement in local and international connectivity that underpins the competitiveness and quality of life of our people, businesses, communities and regions.

3.2.3 The NPF has been developed to deliver the following National Strategic Outcomes (as part of the Smart Growth Urban Initiative to achieve sustainable growth) which are pertinent to this report. These are to:

- Improve accessibility to and between centres of mass and scale and provide better integration with their surrounding areas.
- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context.

3.2.4 The NPF seeks to enable people to live closer to where they work, moving away from the current unsustainable trends of increased commuting. It supports more energy efficient development through the location of housing and employment along public transport corridors, where people can choose to use less energy intensive public transport, rather than being dependent on the car.

3.2.5 The Eastern and Midland Regional Assembly (EMRA), through its "Regional Spatial and Economic Strategy", also supports travel planning. Specifically, through Regional Policy Objective (RPO) 8.7 which promotes the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.

3.2.6 Regarding the proposed development at the Clonliffe, the following aims and objectives from the NPF are applicable:

- **National Policy Objective 10b:** Regional and Local Authorities to identify and quantify locations for strategic employment development, where suitable, in urban and rural areas generally.
- **National Policy Objective 11**: In urban areas, planning and related standards, including building height and car parking will be based on performance criteria enabling alternative solutions that seek to achieve well-designed high quality and safe outcomes in order to achieve targeted growth and that protect the environment.
- **National Policy Objective 28**: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by integrating physical activity facilities for all ages, particularly prioritising walking and cycling accessibility to both existing and proposed future development, in all settlements.
- **National Policy Objective 35**: Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.
- **National Policy Objective 61**: To improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car.

Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities

3.2.7 The 'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities' was published by the Department of Housing, Planning and Local Government in March 2018. The document provides direction for local authorities taking account of the current and future need for housing in line with the National Planning Framework (NPF) and Project Ireland 2040. The document outlines a number of Specific Planning Policy Requirements (SPPRs) which planning authorities and An Bórd Pleanála are required to apply in carrying out their functions.

3.2.8 Based on the NPF projections there is a need to build 550,000 new households nationally by 2040 to accommodate a 1 million person increase in population. The objective is for these new households to be located in as sustainable a location as possible within our towns and cities to address increasing pollution and commuting times and enable the state to feasibly provide and justify supporting infrastructure.

3.2.9 For large scale, higher density residential developments located within an accessible urban location the guidelines state that "the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances." This policy is particularly applicable in highly accessible areas at a confluence of public transport systems such rail and bus stations located in close proximity.

3.2.10 The criteria for these locations is to be within a 15-minute walk of the city centre, 10-minute walk to rail or tram or 5-minute walk to high frequency (10min peak hour frequency) bus services.

3.2.11 In suburban/urban locations served by public transport or close to city/town centres or employment areas and particularly for high density schemes, the guidance states that

planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

3.2.12 With respect to mobility management, the guidance goes on to state:

"As well as showing that a site is sufficiently well located in relation to employment, amenities and services, it is important that access to a car sharing club or other non-car based modes of transport are available and/or can be provided to meet the needs of residents, whether as part of the proposed development, or otherwise".

Smarter Travel, A Sustainable Transport Future (STASTF) – A New Transport Policy for Ireland, 2009-2020

3.2.13 As recognised in Smarter Travel, A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020 there is a need to provide an integrated transport network that enables the efficient, effective and sustainable movement of people and goods, in order to contribute to economic, social and cultural progress.

3.2.14 This policy recognises that without intervention, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer, and quality of life will decline. The key goals are as follows:

- Improve quality of life and accessibility to transport for all and for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.

3.2.15 The implementation of STASTF will also assist in meeting Ireland's international obligations towards tackling climate change. The following actions are relevant to the proposed residential development at the Clonliffe Lands site:

3.2.16 Action 1 – We will continue to enhance existing legislative provisions to deliver deeper integration of travel and spatial planning and to support the full integration and alignment of transport plans with the development plan process and local area planning (see also Action 42).

3.2.17 Action 2 – We will ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review and we will avail of policy directives to give effect to specific measures needed to meet the vision for sustainable travel. The following will also be included in future planning guidelines: a requirement that developments above a certain scale have viable travel plans in place. The following will also be included in future planning guidelines:

- A general requirement that significant housing development in all cities and towns must have good public transport connections and safe routes for walking and cycling to access such connections and local amenities.
- Integration of cycling and public transport.

- A requirement that developments above a certain scale have viable travel plans in place

The National Cycle Manual

3.2.18 The National Cycling Manual is focused on encouraging more people to cycle and providing for cycling in a stress free and safe environment. The Manual embraces the Principles of Sustainable Safety to offer a safe traffic environment for all road users including cyclists and offers guidance on integrating the bike in the design of urban areas. It challenges planners and engineers to incorporate cycling within transport networks more proactively than before.

Get Ireland Active – The National Physical Activity Plan, 2016

3.2.19 Another key policy driver for the encouragement of active, healthy commuting trips is the Get Ireland Active – National Physical Activity Plan (NPAP). Launched in 2016, this plan recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland.

3.2.20 The NPAP is about creating increased opportunities for people to be active in ways which fit in to their everyday lives and which suits individual needs, circumstances and interests, and to remove the barriers which people face to being active – by encouraging a supportive environment where physical activity becomes normal.

3.2.21 The NPAP focuses on the use of the natural and built environment. It recognises that promoting active transport are the most practical and sustainable ways to increase physical activity as part of people's everyday routine. It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.

3.3 Regional and Local Policy Context

3.3.1 This section provides an overview of the main regional and local policy drivers and strategies that underpin the context, requirements and benefits of a Mobility Management Plan for the proposed residential development.

Greater Dublin Area Transport Strategy, 2016-2023

3.3.2 This strategy aims to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods – helping to reduce modal share of car-based commuting to a maximum of 45%. To achieve these principles, future developments must:

- Have transport as a key consideration in land use planning – integration of land use and transport to reduce the need to travel, reduce the distance travelled, reduce the time taken to travel, promote walking and cycling especially within development plans.
- Protect the capacity of the strategic road network.

- Ensure a significant reduction in share of trips taken by car, especially those trips which are shorter or commuter trips.
- Take into account all day travel demand from all groups.
- Provide alternate transport modes in order to reduce the strain on the M50 as current increase in traffic is unsustainable.

3.3.3 The site is within walking distance of improved public transport provisions such as the proposed BusConnects Core Bus Corridor(s), which will enhance the overall public transport provision across urban Dublin. This will improve public transport options for residents, including for those commuting to destinations across the wider Dublin area.

Dublin City Council Development Plan, 2016-2022

3.3.4 The Dublin City Development Plan provides a coherent, integrated framework to ensure the city develops in an inclusive and sustainable manner which is resilient on social, economic and environmental fronts in the short and longer term. The plan emphasises the need for Dublin to become a low-carbon city and the role of compact, self-sustaining communities and neighbourhoods, urban form and movement has to play in achieving this goal.

3.3.5 The plan details a Core Strategy which includes housing, settlement, employment, retail and public transport strategies. The strategy translates into 3 broad strands which form the basis for the policies and objectives outlined in the plan, these are:

- Compact, Quality, Green, Connected City;
- A Prosperous, Enterprising, Creative City; and
- Creating Sustainable Neighbourhoods and Communities.

3.3.6 The policies and objectives of the plan are categorised into 12 broad areas. Table 1 below provides a summary of the policies most relevant to this MMP.

Table 1. Extracts from most relevant Dublin City Development Plan 2016-2022 Policies

No.	Details
SC19	"To promote the development of a network of active, attractive and safe streets and public spaces….which encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway."
SC20	"To promote the development of high-quality streets and public spaces which are accessible and inclusive, and which deliver vibrant, attractive, accessible and safe spaces and meet the needs of the city's diverse communities. "
QH10	"To support the creation of a permeable, connected and well-linked city and discourage gated residential developments as they exclude and divide established communities."
MT2	"Whilst having regard to the necessity for private car usage to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport..."
MT7	"To improve the city's environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe route.."
MT10	"To provide 30kph speed limits and traffic calmed areas at appropriate locations throughout the city subject to stakeholder consultation."
MT11	"To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas..."
MT12	"To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all."

MT13	"To promote bets practice mobility management and travel planning to balance car use to capacity and provide necessary mobility via sustainable transport modes."
MT17	"To provide sustainable levels of car parking and storage in residential schemes in accordance with development plan car parking standards so as to promote city centre living and reduce the requirement for car parking."
MT18	"To encourage new ways of addressing the paring needs of residents (such as car clubs) to reduce the requirement for car parking."
MTO25	"To support the growth of Electric Vehicles and e-bikes, with support facilities as an alternative to the use of fossil-fuel-burning vehicles, through a roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations."

3.3.7 Section 16.38 & 16.39 set out the car and cycle parking standards respectively. The plan states that car parking standards are maximum in nature and may be reduced where other modes of transport provide sufficient mobility for users of the development. Alternative solutions will also be considered such as residential car clubs where there are site constraints.

4. PROPOSED DEVELOPMENT

4.1 Proposed Development

4.1.1 Development Description:

- The development will consist of the construction of a Build To Rent residential development set out in 12 no. blocks, ranging in height from 2 to 18 storeys, to accommodate 1614 no. apartments including a retail unit, a café unit, a crèche, and residential tenant amenity spaces. The development will include a single level basement under Blocks B2, B3 & C1, a single level basement under Block D2 and a podium level and single level basement under Block A1 to accommodate car parking spaces, bicycle parking, storage, services and plant areas. To facilitate the proposed development the scheme will involve the demolition of a number of existing structures on the site.

- The proposed development sits as part of a wider Site Masterplan for the entire Holy Cross College lands which includes a permitted hotel development and future proposed GAA pitches and clubhouse.

- The site contains a number of Protected Structures including The Seminary Building, Holy Cross Chapel, South Link Building, The Assembly Hall and The Ambulatory. The application proposes the renovation and extension of the Seminary Building to accommodate residential units and the renovation of the existing Holy Cross Chapel and Assembly Hall buildings for use as residential tenant amenity. The wider Holy Cross College lands also includes Protected Structures including The Red House and the Archbishop's House (no works are proposed to these Structures).

- The residential buildings are arranged around a number of proposed public open spaces and routes throughout the site with extensive landscaping and tree planting proposed. Communal amenity spaces will be located adjacent to residential buildings and at roof level throughout the scheme. To facilitate the proposed development the scheme will involve the removal of some existing trees on the site.

- The site is proposed to be accessed by vehicles, cyclists and pedestrians from a widened entrance on Clonliffe Road, at the junction with Jones's Road and through the opening up of an unused access point on Drumcondra Road Lower at the junction with Hollybank Rd. An additional cyclist and pedestrian access is proposed through an existing access point on Holy Cross Avenue. Access from the Clonliffe Road entrance will also facilitate vehicular access to future proposed GAA pitches and clubhouse to the north of the site and to a permitted hotel on Clonliffe Road.

- The proposed application includes all site landscaping works, green roofs, boundary treatments, PV panels at roof level, ESB Substations, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

4.1.2 In addition, the following land uses are proposed within the overall Masterplan site and will be subject to separate planning applications:

- Approximately 1500m^2 recreational use sport pitches with a clubhouse (subject to future planning application); *and*
- A 200 bedroom hotel (permitted under DCC Reg. Ref.: 2935/20, ABP Reg. Ref.: PL29N.30819)

Figure 3. Proposed Development: Block Layout & Site Functions

4.2 Pedestrian & Cycle Access and Circulation

4.2.1 The Design Manual for Urban Roads & Streets (DMURS) indicate a hierarchy of travel modes with walking being the highest and most sustainable form of travel. Walking will not reduce long distance trips, however encouraging walking will reduce short distance vehicle trips, provide linkage to public transport and as an added benefit, will improve health and fitness.

4.2.2 There is a well-established network of footways throughout the surrounding area that provide strong connections between the proposed development and key local facilities / amenities. This is discussed further in Section 5.

4.2.3 The internal network of the proposed development has been designed to prioritise sustainable transport modes, while allowing for required vehicular access to car parking and for service vehicles. Not only will it seek to provide a safe and permeable environment for residents of the proposed development, it will also aim to provide a safe and direct link between the site and the external pedestrian and cycling networks and a future link to the full masterplan area.

4.2.4 Pedestrian and cyclists access points into the site from the local network will be provided from the following points:

- Clonliffe Road at the existing access into the site at the junction with Jones's Road (southern edge of site);
- Clonliffe Road at Holycross Avenue (southern edge of site); *and*

- Drumcondra Road at the junction with Hollybank Road (western edge of the site);

4.2.5 The access strategy for pedestrians and cyclists is shown in Figure 4 and has been designed to deliver a high level of permeability for active travel modes, comprising the following three types of routes:

- **Primary**: the entire internal road network will be traffic calmed with a 30kph maximum speed limit so that it will not be an attractive 'rat-run' or quicker alternative to the main roads;

- **Secondary**: the design of secondary routes will be more integrated and have a high pedestrian/cycle priority with shared surfaces/home-zones used where possible. They are also designed to tie into the pedestrian/cyclist only access points to the site. Vehicular traffic along these routes will be minimal; *and*

- **Shared Space**: a design concept which gives equal priority or equal rights of road space to cars, pedestrians and cyclists. The aim is to reduce the dominance of cars and car speeds through the design of the road space, whilst increase pedestrian and cyclist priority.

4.2.6 The routes through the site will be delivered as shared streets and mature tree-lined paths, interwoven with footpaths and green links, to ensure a pleasant and safe environment for walking and cycling. It will not be possible for car traffic to cut through the development from Drumcondra Road to Clonliffe Road to ensure streets are as calm as possible.

4.2.7 As outlined in Figure 3, the overall masterplan access strategy includes a potential cycling friendly north to south green corridor linking Holycross Avenue to Richmond Road in line with the GDA Cycle Network Plan. This access point is not subject to this application and will be developed further by Dublin City Council as part of the development lands north of the River Tolka.

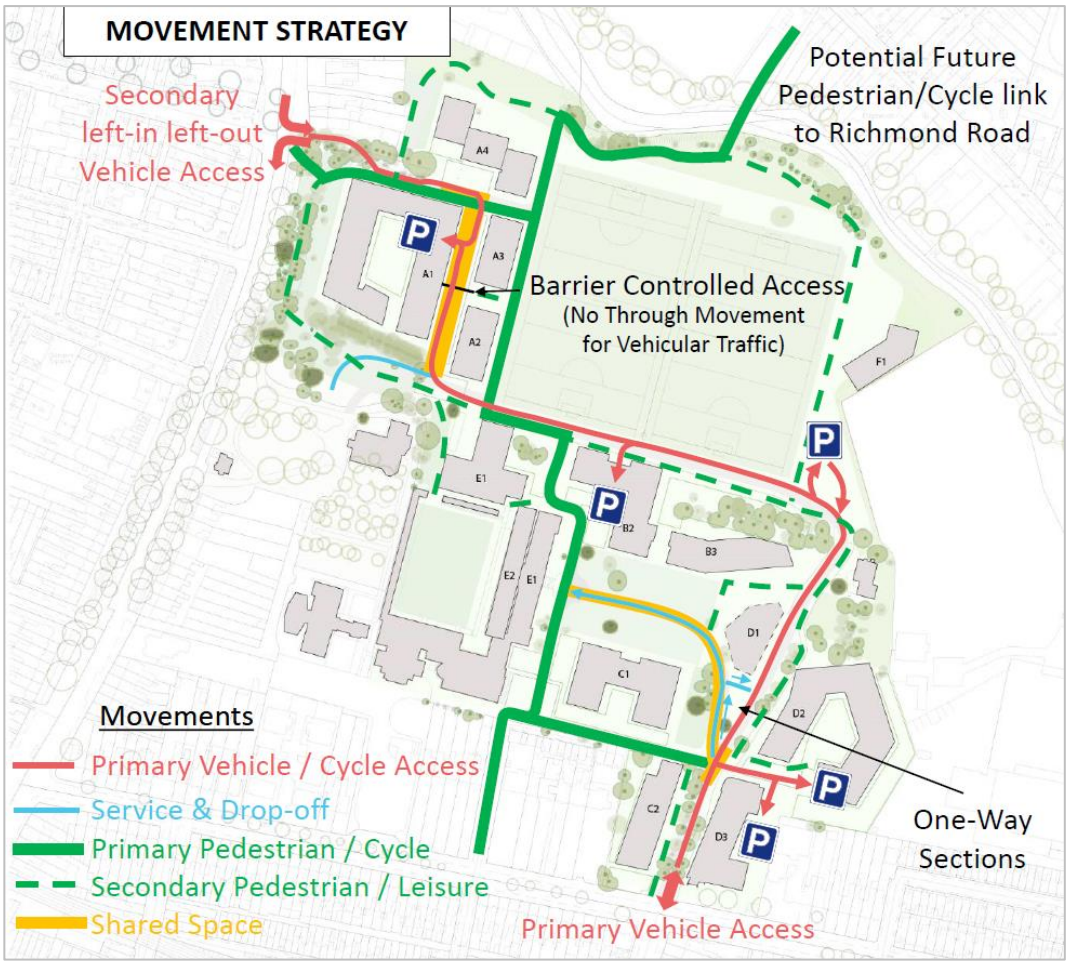


Figure 4. Pedestrian & Cyclists Access Strategy

Cycle Parking

4.2.8 The site is within DCC Parking Zone 2 and the standards stipulate that the development should provide a minimum of one cycle parking space per residential unit. The Design Standards for New Apartments suggest a higher level of cycle parking should be provided for residential uses than 1 per unit, and instead advocate the provision of one space per bedroom. However, it has been agreed with DCC that cycle parking for the apartments will be provided at 1.3 cycle spaces per unit. This is above the recommended level as per DCC's guidelines on account of the low car parking numbers and to accentuate the sustainable vision for the site.

4.2.9 The DCC parking standards per land use and the level of provision proposed is indicated by Table 2.

Table 2. DCC and DSFNA Cycle Parking Standards & Provision

Land Use	DCC Standards	DSFNA Standards	DCC agreed ratio
Residential	Minimum 1 per unit (1,614)	1 per bedroom (2,139)	1.3 per unit (2,098)
Total Provision			**2,255 Long Stay Secure**

4.2.10 As Table 2 demonstrates, the proposed development will provide above the DCC requirement for cycle parking, the DSFNA requirements and the agreed minimum ratio of 1.3 per unit (2,098). This over provision will be allocated for non-residential elements of

the development, for instance staff working on the creche, retail, concierge, café and other potential uses.

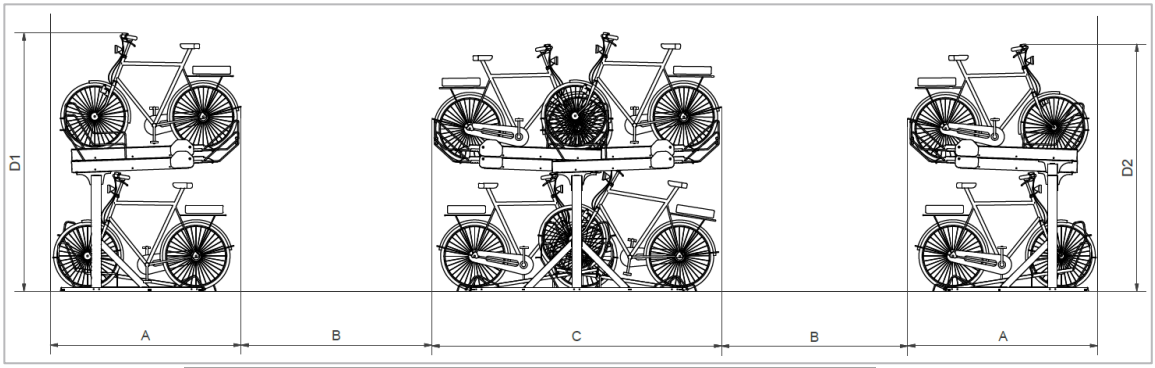
4.2.11 Staff working on the retail and creche in Block A4 will have access to long stay secure parking on the Bike Shed. Staff working on D1 café and Concierge will have allocated long stay secure parking in the Central Basement.

4.2.12 In addition to the long stay spaces, a further 252 short stay spaces will be provided around site for visitors to the development. These will be provided in the form of Sheffield Stands. This will bring the total number of cycle spaces to 2,507 for the residential portion of the masterplan, the basis of this application.

4.2.13 The long stay cycle parking will be two tier stacked parking, an example of which is shown in Figure 5. The ceiling heights and aisle widths of the bike room have all been designed to accommodate the dimensions illustrated. For buildings where a basement is present, cycle parking will be located underneath residential blocks and cycle lifts will be installed to aid access. Where no basement is present, cycle parking will be provided in secure rooms or covered sheds close to the building entrance. Table 3 shows the allocation of bike parking for each blocks for residential uses, and other uses.

Table 3. Bike Parking Allocation

Blocks	Bike Parking Allocation
BLOCK A1	A1 Basement and A1 Podium
BLOCK A2	A2 Store
BLOCK A3	A2 Store
BLOCK A4	A1 Podium and A4 Shed Store
BLOCK B1	B1 Store
BLOCK B2	Central Basement: bike room B2 & B3 combined
BLOCK B3	Central Basement: bike room B2 & B3 combined
BLOCK C1	Central Basement: bike room C1 & C2 combined
BLOCK C2	Central Basement: bike room C1 & C2 combined and C2 Shed Store
BLOCK D1	Central Basement: bike room D1
BLOCK D2	D2 Basement
BLOCKS E1 / E2	E1/E2 bike store
Creche and Retail	E1/E2 bike store
Café and Concierge	Shed Store



Product	A	B	C	D1	D2
Velo-Up E-Bike	1945	2100-1900	2990	2705	2585
Velo-Up Flex	2100	2100-1900	n.v.t.	2700	2580
Velo-Up Fixed	2100	2100-1900	n.v.t.	2700	2580
Velo-Up Low	1995	2100-1900	3090	2655	2535
Velo-Up Regular	1880	2100-1900	2910	2700	2580
Velo-Up Budget	1890	2100-1900	2898	2700	2580

Figure 5. Two-Tier Cycle Parking with dimensions

4.3 Vehicular Access & Circulation

4.3.1 Vehicular access to the proposed development from the local road network will be provided from the following two points:

- **Primary access:** from Clonliffe Road via an upgraded 4-arm signalised crossroads junction between Clonliffe Road, Jones's Road and the Proposed Development. It is anticipated that the majority of vehicles to the development will utilise this access; *and*

- **Secondary access:** from Drumcondra Road Lower via a new left-in/left-out arrangement creating a 4-arm priority crossroads junction between Drumcondra

Road, Hollybank Road and the proposed development. Only a small proportion of vehicles will utilise this access to reach the residential element of the development (discussed further in Section 7 of the TA).

4.3.2 The secondary access from Drumcondra Road will be for car park/delivery/creche/retail and servicing/emergency access only site only. The primary access from Clonliffe Road will provide access into all vehicular-designated areas of the site.

4.3.3 Circulation through the site has been designed so that it will not be possible for car traffic to cut through the development between Drumcondra Road and Clonliffe Road to avoid creating a "rat run". A barrier system will be installed within a 'home-zone' between blocks A1 and A2. This will serve the dual purpose of calming traffic and controlling through movements. The proposed location of the barrier is shown in Figure 6.

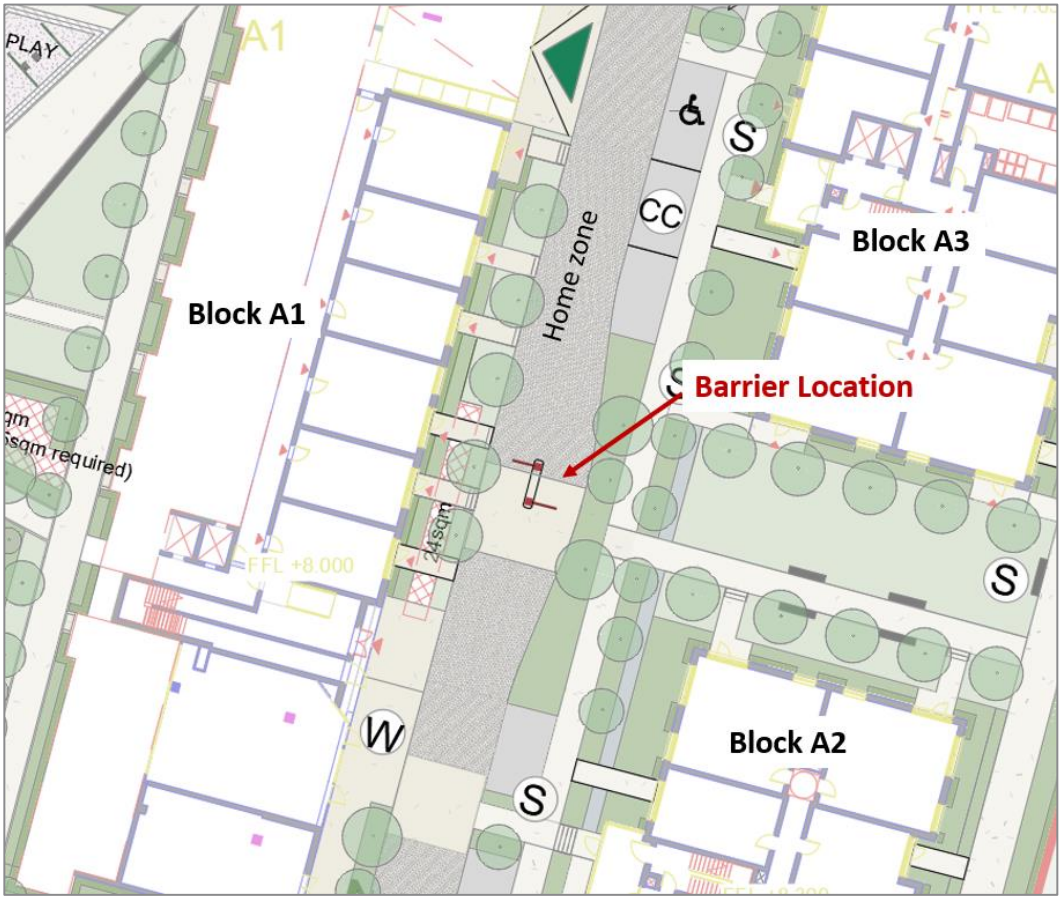


Figure 6. Barrier Location

4.3.4 The aforementioned vehicular access points and circulation routes are demonstrated in Figure 7.

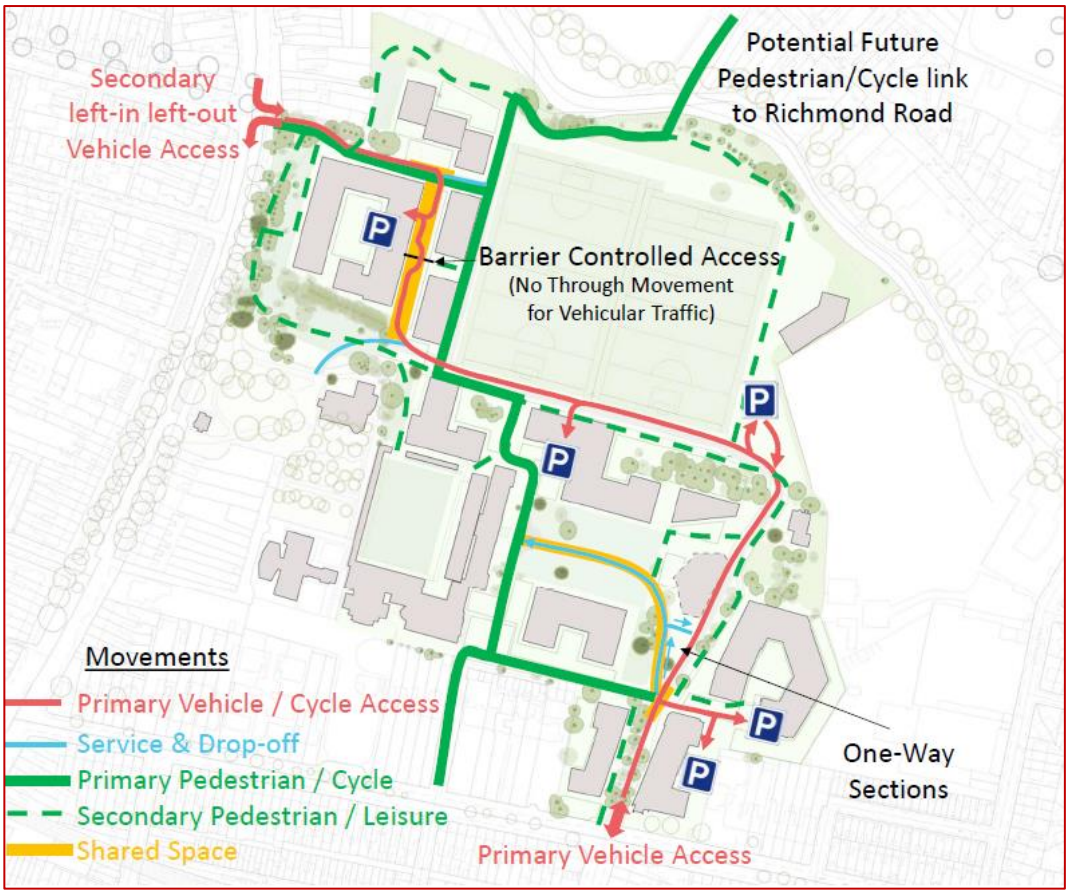


Figure 7. Vehicular Access Strategy

4.3.5 It should be noted that the access requirements for the hotel and GAA pitches/clubhouse are accommodated as part of the overall Masterplan development but the plans are subject to individual planning applications. The hotel has been permitted under DCC Reg. Ref.: 2935/20, ABP Reg. Ref.: PL29N.30819.

4.4 Network Improvements

4.4.1 A number of infrastructural measures are proposed to improve access for all modes to the site and limit the impact of any additional demand on the immediate network. As discussed, two new vehicular access junctions (from Clonliffe Road and Drumcondra Road respectively) will be provided as well as three designated pedestrian and cyclists access points.

4.4.2 To facilitate these access points, the following upgrades to the network will be made (as shown in Figure 8 below):

- Upgraded 4-arm signalised junction on Clonliffe Road at the primary development access;
- New left-in/left-out priority junction with Drumcondra Road; *and*
- Enhanced pedestrian crossing point on Clonliffe Road at Holycross Avenue which will provide an upgraded pedestrian and cyclists access into the development.

Figure 8. Overview of External Network Improvements

Upgraded Access Junction from Clonliffe Road

4.4.3 The current signalised junction between Clonliffe Road and Jones's Road will be upgraded to accommodate the development access arm into a 4-arm signalised junction. The existing kerb lines will be maintained, however, pedestrian crossings will be provided on all arms of the junction (currently no crossing is provided on the Clonliffe Road West arm). The key features of the junction improvement can be seen in **Error! Reference source not found.**.

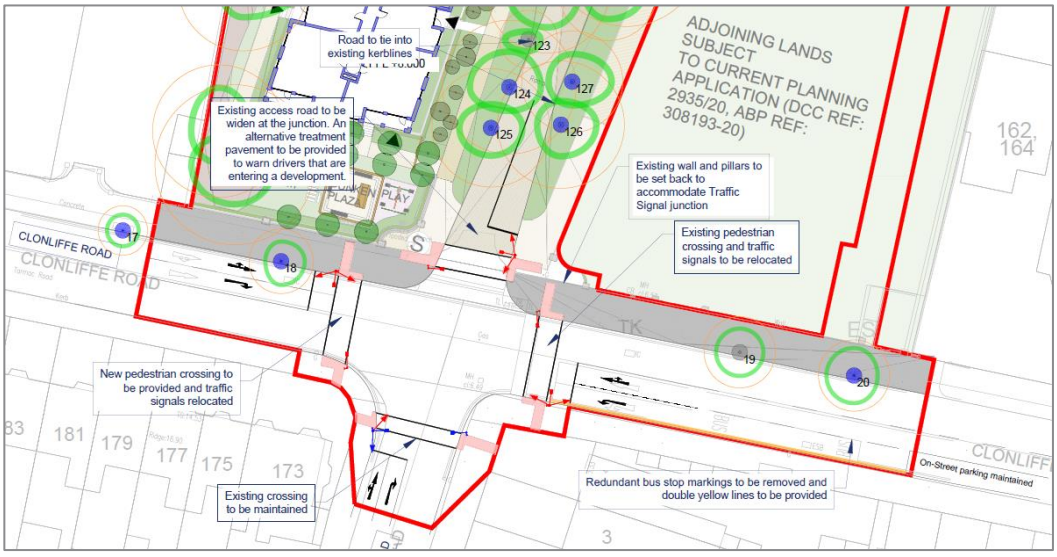


Figure 9. Clonliffe Road / Primary Development Access / Jones's Road Upgraded Junction

New Access Junction from Drumcondra Road

4.4.4 Currently there is a gated dropped kerb access from Drumcondra Road but it is unused and there are no road markings. The proposed development will create a new priority controlled access junction here comprising and left-turn in and out only arrangement from Lower Drumcondra Road. This will ensure a minimal amount of disruption to the operation of this current 3-arm priority junction with Hollybank Road. 'Turn Left' signage will be erected at the site exit and 'No Right Turn' signage on Drumcondra Road Lower northbound.

4.4.5 The access will incorporate the Bus Connects proposed improvements by providing a break in the mandatory cycle lane to create a small section of advisory lane which will allow vehicles to turn across the cycle lane. The stop line for the site exit will be behind the cycle lane. The key features of this junction can be seen in **Error! Reference source n ot found.**.

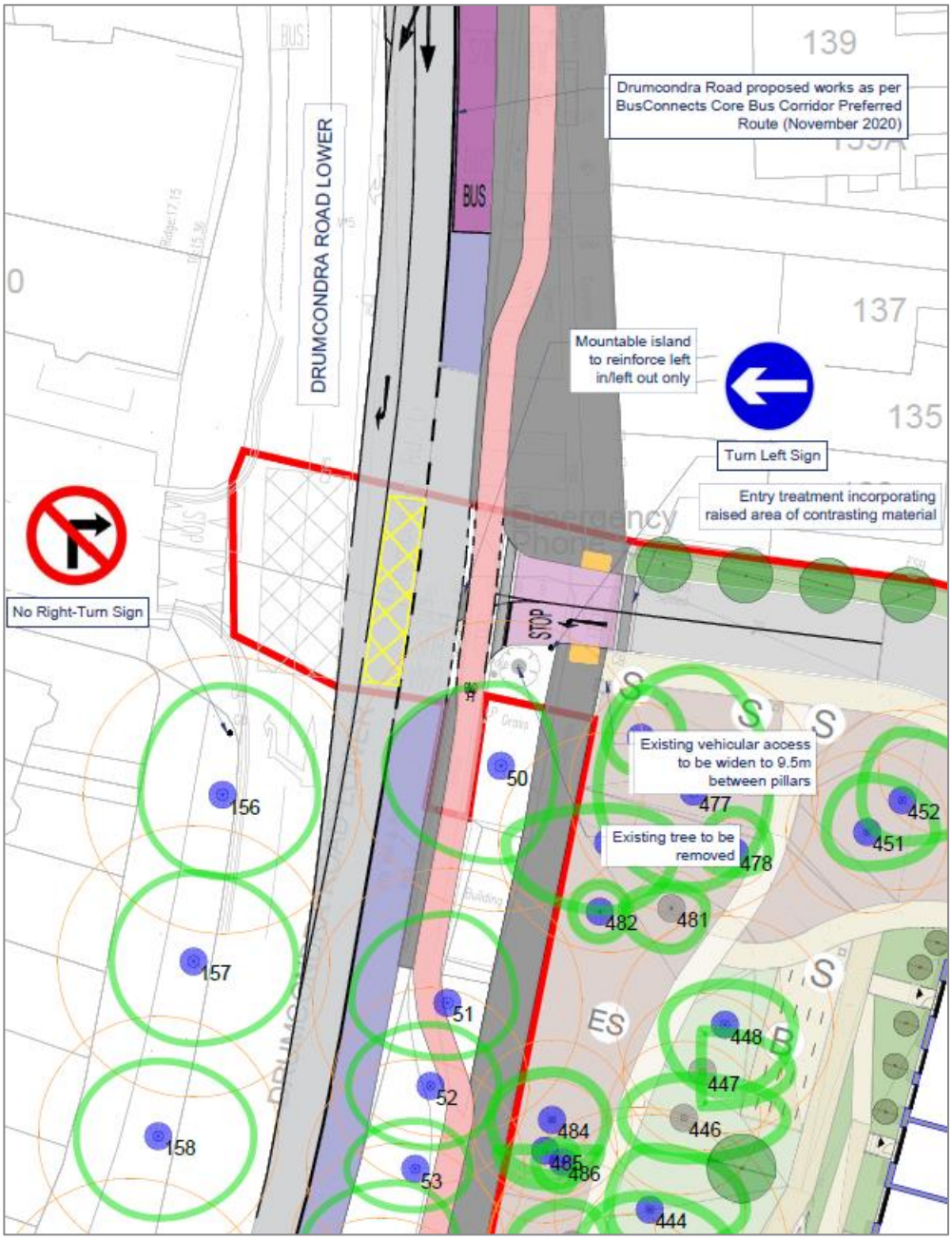


Figure 10. Future Drumcondra Road / Secondary Development Access New Junction under BusConnects

Enhanced Pedestrian Crossing on Clonliffe Road

4.4.6 The current crossing at this location on Clonliffe Road (adjacent to Holycross Avenue) comprises a dropped kerb and narrow pedestrian refuge island in the centre of the two traffic lanes. The proposed development will upgrade this crossing to provide tactile paving with the dropped kerbs.

4.4.7 Visibility is currently poor due to parked cars, therefore, the footpath will be built-out on the southern side to improve visibility and pedestrian safety. The pedestrian refuge island will be removed as the build-out will make the length of the crossing narrower for pedestrians and to make the road more conducive to cyclists. This will also facilitate left-turning vehicles from Mabel Street.

4.4.8 The key features of this enhanced crossing can be seen in Figure 11.

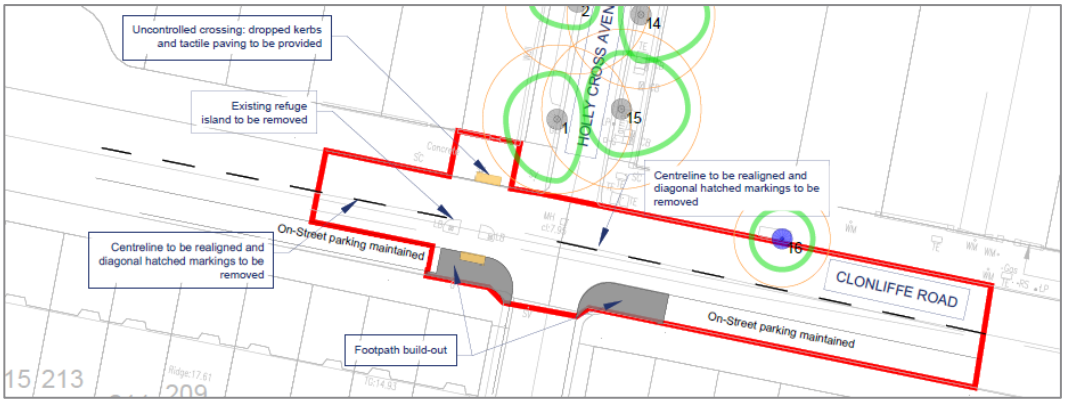


Figure 11. Enhanced Pedestrian Crossing on Clonliffe Road

4.5 Car Parking

4.5.1 Dublin City is divided into three parking zones in the Council Development Plan 2016-2022 and proposed development site is located within the area designated as Parking Zone 2, as shown in Figure 12.

4.5.2 The plan advises that car parking provision in Zones 1 and 2 should be restricted on account of these locations being close to good public transport. This is in line with 2018 government guidance that states car parking provision should be minimised, substantially reduced or wholly eliminated in accessible urban areas. The maximum parking quantities for Zone 2 are demonstrated in Table 4.

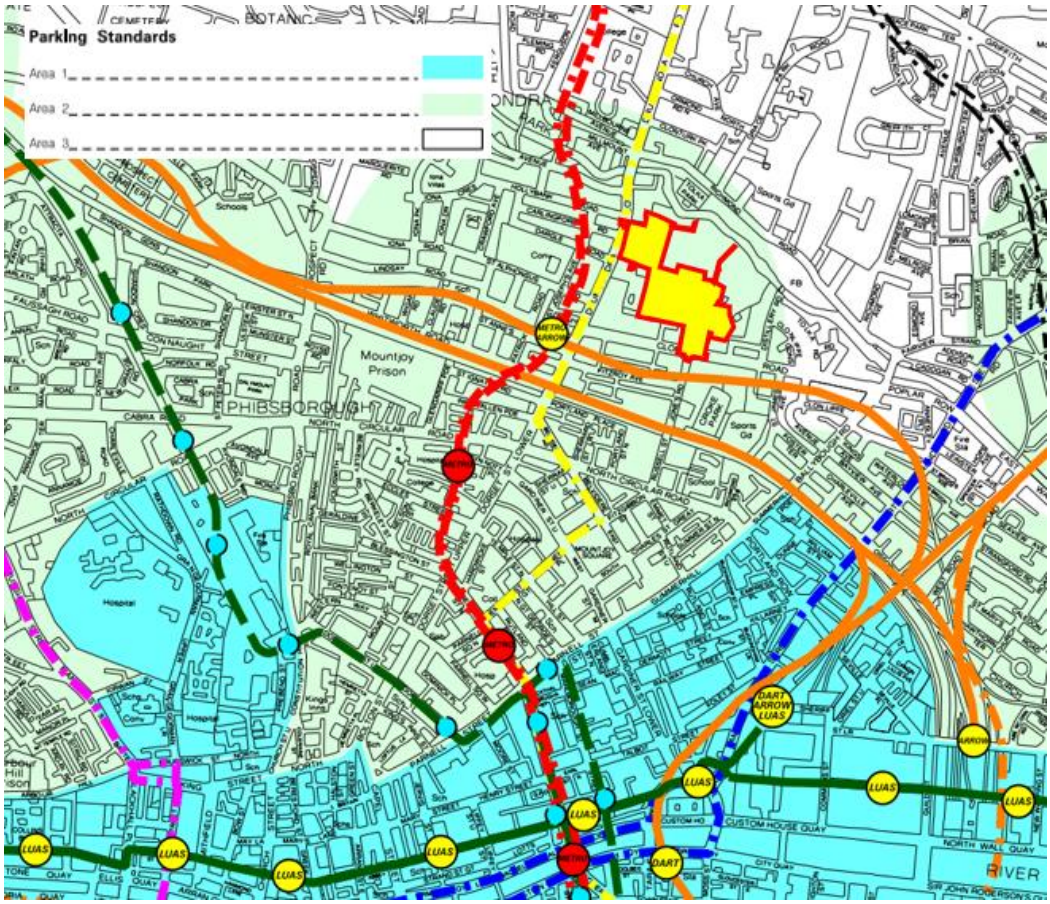


Figure 12. DCC Parking Zones

Table 4. DCC Maximum Parking Standards for Zone 2

Type	Residential	Comments
Car Parking	Maximum 1 per residential unit	Each space permanently assigned to & sold with each apartment & not sublet/ leased to non-residential owners/ occupiers
Electric Vehicles	Unspecified but in line with national policy/targets	-
Disabled	5% of total car park spaces	-
Car Club	No Set Guidance	Where sites are constrained… alternative solutions will be considered e.g. car clubs

4.5.3 Considering recent national policy, the predicted mode share of the development, the low car ownership levels locally, the location of the site adjacent to alternative modes (quality bus corridor, rail, cycle infrastructure), and the proposed on-site mobility services; it is considered appropriate to provide a car parking ratio of 0.3 car spaces per unit to serve the proposed development. Alongside this, a residential cycle parking ratio of 1.3 cycle spaces per unit is proposed, this is well above the minimum of 1 cycle space per unit set out in the parking standards to account for the lower number of car parking spaces.

Table 5. DCC Car Parking Standards & Provision

Land Use	Standard	Requirement	Provision
Residential	Max 1 per unit	Max 1,614	0.3 car parking spaces per unit to be provided (484no. to be provided)
Total			**484 Residential Car Parking Spaces**

4.5.4 As Table 5 indicates, the proposed development will provide 484 residential car parking spaces which is below the DDC maximum for car parking, with an approximate ratio of 0.3 per unit.

4.5.5 477no. of residential car parking spaces will be located at podium or basement level to improve the visual appeal of the site and prevent a car dominated landscape. In addition, 7 spaces will be provided at surface level for mobility impaired residents who don't have direct access to basements. That makes a total of 484 residential car parking spaces.

4.5.6 At surface level 31no. of spaces will be provided. Of these:

- 7no. of these spaces will be for use by mobility impaired residents (as outlined above). This will ensure there is a suitable designated parking space with direct access to blocks without direct access to a basement.
- 4no. of these spaces will be for use by mobility impaired visitors to the site;
- 16 of these spaces will be used as pay and display; *and*
- 4 of these spaces will be designated exclusively for car club use.
- 7 loading bays will be provided along the site to serve the blocks and provide a set-down/pick-up facility;

4.5.7 A total of 5% of spaces will be reserved for those with mobility impairments. Electric charging points will also be installed for 10% of spaces with the remainder future proofed for 100% installation.

4.5.8 A summary of the basement car parking for this application is provided in Table 6.

Table 6. Development Car Parking Provision

CAR PARKING	Total Spaces	Standard Resi Spaces	Mobility Parking	EV Car Parking	Car Club Parking
Central Basement	158	128	8	16	6
D2 Basement	86	70	4	9	3
A1 Podium	89	72	4	9	4
A1 Basement	144	116	7	14	7
Total for this application	**477**	**386**	**23**	**48**	**20**

4.5.9 A summary of the overall surface car parking is provided in Table 67.

Table 7. Development Car Parking Provision

CAR PARKING	Total Spaces	Mobility Parking Residents / Visitors	EV Car Parking	Car Club Parking	Standard spaces	Loading
Surface	31	11	3	4	13	7

5. BASELINE TRANSPORT REVIEW

5.1 Overview

5.1.1 A review of the existing transport network was undertaken to inform the Transport Assessment. The review focused on all modes of transport:

- Active Modes – e.g. cycling and walking;
- Existing Public Transport Modes – e.g. bus, rail and light rail;
- Existing road network;
- Overview of the existing transport demand in the surrounding area.

5.2 The Site and Surrounding Land Use

5.2.1 The Masterplan lands are situated immediately east of Drumcondra Road and bounded by Clonliffe Road to the South and the Tolka River to the North. The site is less than 2km from Dublin City Centre and there are several public transport options nearby that enable sustainable travel across the Greater Dublin Area.

5.2.2 The land use of the surrounding area is predominantly residential with some commercial areas located along Drumcondra Road Lower. Croke Park, the national Gaelic games stadium and headquarters of the Gaelic Athletic Association (GAA), is located just to the south.

5.2.3 As indicated in Figure 13, the Clonliffe Lands are situated to the immediate east of Drumcondra Road and bounded by Clonliffe Road to the South and the Tolka River to the North. The development is very well served by public bus and it is located in close proximity to the Swords Quality Bus Corridor which runs directly to the City Centre along the N1. Drumcondra Rail Station is just a short walk from the site.

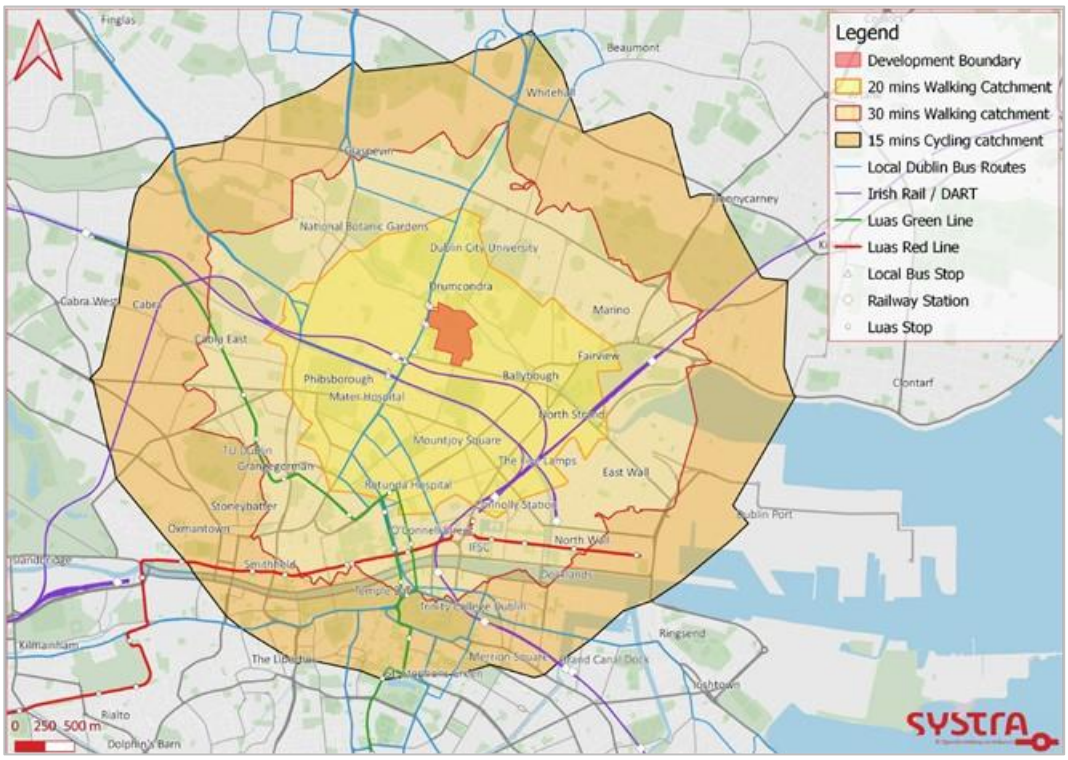


Figure 13. Site Location

5.3 Walking Provision

5.3.1 The main pedestrian routes to and from the site are generally of very good quality with wide footpaths and street lighting. The pedestrian and cycle entrance along Holycross Avenue has limited street lighting which may need to be addressed as part of the proposed development.

5.3.2 Clonliffe Road has footpaths on both sides of the road of approximately 3.5m wide on the northern side and 2m on the southern side. There is a signalised pedestrian crossing at the junction with Jones's Road comprising dropped kerbs and tactile paving immediate east of one of the access points into the site. These characteristics are shown in Figure 15.

5.3.3 There is also a narrow pedestrian refuge island at Holycross Avenue just south of the development along Clonliffe Road with dropped kerbs but there is no formal road markings or signage, as shown in Figure 16. Visibility can be poor due to parked cars. This may need to be improved to facilitate better pedestrian safety as Holycross Avenue will be one of the primary pedestrian and cycle entrances to the site.

5.3.4 At the 3-arm signalised junction between Clonliffe Road and Drumcondra Road, there are signalised pedestrian crossings with dropped kerbs and tactile paving at the Clonliffe Road and Drumcondra Road North arms (the latter comprises a staggered crossing with guard rails), as shown in Figure 17.

5.3.5 Drumcondra Road has footpaths on both sides of the road varying from approximately 2m – 3m wide. Between St Alphonsus' Road Lower and Hollybank Road, the footpath is segregated from the carriageway by railings and a 2m grass verge, as shown in Figure 18. The footpath runs alongside an off-road cycle track, delineated by white lining.

5.3.6 Figure 14 indicates viewpoints at which Figure 15 – Figure 18 are demonstrating the characteristics of the pedestrian environment.

Figure 14. Pedestrian Environment - Overview

Figure 15. Pedestrian Environment – Viewpoint 1

Figure 16. Pedestrian Environment – Viewpoint 2

Figure 17. Pedestrian Environment – Viewpoint 3

Figure 18. Pedestrian Environment – Viewpoint 4

5.3.7 The site is within a convenient walking distance of the city centre and a number of other large employment centres as well as leisure and retail facilities. The Mater and Rotunda Hospitals are within 20-minute walk of the site as is Phibsborough and the city centre. Figure 19 outlines the 20 and 30-minute walking catchment and 15-minute cycle catchment of the site.

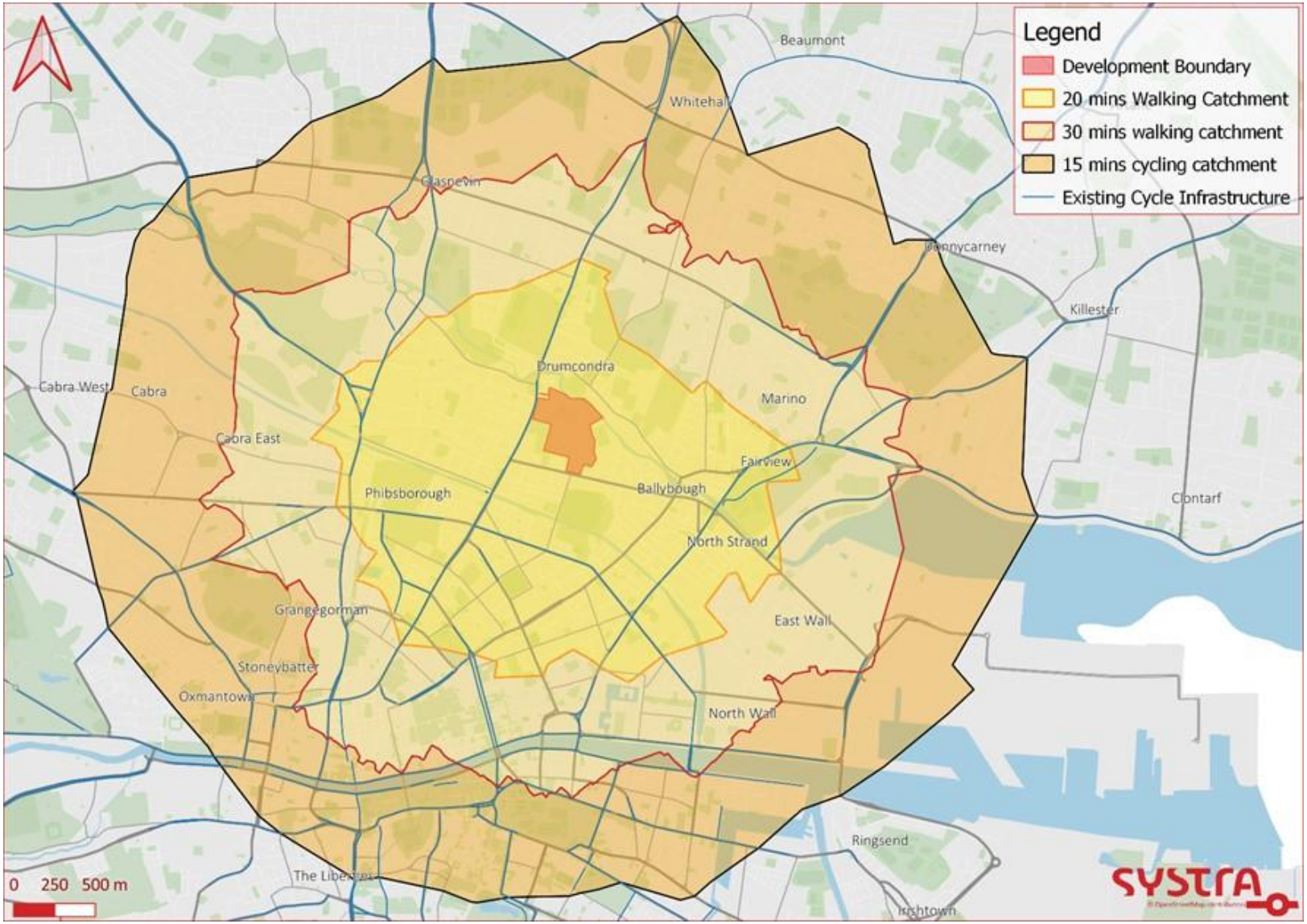


Figure 19. Walking & Cycling Catchment

5.3.8 There are many local creches, schools, convenience shops and supermarkets, sports and youth clubs and parks, community gardens and a range of other local amenities within easy walking distance of the site. The local amenities within a 20-minute walking catchment are shown in Figure 20.

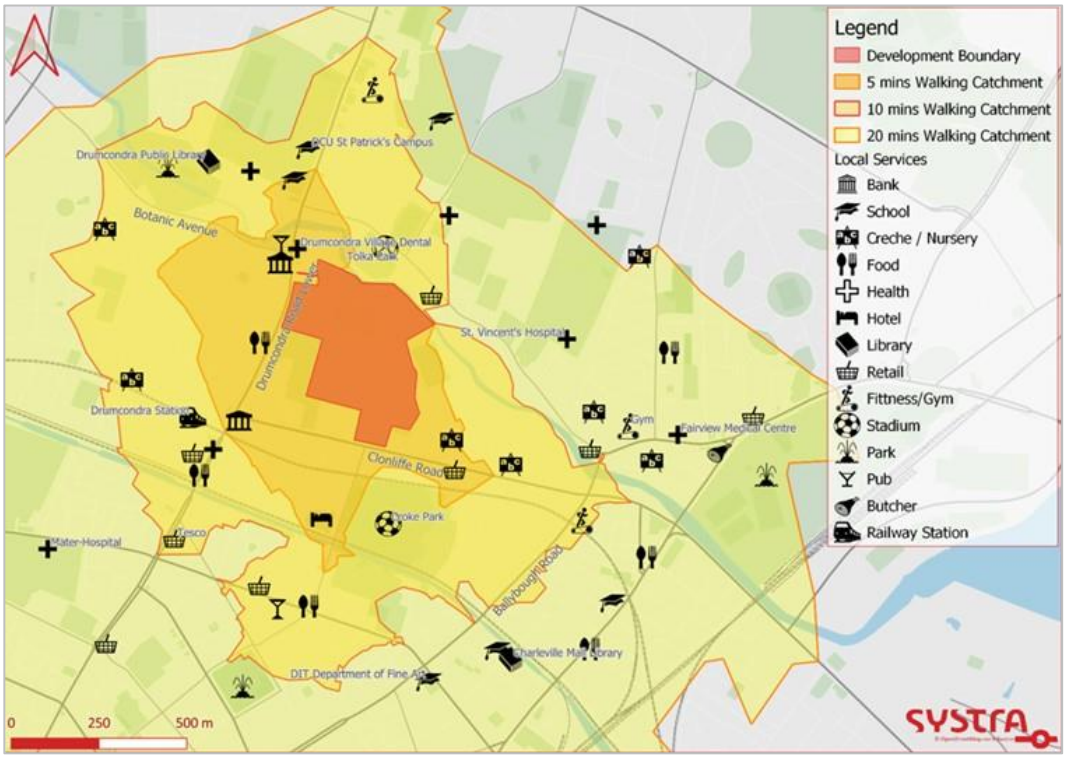
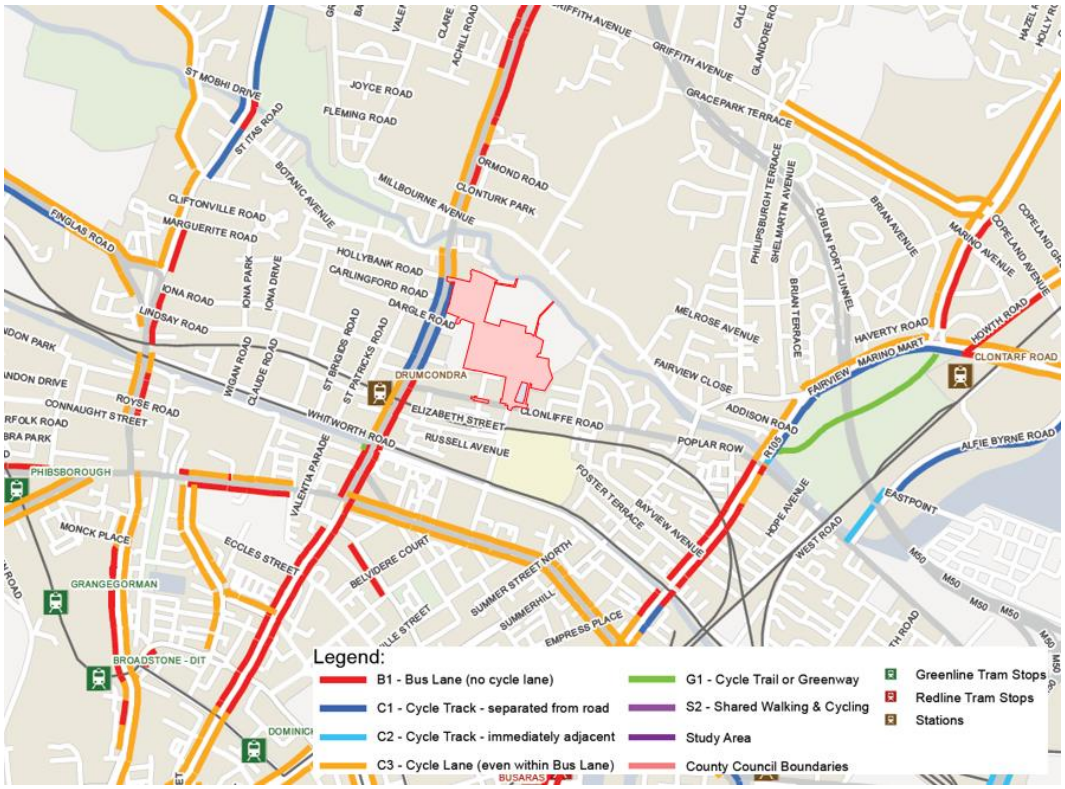


Figure 20. Local Catchment & Amenities

5.4 Cycling Provision

5.4.1 As Figure 19 above demonstrates, the site is situated within a convenient 15 minute cycling distance of a large area of Central and North Dublin and employment hubs, including the city centre.

5.4.2 Two-way off-road cycle tracks run between Hollybank Road and St Alphonsus' Avenue alongside the western periphery of the site. However, cycle lane infrastructure elsewhere in the surrounding area is currently limited, and there are currently no cycle lanes along Clonliffe Road or Jones's Road. The current level of cycling provision is demonstrated in Figure 21.



(Source: National Transport Authority)

Figure 21. Existing Cycle Lane Provision

5.4.3 There are various 'Sheffield'-style cycle stands at points on the footpaths surrounding the site. These include:

- Along Clonliffe Road immediately west of the Jones's Road junction (five stands, as demonstrated by Figure 22);
- On the western side of Drumcondra Road at the junction with Clonliffe Road (five stands); and
- At three points at the junction between Drumcondra Road and Hollybank Road (approximately nine stands in total).

Figure 22. Cycle Stands on Clonliffe Road

Bicycle Sharing Infrastructure

5.4.4 There are three main bike sharing schemes within Dublin, Dublin Bikes, BleeperBike, and MOBY Move. Dublin Bikes is a public bike rental scheme powered by several stations around Dublin City primarily between the Grand and Royal Canals. BleeperBike and MOBY Move are station-less bike sharing schemes where users park the bike at designated Sheffield stands through the city with the scheme extending well beyond the canals into the north and south of the city. MOBY Move offer high spec fully electric bikes with pedal assist – where a motor activates when the pedals are in motion.

5.4.5 There are limited Dublin Bike Stands within walking distance of the site with the nearest a 10 minute walk away. BleeperBike, however, have two designated bike parking racks directly outside the site access points on Clonliffe Road and Drumcondra Road Lower, as shown in Figure 23. There are also two designated MOBY bike share spaces nearby, the closest is a five minute walk located outside Drumcondra Railway Station with space for up to 20 bicycles.

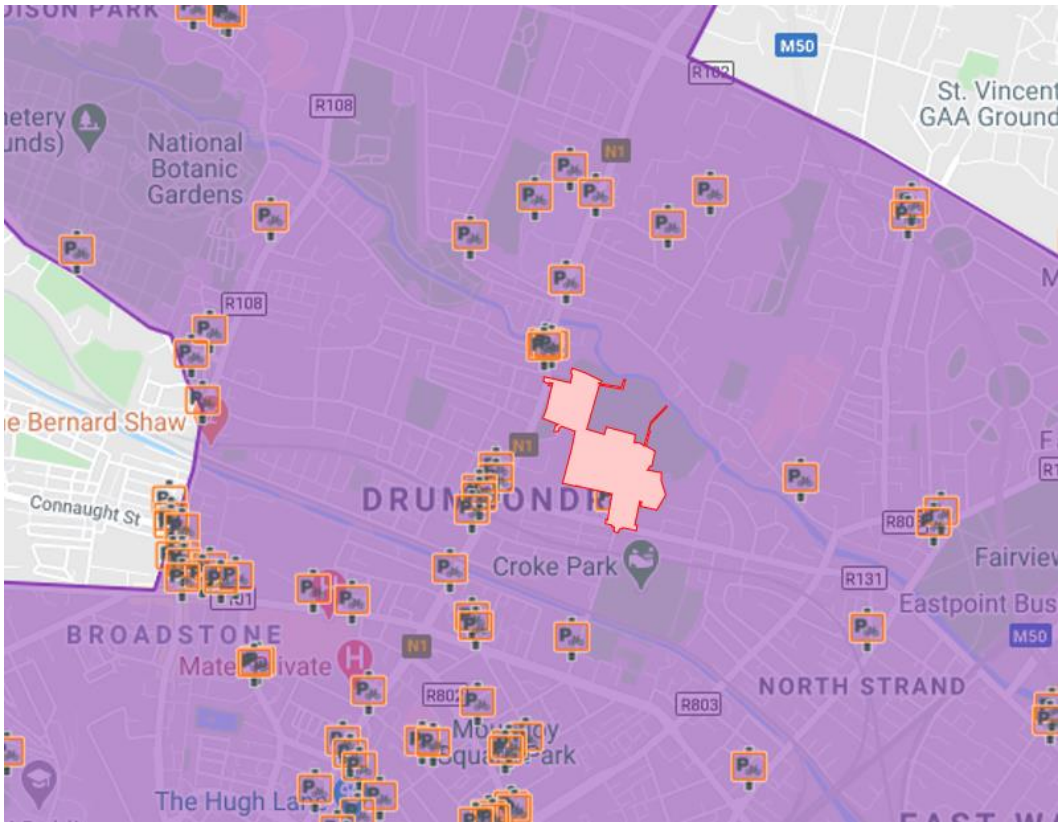


Figure 23. BleeperBikes Service Zone and Designated Bicycle Stands Near the Site

5.5 Public Transport Provision

5.5.1 The site is extremely well connected by public transport with a wide array of both bus and rail services located nearby. The site sits on one of the core bus corridors into Dublin with a high frequency of services running from North Fingal, Swords, Dublin Airport, and Ballymun into the city.

5.5.2 The development site is located adjacent to the Swords Quality Bus Corridor linking the development with Dublin City Centre to the south, and Dublin Airport / Swords to the north. The corridor is served by the number 41 which runs 24 hours a day. There are 10

other bus services that run along Lower Drumcondra Road directly linking the site to many different locations across the wider Dublin Area. It means that, even in off peak periods, there is typically no more than a five minute wait for a bus to the City Centre. These bus numbers and their routes are shown in Table 8 below.

Table 8. Bus Routes Serving the Development Site

Operator	Bus Number	Typical Frequency	Route Description
Dublin Bus	1	15 mins	Shanard (Whitehall) - Sandymount
	11	20 mins	Wadelai Park (Glasnevin) - City Centre
	13	15 mins	Harristown to Grange Castle (Pfizer)
	16	12 mins	Dublin Airport - Dundrum
	33 & 33e	45 mins	City Centre - Balbriggan/Skerries
	41 & 41d	20 mins	City Centre - Swords
	41b	4 a day	City Centre - Killossery via Swords
	41c	20 mins	City Centre - Swords
	44	30 mins	Powerscourt - DCU

5.5.3 Drumcondra railway station is approximately five minutes away by foot and is served by services running between the City Centre and Maynooth, Hazelhatch, Longford, and Sligo. At peak times there is typically no more than a 10 minute wait for a train to the City Centre. The location of the bus stops and railway station serving the site are shown in Figure 24 below.

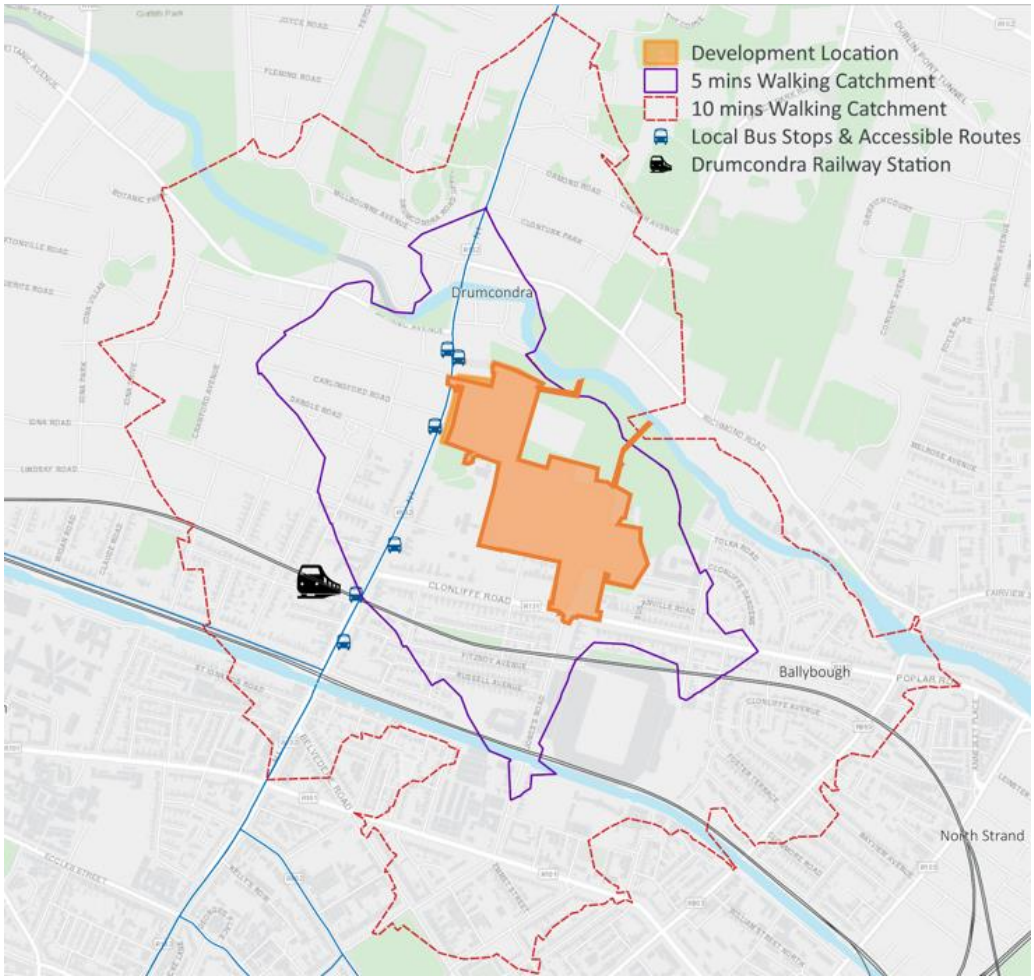


Figure 24. Bus Stops and Railway Stations Serving the Clonliffe Lands Site

5.5.4 There is no formal public transport accessibility measure for Dublin, however, a document published by the European Commission, "Measuring Access to Public Transport in European Cities" [2], provides a methodology for rating the public transport accessibility of areas based on the following five categories and criteria:

- **No access**: people cannot easily walk to a public transport stop, in other words it takes more than 5 minutes to reach a bus or tram stop and more than 10 minutes to reach a metro or train station.
- **Low access**: people can easily walk to a public transport stop with less than four departures an hour. of population along some transport lines
- **Medium access**: people can easily walk to a public transport stop with between 4 and ten departures an hour.
- **High access**: people can easily walk to a bus or tram stop with more than 10 departures an hour OR people can easily walk to a metro or train station with more than 10 departures an hour (but not both).
- **Very high access**: people can easily walk to a bus or tram stop with more than 10 departures an hour and a metro or train station with more than 10 departures an hour.

5.5.5 The bus stops must be within a walk time of five minutes (417m) for bus & tram and 10 minutes (833m) for metro and train. Based on proximity of the site to bus and Luas services and the frequencies outlined in Table 8, the site would be considered as having **high access** to public transport. With the planned delivery of DART+ it is likely that this classification will be improved to **very high access** in future.

5.6 Existing Road Network

5.6.1 The site is located to the east of the N1 Drumcondra Road Lower and north of the R131 Clonliffe Road. The former main entrance to Holycross College is located opposite Jones's Road on Clonliffe Road and there is a gated access into the site from Drumcondra Road which is currently disused.

5.6.2 The N1 is a national primary route connecting Dublin towards Belfast along the east coast. From the site, the N1 routes south-west into the city centre and comprises two lanes travelling in each direction. The nearside lane operates as a bus lane from Monday to Sunday between 07:00 – 10:00 and 12:00 – 19:00.

5.6.3 The R131 runs in a south-east direction between the junction with Drumcondra Road and the junction with R118 at Merrion Road via Clonliffe Road, Poplar Row, East Wall Road, East Link Toll Bridge, Toll Bridge Road, Sean Moore Road, Beach Road and Strand Road. Clonliffe Road is residential in nature and is a single carriageway road with unrestricted on-street parking present that does not obstruct the flow of traffic.

5.7 Committed Transport Proposals in Area

5.7.1 As part of the *Greater Dublin Area Transport Strategy 2016-2036*, there are planned improvements to both the road, public transport, walking and cycling networks within the vicinity of the proposed development site. This includes the upgrade the bus corridor adjacent to the site as part of Bus Connects, the development of the Dublin cycle network, the expansion of DART services to serve Drumcondra Station, and the introduction of a new Metro line which will be accessible from the development.

[2] https://ec.europa.eu/regional_policy/sources/docgener/work/2015_01_publ_transp.pdf

Bus Connects

5.7.2 The NTA's Bus Connects programme will overhaul the current bus system in the Dublin region to create a better public transport network that is more efficient and reliable. There are a variety of measures included in the plan, such as the introduction of a state-of-the-art cashless ticketing system, new bus stops and shelters, and various bus based Park and Ride sites, all of which should improve patronage. Core to the plan is a network of "next generation" bus corridors along the busiest bus routes to make bus journeys faster, predictable and reliable. The programme has proposed a series of continuous high-quality bus lanes spanning the city. Crucially, the N1 (Drumcondra Road Lower) to the west of the development is designated as the A Spine Route. In addition, the plan also identifies the need for a series of interchange facilities to facilitate direct connections between the high capacity services on the corridors with additional orbital and local services. The plan will therefore improve connectivity across the Dublin Area for residents of the Clonliffe site in addition to delivering faster and more reliable bus journeys.

5.7.3 As the Clonliffe is located along the A spine, routes A1-A4 travelling southbound will run direct to the city centre, but for services travelling northbound, these will split into separate routes. The new routes serving the Clonliffe Lands site will be as follows:

- Spine route A1 from Beaumont to Ballycullen: All-day service, every 10 - 15 minutes
- Spine Route A2 from Dublin Airport to Dundrum: All-day service, every 10 - 15 minutes
- Spine Route A3 from Shanowen Road to Tallaght: All-day service, every 10 - 15 minutes
- Spine Route A4 from Swords to Nutgrove: All-day service, every 10 - 15 minutes
- Local route 82 from Glen Ellan Road to Ballymun: All-day service, every 10 - 15 minutes
- Local route 94 from Ballymun to Parnell Square: All-day service, every 10 – 15 minutes

5.7.4 A local map of these services is provided in Figure 25.

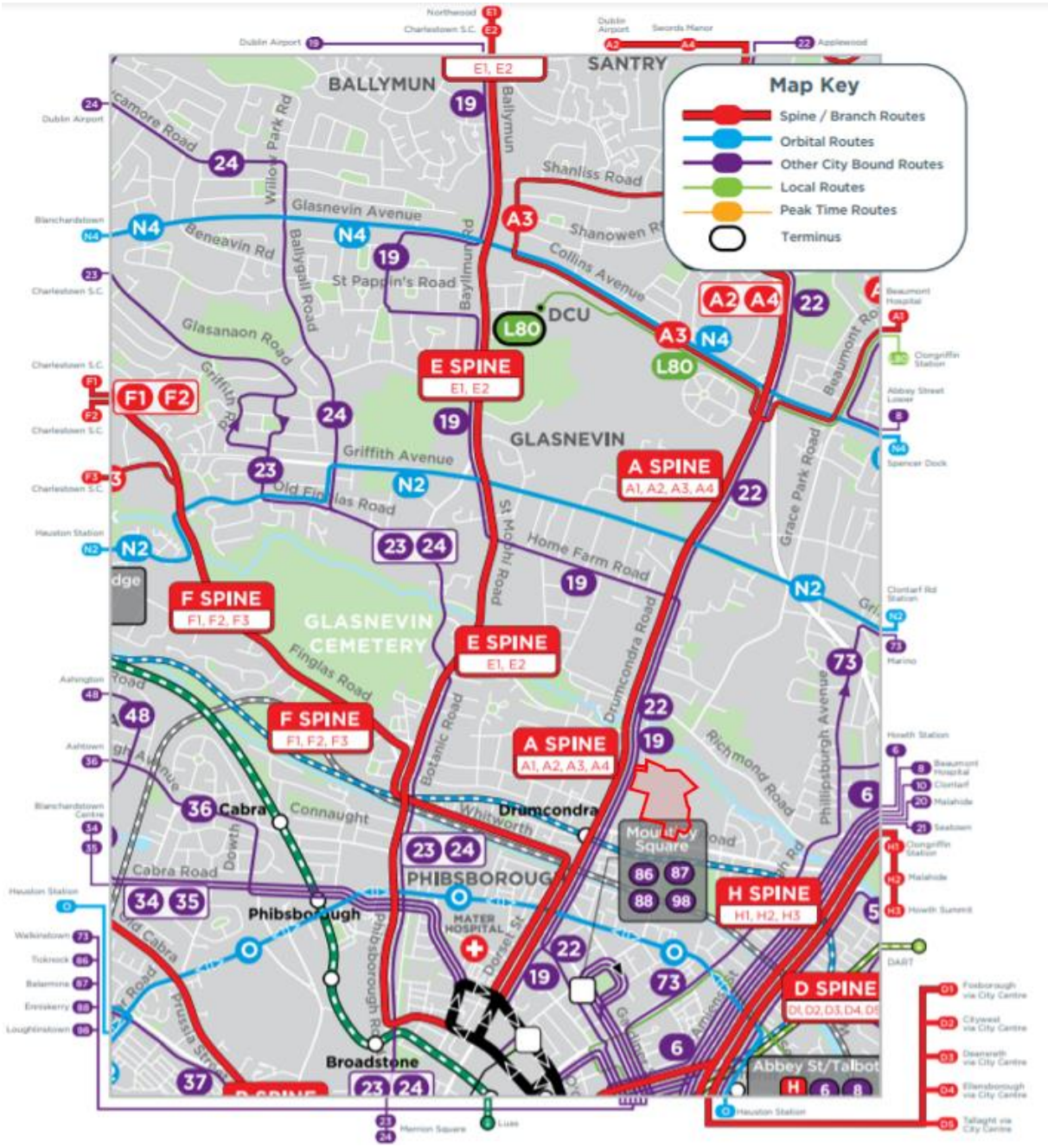


Figure 25. Bus Connects Network Layout in Drumcondra

5.7.5 The initial Bus Connects design was first proposed in 2018, but there were revisions made following consultation in 2019. The detail presented here is correct as of early 2020.

5.8 Other Transport Proposals in Area

DART Expansion (DART +) Programme 2018-2027 – Iarnród Éireann

5.8.1 DART (Dublin Area Rapid Transit) is an electrified commuter rail railway line serving the Dublin coastline. It has operated since 1984, initially only between Bray and Howth, but now between Malahide and Greystones since 2000. It has been one of Ireland's greatest public transport success stories with up to 75,000 journeys being made every day.

5.8.2 Based on this success story, a new expansion programme is planned for all other existing Dublin commuter rail lines that will bring them up to the same modern electrified standard. This will deliver a more sustainable, reliable, and faster rail service with increased train frequencies and customer carrying capacity on the following lines:

- Northern Commuter – as far as Drogheda station
- Western Commuter – as far as Maynooth / M3 Parkway stations
- Southwestern Commuter – as far as Hazelhatch (Celbridge)

5.8.3 Key to the development proposals, the local station at Drumcondra is included in the plans as it is situated on the Western and Southwestern commuter lines respectively.

5.8.4 To facilitate these improvements a range of measures will be carried out including the removal of some level crossings, additional track, overbridge alterations, improved signalling, new rolling stock, and new depots with maintenance capabilities.

5.8.5 The DART+ programme has a phased delivery schedule designed to meet the projected future passenger demands as is projected to be as follows:

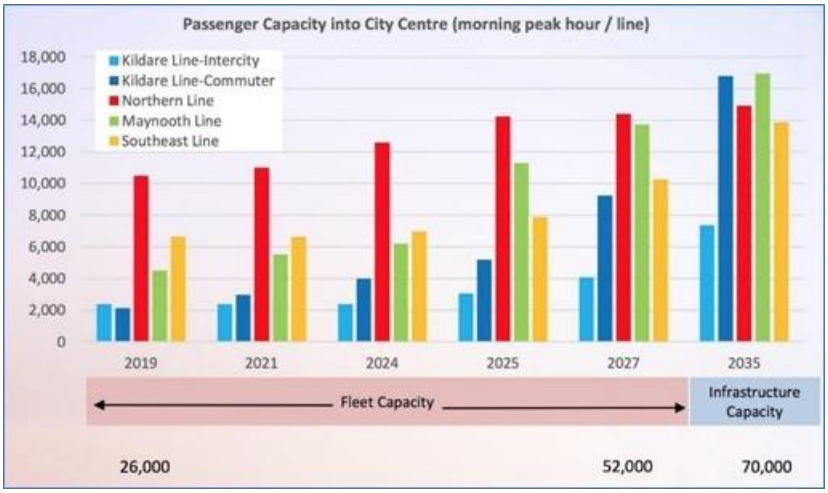


Figure 26. **Dublin Commuter Rail Corridor - Capacity Forecast (Source: Irish Rail)**

Metrolink

5.8.6 As outlined in the Greater Dublin Area Transport Strategy, Metrolink is new 19km high-frequency automated metro line that is planned to run between Swords Estuary and Charlemont Station via Dublin Airport and the City Centre. There will be a total of 15 new stations, the nearest of which will be just a 20 minute walk from the development site at Glasnevin Junction. There will be 30 trains per hour in each direction meaning the line will cater for 20,000 passengers per direction per hour. Passenger services are scheduled to begin in 2027.

Greater Dublin Area Cycle Network Plan

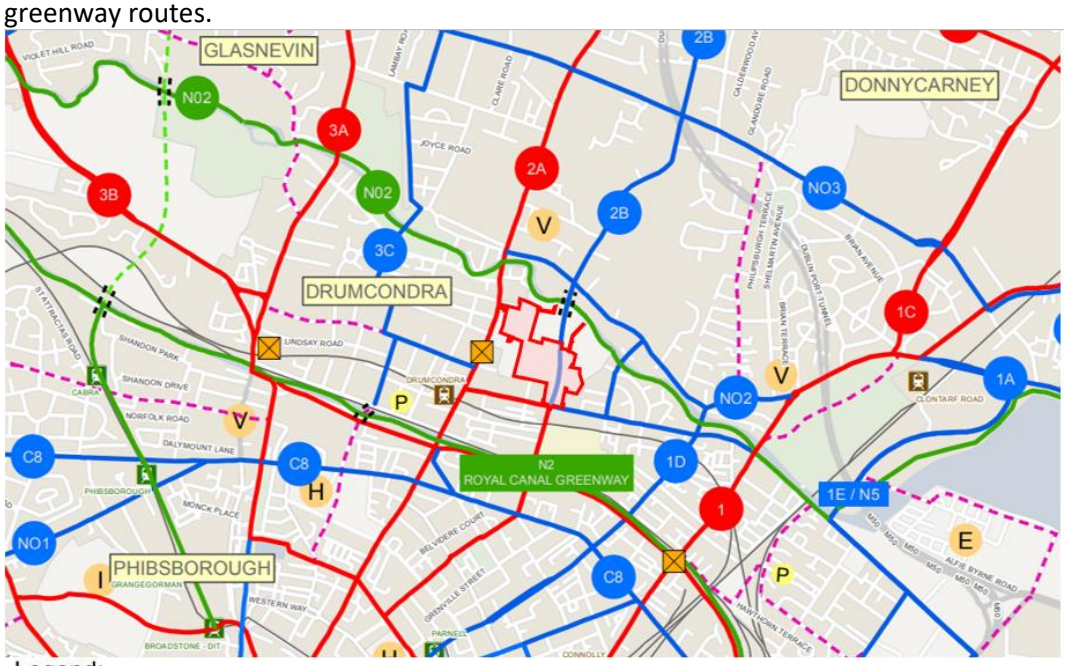
5.8.7 The Greater Dublin Area Cycle Network Plan sets out a 10-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the scheme is, by 2021, to increase the numbers who commute by bike to be the same amount as those who commute by bus.

5.8.8 The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To compliment the investment in the cycle network, the cycle network plans also provide for:

- Sufficient on and off street public cycle parking at key urban destinations such as bus/rail stations, schools and large workplaces.
- The expansion of the bike share scheme in Dublin City and the introduction of similar schemes across the Greater Dublin Area.
- The implementation of a comprehensive cycle route signage programme in conjunction with the development of the cycle network.

5.8.9 Key to the development proposals, a secondary cycle route (2b) is proposed to link through the site from Grace Park Road to the North across the river Tolka, and through the site connecting to the Primary route along Jones' Road. This is shown in Figure 27. A north-south pedestrian and cycle link will form part of the masterplan site to fulfil this part of the cycle network. The final link across the Tolka will be provided at a later date as this relies on the redevelopment of lands north of the river.

5.8.10 As shown in Figure 27, the Clonliffe site will be very well served by both primary and secondary cycle routes and is located between the proposed Royal Canal and Tolka Valley greenway routes.



(Source: National Transport Authority)

Figure 27. GDA Future Cycle Network Plan

6. PRE-OCCUPATION BASELINE MODE SHARE

6.1 Purpose of the Baseline

6.1.1 This section provides information on the travel behaviour of the existing population of the locality and similar development types. This is necessary to predict the likely travel patterns of future residents at the development site and identify existing constraints which may impact upon the sustainability of future development.

6.1.2 The subject site is located within a city suburban area with predominantly residential land uses though there are other land uses nearby within walking distances such as schools, retail, employment and leisure. The proposed development is Built-to-Rent (BTR) accommodation comprising of predominantly apartments.

6.2 Mode Choice

6.2.1 Using the Small Area Population Statistics (SAPS) from the 2016 Census data, the commuting mode shares for DCC were analysed by Small Area. Three areas were chosen for comparison and analysis:

- All small areas covered by DCC;
- City centre small areas (north of the Grand Canal and south of the River Tolka); and
- Small areas along the N1 corridor around the development with 75% apartments.

6.2.2 The small areas along the N1 corridor is shown in Figure 28 and is likely to be the most representative of the development site which is within walking distance of the city centre and has easy access to public transport.

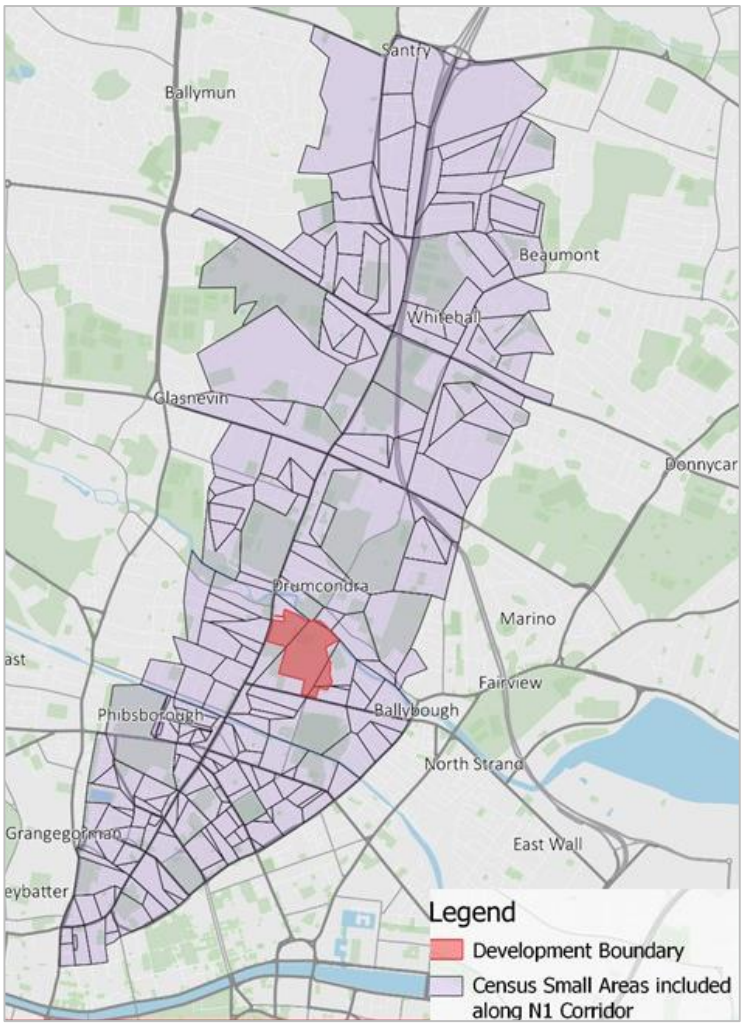


Figure 28. SAPS – N1 Corridor

6.2.3 The mode share results for each of the three areas described in paragraph 6.2.1 is demonstrated in Figure 29.

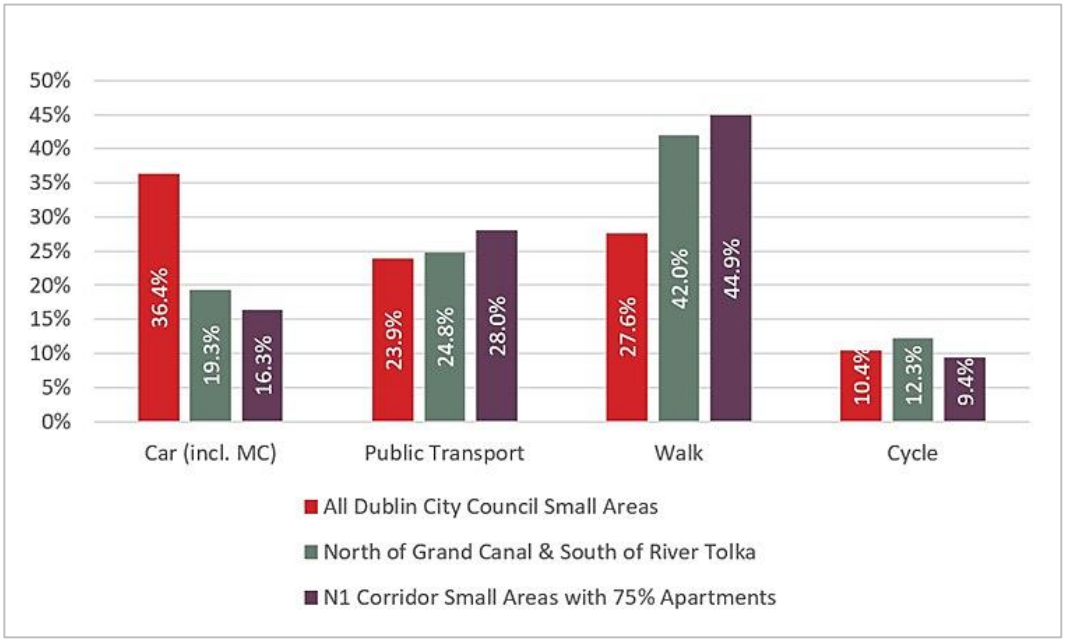


Figure 29. DCC & Local Commuting Mode Shares

6.2.4 As illustrated above, the commuting car mode share in the immediate vicinity of the site is significantly lower than the average for DCC (20.1% lower). The public transport share is only marginally higher than the DCC average, however, the active mode shares (i.e. walking and cycling) are significantly higher for both the immediate local area and the North of Grand Canal area, reflecting the proximity to major employment centres and the city centre.

6.2.5 Combined walking and cycling trips in both the North of Grand Canal and N1 Corridor small areas account for just over half of all commuting trips made from the local area.

6.3 Car Ownership

6.3.1 Using the SAPS, an estimate of the proportion of houses with no car along with the average mode share for work and education commuting trips was extracted for each area and the results are demonstrated in Figure 30.

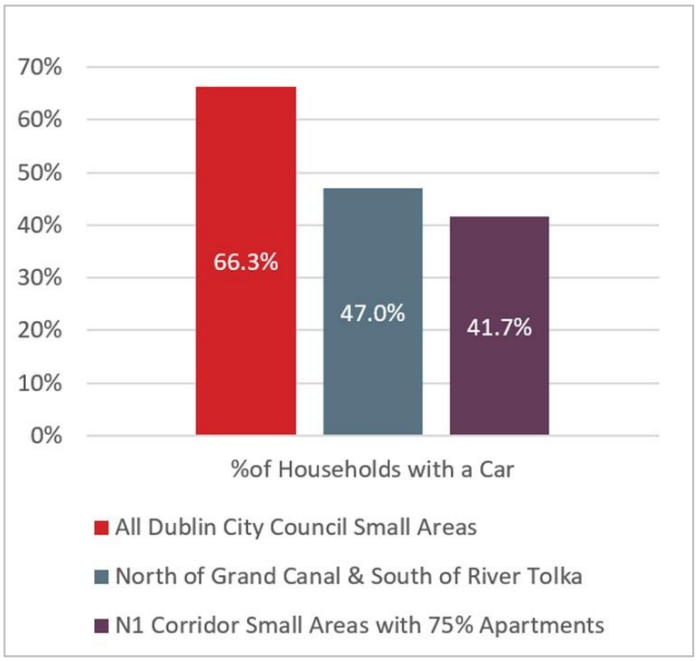


Figure 30. Car Ownership Levels

6.3.2 The Results of the SAPS analysis from the 2016 census showed that, while 66.3% of households in DCC Small Areas own a car, just 47% of households own a car in the city centre. For small areas made up of 75% apartments along the N1 corridor such as the proposed development site, the car ownership level was just 41.7%, 24.6% lower than the DCC average.

6.3.3 In terms of mode choice, for the city centre and areas with apartments along the N1 corridor, it was found that private car trips comprised less than 20% of the mode share, with approximately 25% of trips made by public transport, around 10% by cycle, and the remainder by foot (45%). While the cycling mode share may be considered low, this may be due to limited cycling parking in existing apartment blocks and city centre dwellings.

6.4 Target Mode Share

6.4.1 Based on the local movement trends and the fact that the development site is situated just 2.5km north of the city centre – just a 10 minute cycle from O'Connell Street – it is estimated that approximately 80% of the trips made to/from the development will be undertaken by sustainable modes.

6.4.2 Informed by these statistics, the target mode share for the proposed development is the following:

- 20% car;
- 15% cycle;
- 40% walking; and
- 25% public transport.

6.4.3 This target mode share seeks to capitalise on the site's accessible location and maximise opportunities for sustainable travel.

7. MMP OBJECTIVES AND TARGETS

7.1 Overview

7.1.1 In order to measure the ongoing success of the MMP and its various measures, it is important that a series of targets and objectives are set at the outset.

7.1.2 As this is a Pre-Occupation MMP, it is expected that the final targets of the MMP will be taken forward upon site occupation. As such, the Pre-Occupation baseline targets should be at this time considered as guidance until Post–Occupation baseline residential surveys are undertaken.

7.2 Aims and Objectives

7.2.1 The overall aim of the MMP for the proposed development is to minimise the proportion of single occupancy vehicle trips and address the forecast transport impacts of the end-users of the site. The objectives can be summarised as follows:

- Consider the needs of residents, staff and visitors in relation to accessing facilities for employment, education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances;
- Reduce the vehicular traffic generated by the development to a lower level of car trips than that predicted within the TA – including developing measures to reduce the need to travel, such as the provision of ancillary facilities (café, gym, entertainment areas, business area / co-working spaces, parcel delivery / collection services, crèche / childcare facility);
- Develop good urban design by ensuring permeability of the development to neighbouring areas and provision of cycle facilities.

7.3 Targets

7.3.1 Targets are the specific quantitative goals based on the objectives described above. Targets are important as they give the MMP direction from its inception, providing measurable goals. When setting site-specific targets, it is important that they are 'SMART' (Specific, Measurable, Achievable, Realistic and Timebound) in order that the outcome can be quantified and an assessment of what the MMP has or will achieve can be made.

7.3.2 Since the overall aim of the MMP is to reduce reliance upon the private car, it is appropriate to set a target which relates to this objective. The primary outcome indicator used will be mode share of the residents of the proposed development.

7.3.3 It will therefore be necessary to collect data to identify and understand the Post-Occupation baseline and ongoing travel habits, against which the MMP's progress can be measured. It is recommended that resident and staff travel surveys are undertaken within six months of the site reaching occupancy. These travel surveys will establish the Post-Occupation baseline travel data for the Clonliffe Lands site and inform the final MMP's targets.

7.3.4 The proposed Pre-& estimated Post-Occupation targets are outlined in Table 9. These are based on the Census 2016 commuting mode share for local rented accommodation and apartments and estimated development mode share. They are also considered in the light

of the Government's Smarter Travel policy of a modal share target of 45% for work-related commuting by car, and for 10% of all trips to be made by bike.

Table 9. Proposed Mobility Management Plan Targets

MODE	SINGLE OCCUPANCY CAR USE	SUSTAINABLE TRAVEL MODES
Government Smarter Travel Mode Share Targets	45%	55%
Pre-Occupation Baseline Mode Share	20%	80%
Post-Occupation Mode Share Target	15%	85%

7.3.5 The final mode share targets over a three and five-year period will be set once the Post-Occupation baseline mode share is known, which will be obtained through the baseline residential and staff travel surveys described above.

7.3.6 As part of the MMP Measures (described in more detail in the next chapter), Personalised travel planning sessions could also be used to identify and indicate barriers affecting sustainable transport usage among residents of the development – and thus inform the potential for further mode shift and updates to MMP targets.

8. MMP ACTION PLAN

8.1 Proposed MMP Action Plan Measures

8.1.1 MMPs have a wide range of possible "hard" and "soft" tools from which to choose from with the objective of influencing travel choices. The following section introduces proposed MMP measures that can be implemented once the site is occupied. The finalised measures within the MMP will be informed by the insight gained by the Post-Occupation Baseline Travel Survey results.

8.1.2 The proposed MMP Action Plan is summarised into the following sections:

- Mobility Manager
- Reducing the need to travel
- Welcome Travel Pack
- Marketing and Travel Information
- Personalised Travel Planning
- Walking
- Cycling
- Public Transport
- Managing Car Use

8.1.3 Chapter 9 outlines the Monitoring and Review arrangements for the Mobility Management Plan.

8.2 Mobility Manager

8.2.1 A Mobility Manager will be appointed, and their role is to manage the implementation of the MMP for the Clonliffe Lands Development. The role involves being the main point of contact for travel information, promotion and improvements. This may also be organised in the form of resident's and staff groups once the development is fully occupied and operational. The remit of the Mobility Manager includes the following:

- To develop and oversee the implementation of the initiatives outlined in the MMP Action Plan below.
- To monitor the progress of the plan, including carrying out annual travel surveys.
- To actively market and promote the social, economic and environmental benefits of sustainable travel to residents.
- To provide sustainable travel information, support and advice to residents including: available bus service timetables, walking and cycling maps, car-sharing, the site's car club and cycle hire services, and local cycling and walking schemes and events.

8.3 Reducing the need to travel

8.3.1 The provision of on-site services to reduce the need of residents to utilise a vehicle to travel will be crucial to embedding a sustainable travel culture within the site from the outset. On-site services need to be actively promoted to occupants, and will include:

- Retail
- Gym
- Entertainment Areas
- Business area / co-working spaces

- Parcel delivery / collection services
- Creche

8.4 Welcome Travel Pack

8.4.1 A 'Welcome travel pack' can be provided to all new residents with the intention that each resident is made fully aware of the travel choices available to them. This will also give the best possible opportunity to the new residents to consider more sustainable modes of travel at a key moment of life change (i.e. moving home) – where new travel habits are more easily encouraged.

8.4.2 The Welcome pack will include a variety of sustainable travel information and incentives about the development and the wider local area. It can include measures such as:

- Information on the site's available sustainable travel services (including cycle parking, cycle hire and the Car Club) and on-site facilities (e.g. parcel collection).
- Incentives to trial sustainable travel, such as:
  - Public transport 'taster tickets' via a Leap 'pay as you go' card for each resident.
  - Discounts at a local bike shop to subsidise a bike purchase; first month's free membership of the site's cycle hire scheme; free branded cycling accessories (e.g. high vis reflectors, seat covers, water bottles); free or subsidised cycle skills training or cycle maintenance training.
  - Subsidised initial usage of the site's Car Club (e.g. 3 free hours a month usage for the first three months).
    This can be offered to residents on a 'pick-and-mix' basis up to a certain value (e.g. €100), with residents selecting the incentive package that best meet their own individual travel needs.
- Information on services and amenities provided locally (both on-site and nearby), particularly those within walking and cycling distance.
- Maps showing the pedestrian and cycle routes in proximity to the site, including site cycle parking and cycle hire locations; advised routes (with journey times) into the city centre and also to public transport interchanges (e.g. Heuston station).
- Information about local public transport services and tickets, including a plan showing the location of bus and Luas stops, and bus routes to rail stations.
- Information on the health benefits of walking and cycling.
- Details of online car-sharing services (e.g. Liftshare and Faxi) along with the benefits of car sharing, such as reduced congestion, better air quality, reduction in traffic noise and cost savings to the individuals taking part.
- Provide information on the financial and environmental costs associated with driving and support regarding tips for green driving techniques.

8.5 Marketing and Travel Information

8.5.1 Marketing and raising awareness will involve directly engaging with individuals and raising awareness of travel options as well the benefits of sustainable and active travel.

8.5.2 The Mobility Manager can market and promote the MMP to residents and staff of the site in the following ways:

- Production and distribution of the Welcome Travel Pack as described above

- Producing dedicated printed Travel Options Leaflets (in addition to the Welcome Packs) and online information which can be personalised to suit the individual needs of the site.
- Once travel surveys have been undertaken, additional leaflets can be provided which are tailored to encourage travel by a specific mode of transport.
- Organising events and activities (e.g. Dr Bike sessions, Pedometer challenges, led walks, cycle training) to coincide with Bike Week, European Mobility Week and any other national / local sustainable travel or community events.
- Displaying regular updates on MMP targets and activities in communal areas of the development.
- Promotion of sustainable travel options to residents, staff and visitors, focusing marketing initiatives on areas where there is willingness to change and promoting positive messages e.g. getting fit and active, reducing congestion and CO_2 emissions.

8.5.3 If a residents or staff intranet or App is being developed as part of post-occupation implementation, this is an ideal communication channel to promote sustainable travel information, events and initiatives. It can also incorporate a real-time user-friendly booking platform for the site's travel facilities including the Car Club and Cycle Hire.

8.5.4 Continued incentivisation of sustainable travel using gamification may also be considered as part of the future development of the MMP – for example through the use of app platforms such as BetterPoints (https://www.betterpoints.ltd/app/), where residents are rewarded for sustainable travel. Typically, initiatives like this are organised on a city-wide or local-area basis – therefore if implemented on a wider scale, the development could benefit from participation in such challenges/competitions.

8.6 Personalised Travel Planning

8.6.1 Personal Travel Planning (PTP) is a well-established and proven method that encourages people to make more sustainable travel choices. Typically using motivational interviewing techniques, it seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, public transport or in shared cars. This is achieved through the provision of tailored information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.

8.6.2 PTP tools and techniques that can be used as part of a MMP to encourage people to travel sustainably include:

- One-to-one conversations, either at the doorstep or by telephone, between individuals and trained field officers to encourage and motivate a change in behaviour;
- The provision of information and support on how to travel sustainably, for example, maps or guides about the local bus network, walking and cycling routes, adult and child cycle training and bike maintenance classes.

8.6.3 PTP techniques have been reported to reduce car driver trips by 11% and the distance travelled by car by 12%. [3] A successful PTP can deliver:

- Reduced congestion and reduce car use

[3] UK Department for Transport Making Personal Travel Planning Work; Research Report (2007) https://webarchive.nationalarchives.gov.uk/20101007203323/http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/makingptpworkresearch.pdf

- Individual health improvements through increased walking and cycling
- Greater use of public transport
- Better air quality and reduction in traffic noise
- More use of local services by residents
- Support sustainable economic growth by reducing peak hour congestion
- Encourage more active lifestyles to address health and well-being issues
- Promote environmentally responsible travel choices and carbon reduction by helping reduce individual carbon footprints.

8.6.4 PTP forms an important Smarter Choices tool to enable residents to consider sustainable travel and if appropriate upon completion of the Post-Occupation baseline travel survey, could be implemented as part of the MMP.

8.7 Walking

8.7.1 Depending on the outcome of the Post-Occupation Baseline Residents and Staff Travel Survey, the following measures could be implemented to promote walking to residents:

- Participation in a residents and staff 'Pedometer Challenge'.
- Organise events such weekend led walks.
- Display local walking maps in communal areas (and online if applicable).
- Highlight the direct savings and health and wellbeing benefits of walking.

8.8 Cycling

8.8.1 As detailed earlier, high quality pedestrian and cyclist routes will be provided as part of the design of the development, in addition to secure and accessible cycle parking. To maximise the potential for cycling by residents, staff and visitors, the following facilities will also be provided (and promoted):

- On-site cycle hire provision (e.g. through Bleeper Bikes or potentially Brompton folding bike hire solutions) for use by residents.
- On-site cycle maintenance and repair facilities (e.g. fixed bike pumps located adjacent to cycle parking; bike repair kits available through the concierge service).

8.8.2 Secure cycle parking will be provided at a rate of 1.3 spaces per residential unit, above the standards set out in the DCC development plan. Cycle parking will be provided in secure lockable areas. Approximately 350 additional spaces will be provided around the site in the form of Sheffield stands for visitors to the masterplan site.

8.8.3 Depending on the outcome of the Post-Occupation Baseline Residents and Staff Travel Survey, the following measures can also be implemented to promote cycling:

- Provide and publicise cycle parking for residents, staff and visitors.
- Display local cycling maps in communal areas (and online if applicable).
- Host a Bike Week (www.bikeweek.ie) event for residents, inviting local bike suppliers for residents to try bikes before buying and run bike maintenance / Dr Bike sessions.
- Set up residents and staff Bicycle User Groups (BUG) to promote cycling and encourage Bike Buddy scheme and led cycle rides through this forum.
- Highlight the direct savings and health and wellbeing benefits of cycling.

8.9 Public Transport

8.9.1 Depending on the outcome of the Post-Occupation Baseline Residents and Staff Travel Survey, the following measures can be implemented to promote public transport to residents:

- Provide timetables and maps of local bus routes and the nearest bus stops, (including walk times) in communal areas.
- Promotion of the National Public Transport Journey Planner (www.journeyplanner.transportforireland.ie) for travel by bus and rail.
- Promotion of the availability of Real Time Information on the Dublin Bus app and website (www.dublinbus.ie) which provides live information on bus departure times for main bus routes that serve the site).
- If required, liaise with the NTA and local bus operators about any feedback gained from residents such as location of bus stops, timing of routes, or where you have market information about a potential new route.

8.10 Car Parking Strategy

8.10.1 As different sections of the site are under different ownership, it is imperative that there is a single overall parking management strategy for the masterplan site that is designed for all land uses and adhered to by all stakeholders. Complementing the wider access strategy and sustainable vision of the site, the main objectives of the parking strategy are to:

- Provide a sufficient quantum of parking to meet the mobility requirements of future residents and visitors to the site, whilst encouraging travel by sustainable modes
- Ensure there is enough parking close to building entrances to meet the needs of those with any mobility impairments
- Ensure all parking is appropriately managed and controlled in order to:
  - Protect the historic character of the site;
  - Maintain a safe uncluttered streetscape;
  - Ensure the everyday functioning of the site; *and*
  - Maintain emergency access to all parts of the development.
- Ensure the demand for parking from all users of the site is accommodated within the development boundary and does not overspill into neighbouring communities

8.10.2 The site will provide 1,614 apartment units, convenience retail, a creche, two GAA pitches with associated clubhouse, and a 200 bed hotel with bar/restaurant, conference/function facilities and a gym. The site is located within walking and cycling distance to the city centre and close to several high frequency bus routes operating along Drumcondra Road Lower, Drumcondra Railway Station is also just a five minute walk. The ample public transport options and excellent walking and cycling accessibility mean travelling by private car will be far from essential for most day-to-day users of the site and this is reflected in the overall car parking provision and strategy.

Residential Car Parking:

- Residential car parking spaces will be located at basement level and will be let separately to the apartment units and will only be available to residents as part of a leasing programme.
- Where a residential block does not have direct access to a basement, the associated car parking spaces for those with a mobility impairment will be located at grade and within easy reach of the entrance. This is in line with best practice universal access design.
- Residential parking will be supported by mobility management policies which will limit the need for residents to lease parking spaces.
- Residents with children and young families will be prioritised for parking spaces upon opening and any waiting list for parking thereafter.
- Leasing the spaces will ensure they are used as efficiently as possible allowing disability, EV, and car sharing spaces to be allocated appropriately where needed
- Leasing (as opposed to owning) will enable the site's parking provision to be adaptable and facilitate future repurposing should there be wholesale changes to transport technology or services.
- The leasing and allocation of parking within the development will be controlled by the management company.
- To maximise the potential for shared vehicle, use by residents, a car-club facility will be provided suitable for short duration car trios. Go Car have committed to providing up to 25 on site cars exclusively for the use of residents of the development, a letter of commitment from Go-Car is provided in Appendix A. Go Car have also stated they will provide up to five more cars to be located around site for use by residents and the public. Up to 50% of all the car club vehicles will be electric.

GAA Clubhouse

- Car parking for the GAA clubhouse will be provided at surface level in the south-eastern corner of the proposed pitches with a total 50 Car Spaces to be provided.
- The need for parking will be supported by mobility management policies and regular users will be encouraged to walk and cycle to the space from day one of opening.
- Users and parents and guardians of juvenile players will be informed about the limited quantum of car parking spaces and will be encouraged to car share or use alternative means such as active modes or public transport.

Hotel

- Car parking for the hotel will be provided in the south-eastern corner of the site with capacity for 38 surface car parking spaces.
- The hotel will have a Mobility Management Plan that will emphasise sustainable alternatives to the private car for those travelling to the hotel. This will highlight the potential savings and health benefits of these alternative choices.
- The limited number of car spaces will mean most rooms will not have access to a parking space and those that want to travel by car will need to pre-book a space.

On-Street Parking Management:

- 16 on-street parking spaces will be provided in the development for visitors to the overall masterplan site, these will be paid parking to control for potential overspill from the residential apartments and hotel.

- There will be a further 7 spaces reserved for deliveries, loading or set-down/pick-up.
- These on-street spaces have been located so as to balance the needs of visitors while retaining an attractive, uncluttered streetscape.
- A visitor permit scheme will be implemented, and residents will be provided a limited number of one-day permits annually.
- No residents will be entitled to on-street parking permits and the spaces provided at street level will be for visitors only.
- The cost of the paid parking in line with the medium zone tariffs and controls as set out by DCC (currently €1.60 per hour) and this will be Pay and Display.
- Pay and display is considered appropriate as it is easy to use and is the most cost effective to enforce.

Car Parking Enforcement:

- Car parking will be enforced by the facilities management company. It will be their responsibility to patrol the site to ensure all vehicles are parked appropriately and in accordance with the overall parking strategy.
- If vehicles breach regulations by parking in an anti-social or obstructive manner, depending on the severity of the offense, they will be warned in the first instance. For serious breaches or any reoffending vehicles, they will be issued with a parking charge notice and clamped until the payment is made. The value of the fine will be determined by the management company to ensure compliance with the rules.

8.11 Managing Car Use

8.11.1 Depending on the outcome of the Post-Occupation Baseline Residents and Staff Travel Survey, the following measures can also be implemented to help manage residents' car use:

- Promotion of car-sharing services in communal areas and online.
- Discounts or promotion of longer-term car-rental services (e.g. through Hertz) for tenants requiring car use for longer periods of time.
- Organise a car-share matching events for residents and staff. This can match residents and staff (separately) willing to offer / find a lift for specific journeys.
- Marketing of the financial and carbon benefits of car-sharing incorporated in communication messages to residents and staff.
- Promote green driving techniques and tips.

9. MMP MONITORING AND REVIEW

9.1 Overview

9.1.1 This section sets out the monitoring strategy for the Mobility Management Plan. The monitoring strategy is important for assessing how effectively the MMP has been in achieving its aim, objectives and targets. It can help identify measures that are not meeting objectives and reallocate resources accordingly.

9.1.2 An MMP is a continuous and evolving document requiring monitoring, review and revision to ensure that it remains relevant.

9.2 Travel Survey

9.2.1 As already stated, it is recommended that a travel survey of residents is undertaken within six months following occupation of the proposed development. The results of the survey will identify baseline travel patterns in terms of modes used and the sustainable transport modes which require encouragement through the MMP measures.

9.2.2 The results of the survey will be used to inform the development of the finalised MMP targets and measures. The survey is designed to identify the distribution and mode share of trips from the development. The survey will also identify people's willingness and ability to try new modes, and what barriers they may face in making Smarter Travel choices.

9.3 Annual Monitoring

9.3.1 The Mobility Manager will carry out annual follow-up travel surveys with future residents and staff. These surveys should take place in the same month and be of the same format as the original baseline survey to ensure compatibility of results.

9.3.2 This monitoring is an opportunity to measure MMP achievements on an annual basis. This will then inform the ongoing development of the MMP, ensuring its targets and measures remain relevant to the needs of the residents, is site-specific and fit for purpose. Results will be analysed to enable the following:

- Measurement of the success of the MMP, enabling focused improvement on areas that have not achieved the desired modal shift via appropriate revisions to the MMP measures.
- Identification of early success stories of the MMP, which can help to encourage further participation and build momentum for sustainable travel.
- Ensures that changing travel patterns are considered, ensuring that the MMP measures can be updated to reflect the needs of development users.
- Allows targets which have been set too low or unrealistically high to be readjusted.

9.4 Reporting

9.4.1 Reporting of the results of the Post-Occupation Baseline Travel Survey, and findings from the ongoing monitoring activities and progress with implementation of the MMP will be agreed with the Transportation Department of Dublin City Council.

9.4.2 In the event that initial targets set out in the MMP are not met, this will not be seen a failure, rather as a calibration exercise for future target setting and MMP Action Plan refresh and review.

10. SUMMARY AND CONCLUSION

10.1.1 SYSTRA were appointed by CWTC Multi Family ICAV acting on behalf of its sub-fund DBTR DR1 Fund to undertake a Transport Assessment and Mobility Management Plan to support the planning application for the proposed Clonliffe Lands residential development.

10.1.2 This Mobility Management Plan report should be read in conjunction with the accompanying Transport Assessment. The Mobility Management Plan is the principal mitigation measure proposed by the Transport Assessment to address the forecast transport impacts of the development and has been prepared as a Pre-Occupation Plan to support the planning application.

10.1.3 The site is ideally situated with excellent accessibility by all modes to local amenities and employment and leisure centres across the city. The site is served by a number of high frequency bus services along Drumcondra Road. In addition, the site is within easy walking distance of Drumcondra Railway Station. There are also planned improvements to the service frequency and public transport priority along Lower Drumcondra Road as part of the Bus Connects network redesign and core bus corridors project. The cycle facilities along these routes will also be improved as part of this plan in conjunction with the Greater Dublin Area Cycle Network Plan.

10.1.4 The development site has a well-established walking and cycling network with good quality footways / cycleways, footpath provision, tactile paving and dedicated pedestrian and cycle crossing facilities. The proposed development is well designed to link to these existing facilities as well as contribute enhancements to the local network.

10.1.5 Cycle parking will be provided at a rate of 1.3 spaces per residential unit, above the standards set out in the DCC development plan. A further circa 250 visitor spaces will be provided in the form of Sheffield stands around site.

10.1.6 It is proposed to provide a total of 0.3 car parking spaces per unit for the residential component of the site. Based on the site accessibility, the relevant guidelines and international best practice this is considered the optimal number of spaces for the site that will ensure the sustainability of the site but facilitate a level of car storage. Up to 25 Go-Cars will be provided on site to provide 'car-free' residents the option to travel by car for leisure trips.

10.1.7 A Mobility Manager will be appointed to co-ordinate the delivery of the Post-Occupation Baseline Travel Survey, the finalisation of MMP targets and the development and implementation of the Post-Occupation MMP. The Mobility Manager will also ensure ongoing promotion and marketing of sustainable travel options to the residents of the development.

10.1.8 The preparation of the Welcome Travel Pack will provide encouragement to residents to consider their travel choices. The Welcome Travel Pack will include information to encourage residents to travel sustainably from the outset. The travel pack will be issued to all residents and will include a variety of information and incentives on sustainable

travel. Other measures will be determined by the results of the Post-Occupation Baseline Travel Survey and will include the following:

- Personalised Travel Planning
- Marketing and promotion
- Measures to promote and support walking and cycling
- Measures to promote and support bus and train use
- Measures to promote car-sharing and to manage car use.

10.1.9 As the MMP is a continuous and evolving document it requires monitoring, review and revision to ensure that it remains relevant. The subsequent reporting of the MMP implementation and review will be agreed between the developer and Dublin City Council.

APPENDIX A: LETTER OF COMMITMENT FROM GO-CAR

Hines Real Estate Ireland Limited,
Clanwilliam Court,
Clanwilliam Place,
Dublin 2

Dublin, 1st September 2020

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a shared car club service (constituting approximately 25 vehicles) in the proposed residential development at the former Holycross College site in Drumcondra. GoCar representatives have discussed the project with representatives of Systra (who are the Engineers for the Project) and are excited to provide a car sharing service at this location.

It is understood that the majority of vehicles will be exclusively for use by the residents of the new development and a small number will be maintained as open to all GoCar members. This will serve to provide a reliable car sharing option to the residents of this scheme while also boosting the car sharing options for the surrounding community.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 750 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 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."

Carsharing is 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. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar vehicles in a development such as this, residents will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service and reduce their dependency on private cars.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

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SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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