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Residential Travel Plan

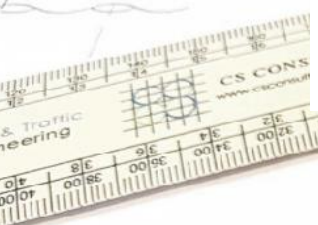
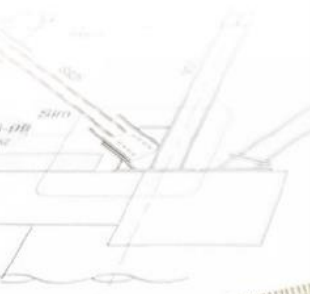
Strategic Housing Development

Baldoyle-Stapolin Growth Area 3, Baldoyle, Dublin 13

Client: The Shoreline Partnership

Job No. R090

July 2021



RESIDENTIAL TRAVEL PLAN

STRATEGIC HOUSING DEVELOPMENT

BALDOYLE-STAPOLIN GROWTH AREA 3, BALDOYLE, DUBLIN 13

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File Location: Job-R090\B_Documents\C_Civil\A_CS Reports\RTP

BS 1192 FIELD | **BD-CSC-ZZ-G3-RP-C-0004-P4**

Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
R090	FB	GF	OS	06.07.2021	P4
R090	FB	GF	OS	29.06.2021	P3
R090	FB	GF	OS	23.06.2021	P2
R090	FB	NB	OS	18.11.2020	P1

1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by The Shoreline Partnership to prepare a Residential Travel Plan for a proposed Strategic Housing Development at Baldoyle-Stapolin Growth Area 3, Baldoyle, Dublin 13.

1.1 Location, Size and Scale of the Development

The proposed development site is located at Baldoyle-Stapolin Growth Area 3, Baldoyle, Dublin 13, in the administrative jurisdiction of Fingal County Council. The area enclosed by the application boundary extends to 6.89ha.

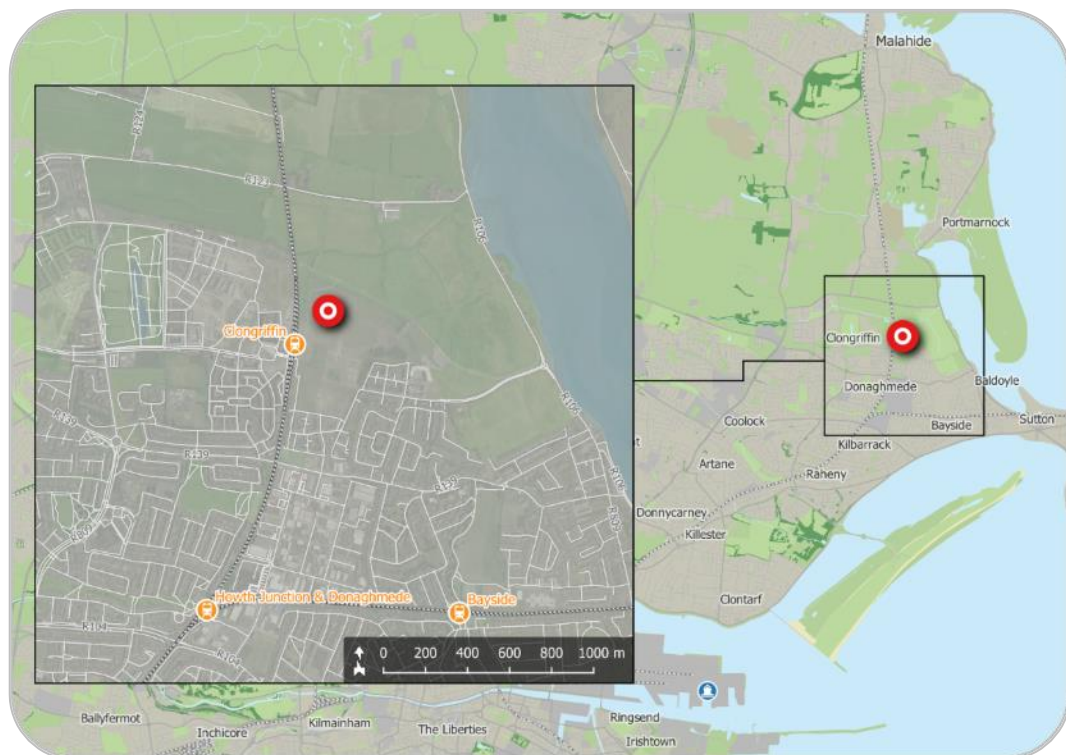


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSM Contributors, Google)

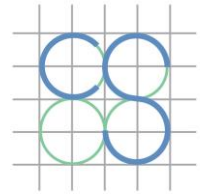
The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The site is bounded generally to the west by The Dublin-Belfast rail line, to the south and east by further zoned development lands, and to the north by lands zoned as High Amenity. There is currently no vehicular access to the subject site from the public road network. However, permitted and planned developments to the east and south (see accompanying Traffic Impact Assessment report) propose to extend both Longfield Road and Red Arches Avenue northward, providing access to the subject site via these two roads. Longfield Road connects to Grange Road (R139) approx. 650m to the south of the subject site; Red Arches Avenue connects to Red Arches Road, which in turn connects to Coast Road (R106) approx. 950m to the east of the subject site.



Figure 2 – Site extents and environs
(map data & imagery: NTA, OSi, OSM Contributors, Google)

The subject lands are currently undeveloped.



The development is supported by a Residential Travel Plan as a suitable mechanism by which the development can maintain a suitable rate of private car use and support the objectives of sustainable development.



2.0 PROPOSED DEVELOPMENT

The proposed development will consist of the development of 1,221 no. residential apartment/duplex dwellings in 11 no. blocks ranging in height from 2 to 15 storeys and including for residential tenant amenity, restaurant/cafe, crèche, car and bicycle parking and public realm. Residential Tenant Amenity Facilities are located in Blocks E3, E4, G3, G4 & G5 and external communal amenity space is provided at ground, podium and terrace levels throughout the scheme. Car Parking is provided in a mix of undercroft for Blocks E1-E2, F1 and F2 and at basement level for Blocks G1-G3 and G4-G5. Cycle parking spaces are provided for residents, visitors and commercial uses, in secure locations and within the public realm throughout the scheme. A new central public space between Blocks E1-E2 and E3 and E4 and a new linear space between Blocks G2-G3 and G4-G5 provides pedestrian and cycle connectivity from Longfield Road to the proposed future Racecourse Park to the north. A proposed new bus, cycle, pedestrian and taxi ramp to the south of the site and north of Stapolin Square provides access from Longfield Road to Clongriffin Train Station. For a full description of the development please see the Statutory Notices.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents of the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Residential Travel Plan is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The RTP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

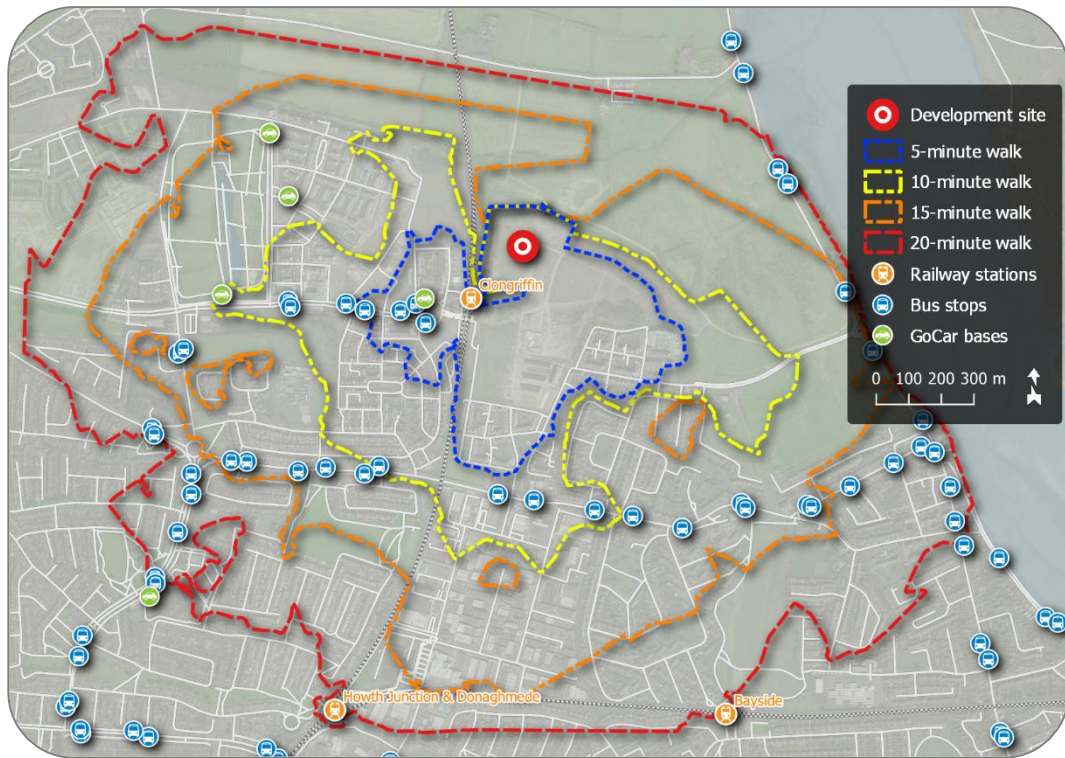


Figure 3 – Walking times and public/shared transport accessibility
(map data and imagery: NTA, OSi, GoCar, OSM Contributors, Google)

4.1 Pedestrian Accessibility

One of the specific objectives of the Fingal County Development Plan is to implement, at appropriate locations, pedestrian permeability schemes and enhancements.

Existing pedestrian facilities on Longfield Road, Red Arches Road and neighbouring streets in the vicinity of the development site are in good condition. Raised footpaths and public lighting are in place on Longfield Road in the vicinity of the subject development site.

4.2 Public Transport Services

4.2.1 Rail Services

The DART rail line connects Malahide to Bray/Greystones via Dublin city centre. DART connectivity to the wider rail network is good, with connections at Howth Junction, Connolly and Pearse Street Stations.

Table 1 – DART Rail Services Adjacent to Site

Direction	Destinations	Weekday Services ¹	Peak Interval
Northbound	Malahide	50	7 min
Southbound	Bray - Greystones	49	9 min

The subject development site is located within a 5-10 minute walk of Clongriffin Train Station on the DART Line. Rail services operating to and from this stop connect the development directly to Howth and Malahide in the north and to Dublin city centre in the south before continuing on to Bray and Greystones. Trains serve Clongriffin Rail Station at intervals of approximately 15-20 minutes during peak hours.

4.2.2 Bus Services

Table 2 – Bus Services Convenient to Site

Route No.	Operator	Destinations	Weekday Services ¹	Peak Interval
Serving stops within a 5-minute walk				
15	Dublin Bus	Clongriffin / Ballycullen Rd	123	10 min
Serving stops within a 10-minute walk				
H1	Dublin Bus	Abbey Street / Portmarnock	72	15 min

¹ Average number of services per day in given direction, Monday-Friday

Bus stops on Clongriffin Main Street and Grange Road, within a 5- to 10-minute walk of the subject site, are served by 2no. bus routes operated by Dublin Bus. Details of these bus routes are given in Table 2.

Figure 4 shows the extents of the direct bus and rail routes within a 5- to 10-minute walk of the development site.

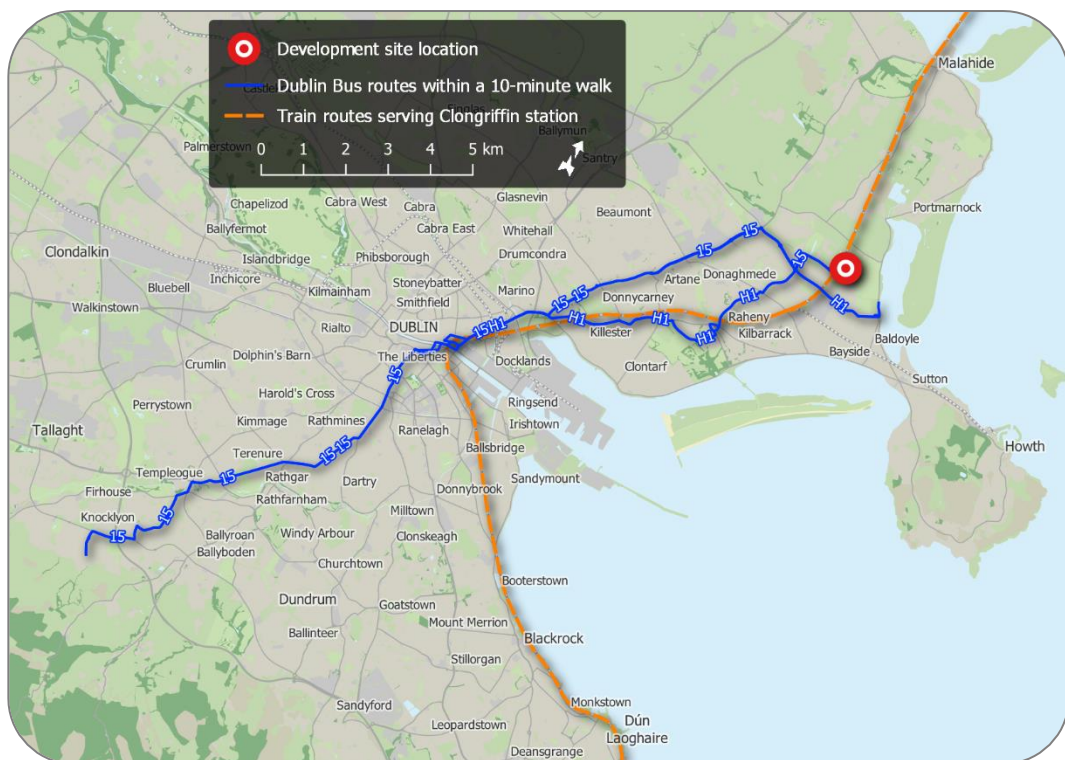


Figure 4 – Direct public transport routes within 10-minute walk of site
(map data sources: NTA, EPA, OSM Contributors)

Figure 5 shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and between stops), based upon a departure time of 08:00 on a typical weekday.

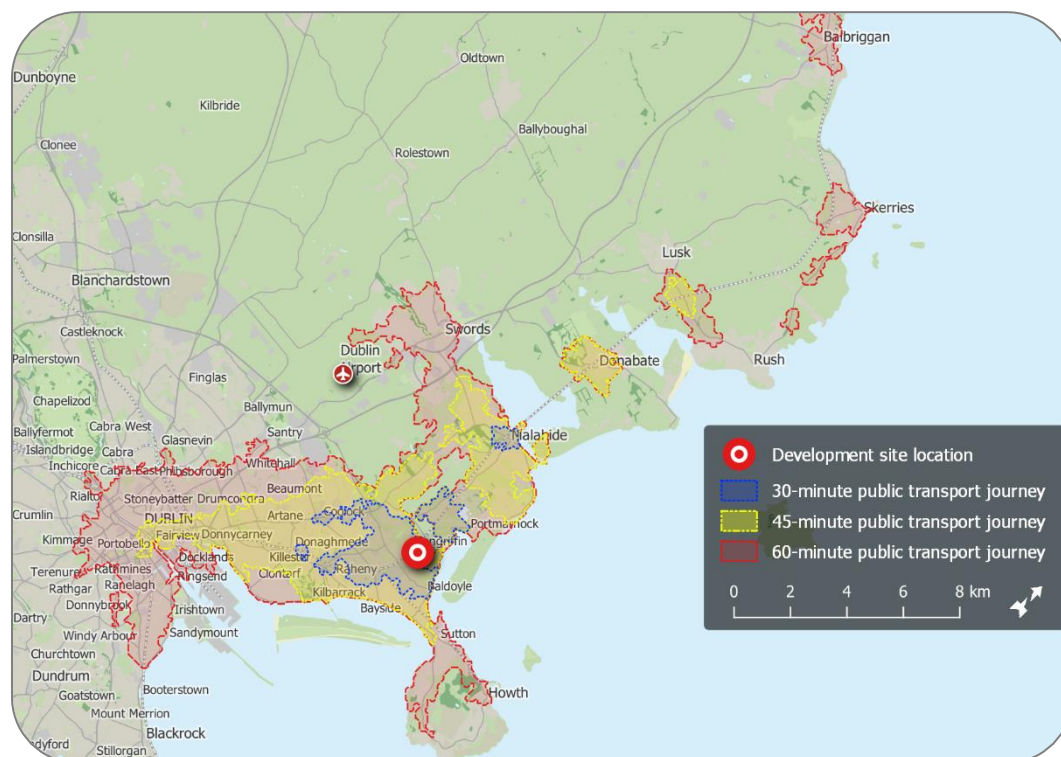


Figure 5 – Public transport travel times from development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

4.3 Bicycle Infrastructure

There is no cycle infrastructure present on Red Arches Road adjacent to the subject development site. A segregated two-way cycle track is present on Red Arches Road in the vicinity of its junction with Coast Road. Advisory cycle lanes are present on Grange Road to the south of the subject site in the eastbound and westbound directions, and bus lanes are in place on Clongriffin Main Street in the eastbound and westbound directions. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the *Fingal County Development Plan 2017-2023* and the 2020 policy document *Sustainable Urban Housing:*

Design Standards for New Apartments (Guidelines for Planning Authorities),
to support cycling as a principal mode of transport.

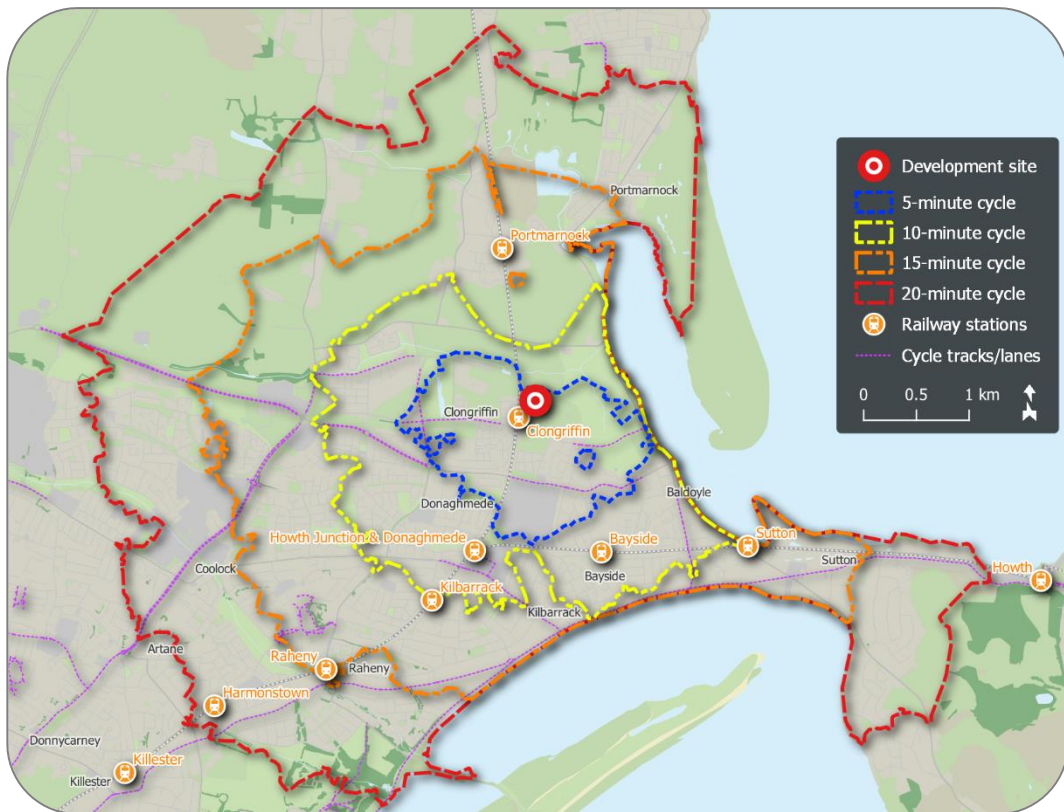


Figure 6 – Cycling times to/from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

4.4 Proposed Infrastructure Improvements

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that secondary cycle route 1A be implemented along Grange Road in the vicinity of the subject development site. Additionally, it is proposed to implement feeder routes linking the subject development site to the aforementioned route. No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned objectives.

The *Fingal County Development Plan 2017-2023* proposes a road objective through the subject development site; this road proposal has been accommodated by the subject development site layout.

4.5 Proposed Bus Network Improvements

It is proposed under the BusConnects Dublin Area Revised Bus Network to implement new Spine routes D1 and D3 along Clongriffin Main Street in the vicinity of the subject development site. These routes will operate at a midday frequency of 15 mins between Dublin's southwestern suburbs and Clongriffin, via Dublin city centre.

4.6 Proposed Rail Network Improvements

As part of the DART expansion project, it is proposed to increase the capacity of the northern line from circa 10,500 in the morning peak hour to approx. 15,000 by 2035. Train capacity shall be increased from 10-minute to 5-minute frequency and all trains shall be lengthened to 8 carriages. At present detailed design is being undertaken to inform the full delivery programme for DART expansion.

5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

The Residential Travel Plan is a management tool that brings together transport, residents and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Residential Travel Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Residential Travel Plan should be informed by and founded upon the following:

- Travel surveys of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Residential Travel Plan for the subject development follows the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Residential Travel Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Residential Travel Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus and train.



- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development

5.1.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus and train.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their mode share will increase. Public transport, pedestrian and cycling facilities are present in the area of the site such as the DART, frequent Dublin Bus Route services and the GoCar car sharing scheme offer an alternative to the private car in many cases. Facilities are constantly improving with the ongoing implementation of different strategies and projects such as the LUAS Cross-city service connection (completed in 2017), the Metrolink scheme, and the DART Underground.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individual:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government's tax incentives.
- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.1.2 Objective 2

To reduce the overall number of single occupant vehicles trips.

The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

5.1.3 Objective 3

To integrate mobility management into the development decisions, policies and practices and to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish



good policies and practices when developing decisions within the RTP.

In addition, the Local Authorities require Residential Travel plans for developments which the planning authority may consider generate significant trip demand.

5.1.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for residents and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitude which in turn can influence behaviour.

6.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

6.1 Population Groups

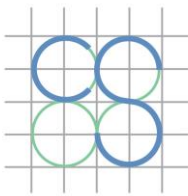
Journeys to and from the development shall be made primarily by two distinct population groups: residents and visitors. The targets set under the Residential Travel Plan shall be limited to residents, as this is the principal group that is expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.2 Census Data

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 267004011 only	SA 267004011 + adjacent
Driving a Car or Van	32%	34%
Passenger in a Car	6%	13%
Bicycle	7%	5%
Motorcycle	2%	1%
Bus	4%	9%
Train or Tram	24%	23%
Walking	19%	11%
Other / Work from Home	2%	1%
Not Stated	4%	3%

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2016



census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 267004011. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 3.

6.3 Development Modal Splits

Table 4 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 4 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	33%	28%
Passenger in a Car	8%	8%
Bicycle	7%	8%
Motorcycle	1%	1%
Bus	7%	8%
Train or Tram	24%	26%
Walking	20%	21%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Residential Travel Plan Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

6.4 Implementation Timeframe

The duration of the first phase of the Residential Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Residential Travel Plan Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

6.5 Plan Monitoring and Review

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As has already been noted, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public Transport
- Car Sharing
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the Residential Travel Plan initiatives and the importance of contribution are extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing the residents and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.

- Developing an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at the reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development residents. The Pack will contain all the information relating to the Residential Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.
- Developing a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

7.2 Walking & Cycling

7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified in the vicinity of the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.



- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It must be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TfL Leap Card.

7.3.3 Multi-Modal Trip Support

Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.3.4 Car Sharing

For those who cannot avail of public transport or live too far to walk/cycle, car sharing is the mechanism that has the highest probability to reduce travel by single occupancy private car. 2no. GoCar bases are situated within a 10-minute walk of the subject development. 4no. vehicles are available at the GoCar base on Station Square, adjacent to Clongriffin Rail Station.

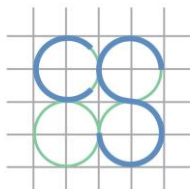
7.3.5 Residential Car-Share Scheme

A residential car sharing scheme shall be established for residents of the proposed development, allowing residents the common use of a small vehicle pool based permanently within the site. It is intended to provide 10no. shared cars for the sole use of the development's residents. 10no. on-street car parking spaces within the development shall be reserved for these vehicles.

Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking spaces. A recent study of car clubs in Scotland, commissioned and published by CoMoUK ², concluded that a single shared car may replace ownership of 14 private cars. On this basis, the 10no. shared car parking spaces may therefore be considered to reduce parking demand within the development by the equivalent of 130no. spaces.

An early model of residential car club entailed the purchase and maintenance of a vehicle pool by a development's management company; the high initial outlay and capital risk therefore restricted such schemes primarily to very large developments. With the advent

² *Car Club Annual Survey for Scotland 2019/2020*, available from <https://como.org.uk/shared-mobility/shared-cars/why/>



of publicly-accessible car sharing schemes, residential and office developments now have the opportunity to 'host' a number of shared cars from a larger fleet, the use of which is restricted to development occupants. In this model, vehicle supply and maintenance, as well as driver insurance, are all organised by an external car-sharing company and do not need to be arranged by the development's management company.

GoCar, Ireland's largest and longest-established car-sharing service, has indicated a willingness to supply and manage the vehicles to be provided under the development's car-share scheme, operating them following the model described above. Refer to Appendix B for a supporting letter of intent provided by GoCar.

7.3.6 Multi-Modal Trip Support

Development occupants should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.4 Implementation / Consultation / Monitoring

The Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Residential Travel Plan Coordinator, and financial resourcing.

To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;
- A Residential Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;

- Working Groups on various related issues;
- Consultations with development users and external organisations.

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The Residential Travel Plan will be managed by a Residential Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Residential Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential Travel Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

8.0 SUMMARY

The proposed development site is located in Baldoyle, Dublin 13. The proposed development site is located in proximity to existing high-quality bus and rail services that connect it to Dublin city centre. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

8.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Residential Travel Plan:

8.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Residential Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys.
- Revise and update the plan as required.

8.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

8.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

Appendix A

Links to relevant guidance documents concerning Mobility Management

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans

www.smartertravelworkplaces.ie
www.ways2work.bitc.org.uk

Sustainable Travel

www.smartertravel.ie
www.sustrans.org.uk
www.nationaltransport.ie
www.dttas.ie
www.eltis.org
www.mobilityweek.eu

Getting Active

www.getirelandactive.ie

Public Transport Information

www.transportforireland.ie
www.taxesaver.ie

Cycle to Work Scheme

www.revenue.ie

Walking challenges

www.pedometerchallenge.ie
www.irishheart.ie

Cycling

www.cyclechallenge.ie
www.dublinbikes.ie
www.irishcycling.com

Cycle to Work scheme

www.revenue.ie
www.bikescheme.ie

Designing and Planning for Cycling

www.cyclemanual.ie
 Transport for London Workplace Cycle Parking Guide
 See p16 for technical guidance on space allocations for cycle parking
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

Walking/ Cycling Routes

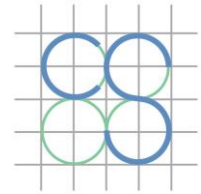
www.mapmyride.com
www.mapmyrun.com

Car Sharing

www.carsharing.ie

Misc.

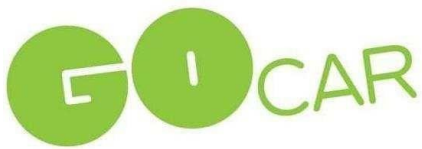
Copenhagen Cycle Chic - Bikes, style and Copenhagen



CS CONSULTING
GROUP

Appendix B

GoCar Letter of Intent



Richmond Homes,
Castle Vernon,
Clontarf,
Dublin 3

Dublin, 24th June 2021

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide ten (10) shared car sharing vehicles in the proposed residential development at Baldoyle Growth Area 3. GoCar representatives have discussed the project with representatives of CS Consulting, who are the Engineers for the Project, and are excited to provide a car sharing service at this location.

It is understood that these vehicles will be provided exclusively for use by residents of the new development. GoCar will work with the eventual managers of the property to make these arrangements and to promote the service within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 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 car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

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

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

Rob Kearns
Head of Growth
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