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Residential Travel Plan

Strategic Housing Development (SHD)

Heuston South Quarter, St. John's Road West, Kilmainham, Dublin 8

Client: HPREF HSQ Investments Ltd.

Job No. H087

September 2021

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RESIDENTIAL TRAVEL PLAN

STRATEGIC HOUSING DEVELOPMENT (SHD)

HEUSTON SOUTH QUARTER, ST. JOHN'S ROAD WEST, KILMAINHAM, DUBLIN 8

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BS 1192 FIELD	**HSQ-CSC-ZZ-XX-RP-C-0007-P6**

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H087	PS	GF	OS	20.09.2021	P6
H087	PS	GF	DR	22.07.2021	P5
H087	PS	NB	DR	09.07.2021	P4
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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by Henderson Park to prepare a Residential Travel Plan for a proposed Strategic Housing Development at Heuston South Quarter, St. Johns, Road West, Kilmainham, Dublin 8.

1.1 Location, Size and Scale of the Development

The proposed development is located on St. John's Road West at the Heuston South Quarter complex in Dublin 8, within the administrative jurisdiction of Dublin City Council.

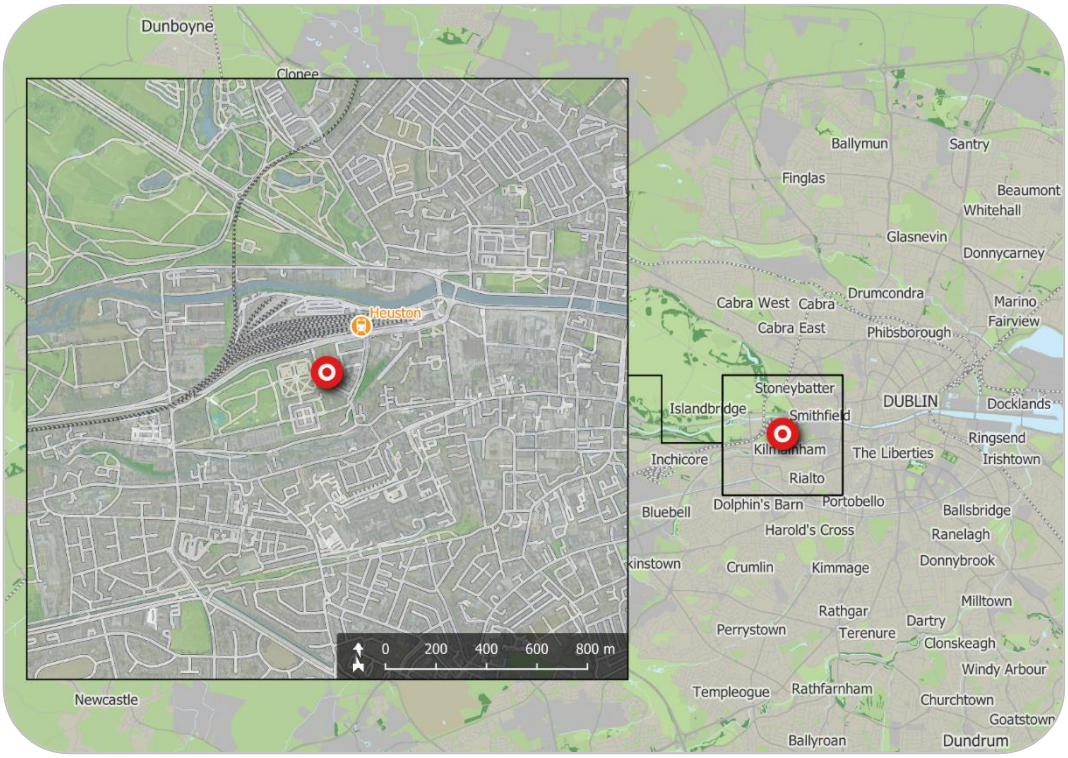

Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSi, OSM Contributors, Google*)

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.

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

The site has an area of 1.08ha and is bounded to the west by the gardens of the Royal Hospital Kilmainham, to the north by St. John's Road West, and to the east and south by existing office and residential buildings forming Phase 1 of the larger HSQ development (which extend to Military Road, further to the south-east).

The subject site is brownfield, comprising a partially developed section of the Heuston South Quarter (HSQ) complex. Some surface level internal roads are present on the site, which benefits from the existing established HSQ vehicular accesses on St. John's Road West (R148) and Military Road. The site has been landscaped as an interim measure to improve its aesthetics pending its complete development. The subject site does not in itself generate any vehicular traffic but is traversed by traffic accessing the existing HSQ complex to/from St. John's Road West.

The development shall be 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 a residential development of 399 no. 'Build To Rent' residential units and all ancillary and associated uses, development and works, and a retail unit of 120 sq m, on a site of 1.08 ha. The proposed development consists of:

- Site clearance and localised demolitions to remove part of the podium and Basement Level -1 reinforced concrete slabs at the interface of the proposed Blocks A and B, together with the incorporation of part of the existing double basement level structure extending to approximately 7,613 sq.m over two levels (excluding an area of 3,318 sq.m that will be backfilled at Basement Level -1) within the proposed development.
- The construction of 5 no. buildings (Blocks A to E) ranging in height between 3- to 18-storeys over double basement level / podium level to provide a residential / mixed use development to provide 399 Specific BTR (Build to Rent) units with a total gross floor area of 29,391 sq.m, comprising 46 no. studios, 250 no. one bedroom units, 90 no. 2 bedroom / 4 person units and 13 no. 2 bedroom / 3 person units; internal communal ancillary residential services / amenities to include a shared co-working area / lounge (178 sq.m) and gym (102 sq.m) at lower ground floor level, and lounges on either side of a residential foyer at ground floor / podium level within Block A (196 sq.m), and a TV Room / lounge (57 sq.m) at ground floor / podium level within Block C.
- An independent retail unit (120 sq.m) is proposed at ground floor / podium level within Block B.
- A double basement is provided that will be integrated within the existing basement levels serving the wider HSQ development and will be accessed from the existing vehicular ramped accesses/egresses onto/off St. John's Road West and Military Road to the north and east,

respectively. Basement level -1 provides: a refuse store; 80 no. car parking spaces (including 4 no. disabled spaces and 8 car club spaces); 4 no. motorcycle parking spaces; and, secure bicycle parking / storage in the form of 251 no. double stacked cycle parking spaces providing capacity for 502 no. secure bicycle storage spaces for residents. An additional 49 no. Sheffield type bicycle stands are provided at basement level -1 to provide 98 no. visitor cycle spaces (inclusive of 8 no. designated cargo bike spaces, that will also be available for the shared use with residents of the scheme) and a further 55 no. Sheffield type bicycle stands are provided at podium level to provide 110 no. cycle parking spaces (108 no. visitor cycle parking spaces (inclusive of 6 no. designated cargo bike spaces) and 2 no. cycle parking spaces in connection with the retail unit). All bicycle parking at basement level is accessed via a dedicated cycle lift from podium to basement level -1 that is situated to the south of Block B.

- Works proposed along the St John's Road West frontage include the omission of the existing left-turn filter lane to the vehicular ramped access to the HSQ development and re-configuration of the pedestrian crossings at the existing junction together with the re-configuration of the existing pedestrian crossing over the westbound lanes of St. John's Road West leading to an existing pedestrian refuge island. Re-alignment of the existing footpath along the site frontage onto St John's Road West to tie into the reconfigured junction arrangement and provision of a link to a new lift to provide wheelchair access from St John's Road West to the HSQ podium.
- Communal Outdoor Amenity space is provided for residents in the form of rooftop terraces (totalling 1,179sqm), and lower-level communal courtyards between blocks (totalling 960sqm).
- Hard and soft landscaping works are proposed at podium level which includes the extension and completion of the public plaza to the east

of Block A; the provision of footpaths; a MUGA (Multi Use Games Area) and informal play areas for children (totalling 1,670sqm).

- A double ESB substation/switch room at ground / podium level within Block A, and a single substation/switch room at ground / podium level within Block B together with associated site development works, which includes the realignment / reprofiling of an existing vehicular access ramp at the southern end of the site between basement levels -1 and -2 and the closure / removal of a second vehicular access ramp between the subject site at basement level -1 and the raised basement level -1 under the Telford building.

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

The development site benefits from proximity to good quality public transport services. As shown in Figure 3, the development site is situated within a 10-minute walk of both the Heuston Station and James' stops on the Luas Red Line, which is served by frequent trams to and from Dublin city centre, as well as to/from Saggart and Tallaght in the south-west.

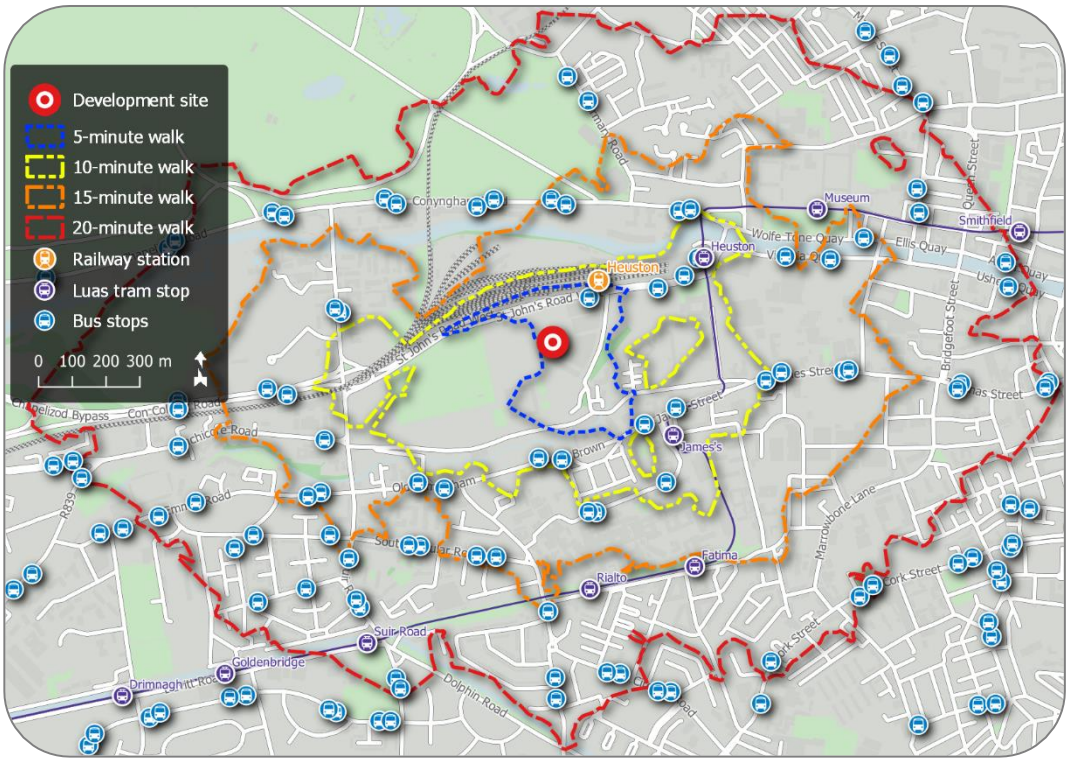

Figure 3 – Walking times and public transport service points
(map data & imagery sources: EPA, NTA, OSi, OSM Contributors)

4.1 Pedestrian Accessibility

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

Existing pedestrian facilities on Military Road, St. John's Road, Kilmainham Lane and neighbouring streets in the vicinity of the development site are

generally in good condition. Raised footpaths and public lighting are in place on Military road and St. Johns Road in the vicinity of the subject development site.

4.2 Public Transport Services

4.2.1 Light Rail Services

The Luas light rail network consists of two principal lines, which connect to one another at Abbey Street/Marlborough Street/O'Connell Street in Dublin City Centre.

- LUAS Red Line (E-W) Dublin Docklands to Tallaght/Saggart
- LUAS Green Line (N-S) Broombridge to Bride's Glen

Table 1 – Luas Red Line Light Rail Services adjacent to Site

Direction	Destinations	Peak Interval
Northbound	Dublin Docklands	3-4 min
Southbound	Tallaght/Saggart	3-4 min

The subject development site is located within a 10-minute walk of the Heuston and James's stops on the Luas Red Line. Light rail services operating to and from these stops connect them directly to the Point in the east (via Dubin city centre) and to Tallaght / Saggart in the south; interchange with the Luas Green Line is possible at Abbey Street. Trams serve the Heuston and James's stops at intervals of approximately 3-4 minutes at peak times.

4.2.2 Rail Services

The subject development site is located within a 10-minute walk of Heuston Station. Intercity rail services operating to and from this station connect the development directly to many towns and cities such as Cork, Waterford, Galway and Limerick. A Commuter service also

terminates at Heuston Station, serving commuter towns to the south-east of Dublin. Commuter trains serve Heuston Station at intervals of approximately 20 minutes at peak times.

4.2.3 Bus Services

Bus stop no. 2638, located on St. John's Road West within a 5-minute walk of the site, is served by a total of 3no. Dublin Bus routes (nos. 51d, 79, 79a). Of these, one route (no. 79, between Aston Quay and Spiddal Park/Parkwest) operates at intervals of less than 10 minutes at peak times. A further 39no. bus routes (including nos. 4, 13, 20, 22, 25, 26, 40, 66, 67, 69, 115, 120, 121, 123, 126, 130, 145, 363, 735, 737, 747, 842, X8, X12, X20, and variants) serve stops within a 10-minute walk if the subject site.

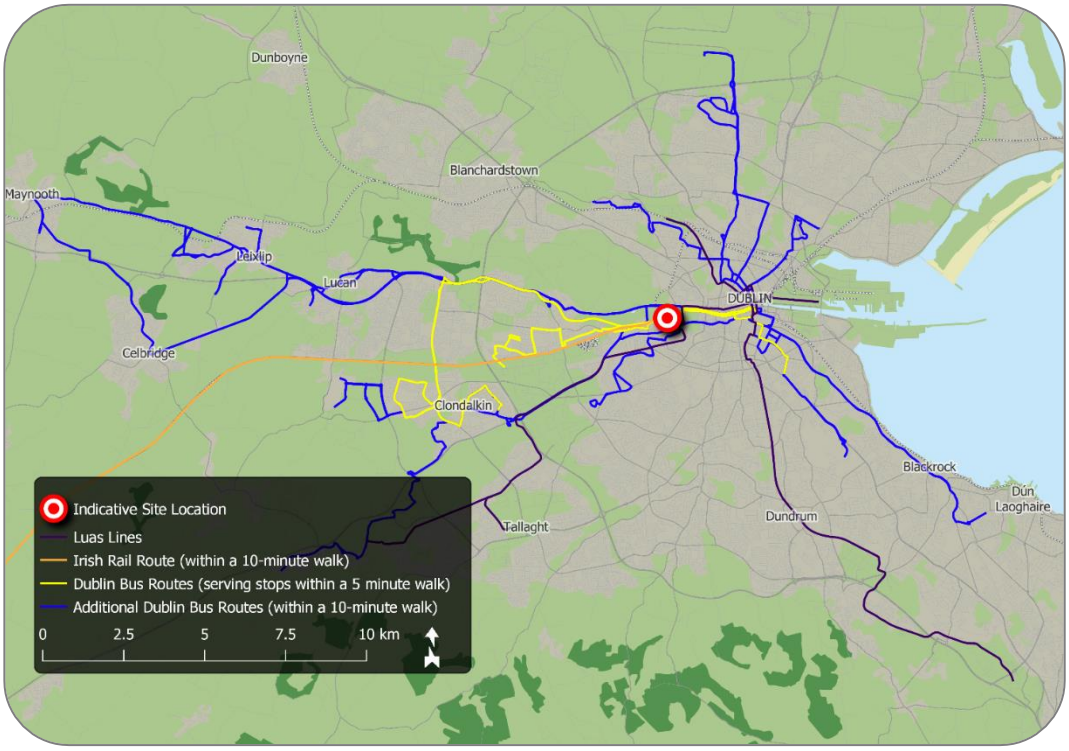

Figure 4 – Existing easily accessible public transport routes
(map data sources: EPA, NTA, OSi, OSM Contributors)

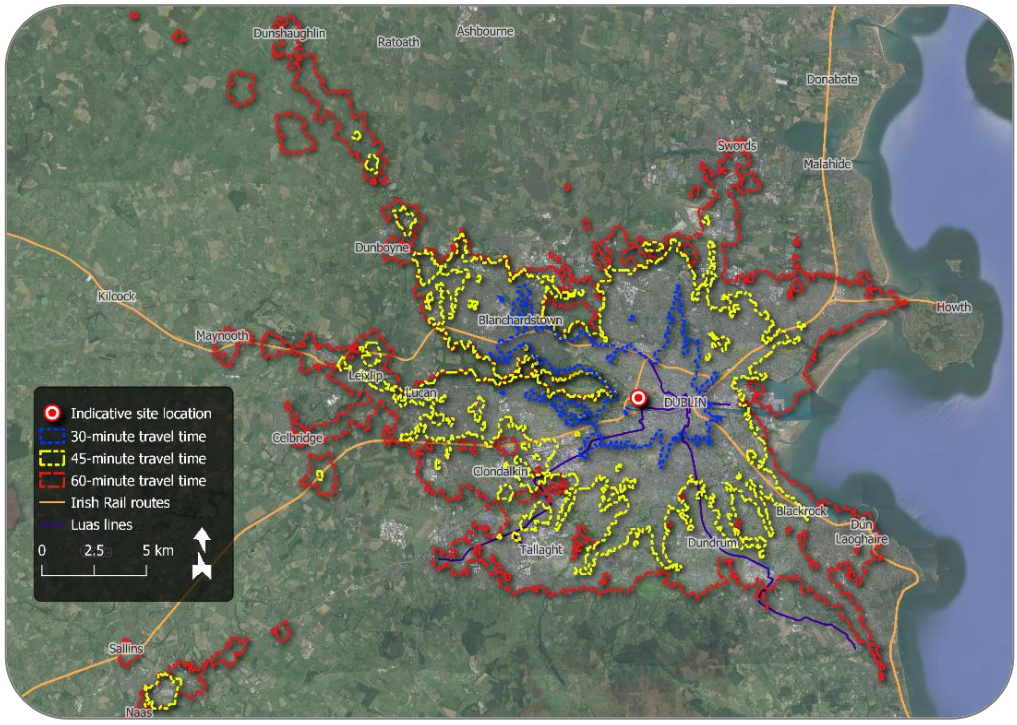

Figure 5 – Public transport travel times FROM development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

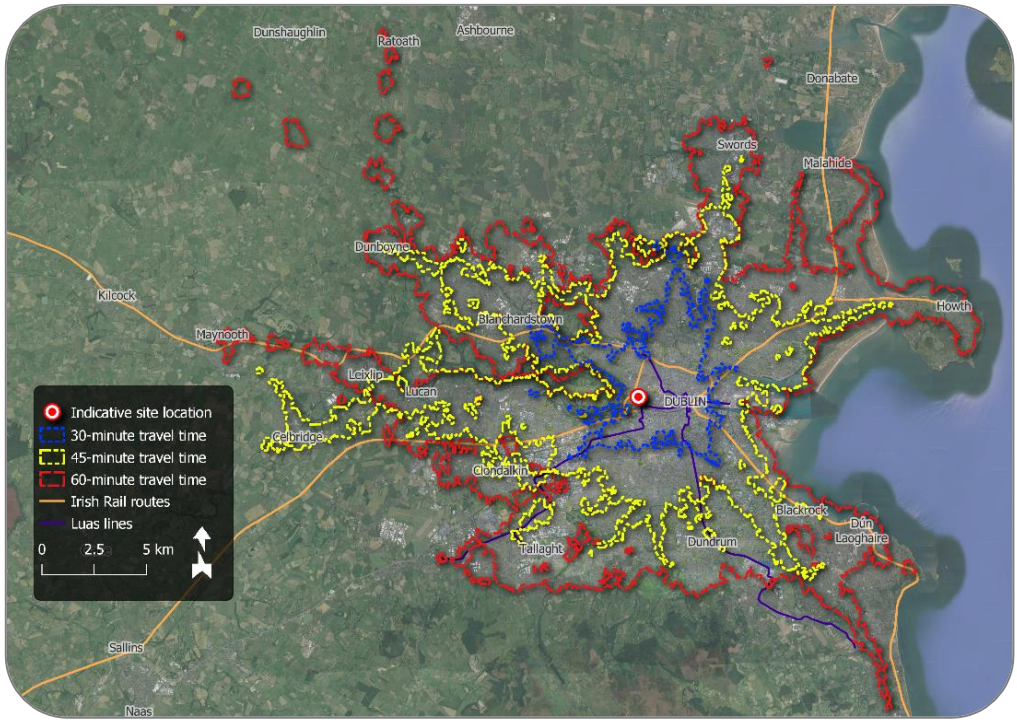

Figure 6 – Public transport travel times TO development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

Figure 4 shows the extents of the direct bus and rail routes within a 5-minute walk of the development site. 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 09:00 on a typical weekday; Figure 6 shows the reach of public transport journeys to the development site, based upon an arrival time of 17:00 on a typical weekday.

4.3 Bicycle Infrastructure

There is no cycle infrastructure present on Military adjacent to the subject development site. A cycle lane is present on St. Johns Road in the vicinity of the subject site in both the west and eastbound direction. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

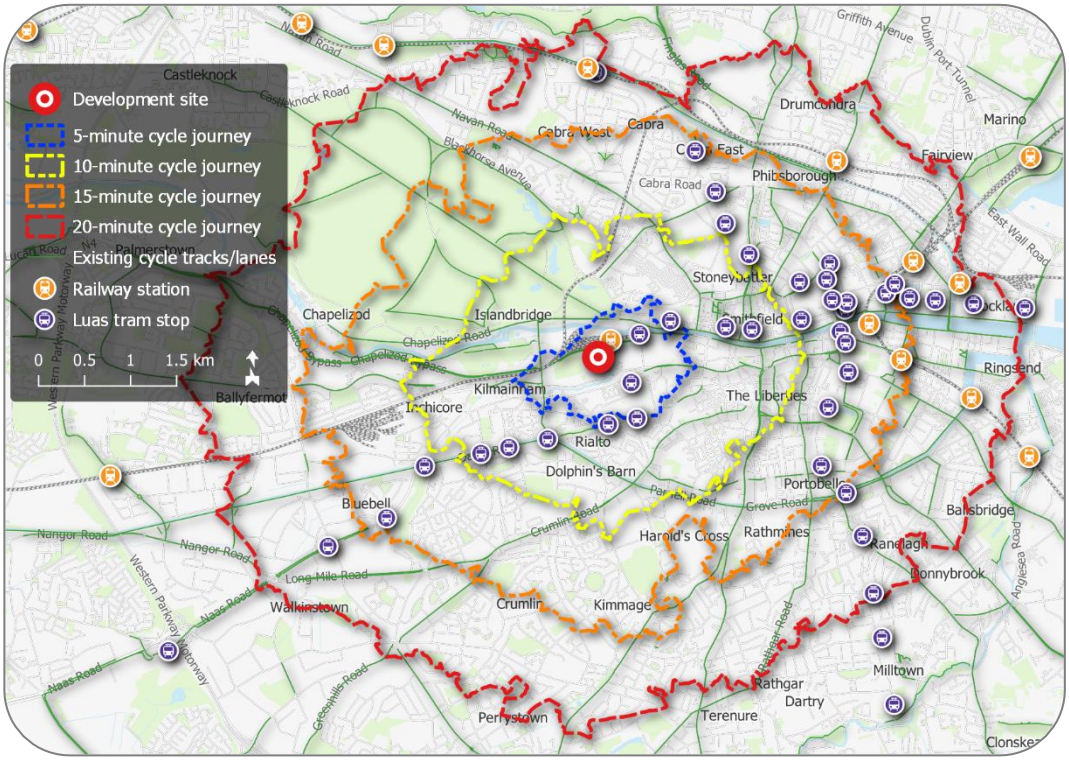

Figure 7 – Bicycle journey times and cycle facilities
(map data & imagery sources: EPA, NTA, OSi, OSM Contributors)

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the recommendations of the December 2020 policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, to promote cycling as a mode of transport for residents.

4.4 Proposed Transport Infrastructure and Service Improvements

The NTA BusConnects Core Bus Corridor Project includes the implementation of Core Bus Corridor no. 6 (Lucan to City Centre) along St. John's Road West, in close proximity to the subject development site (see Figure 8). This entails a new westbound bus lane on this section of St. John's Road West and the removal of one westbound general-purpose lane. Changes are also indicated to the existing Heuston South Quarter access junction St. John's Road West.

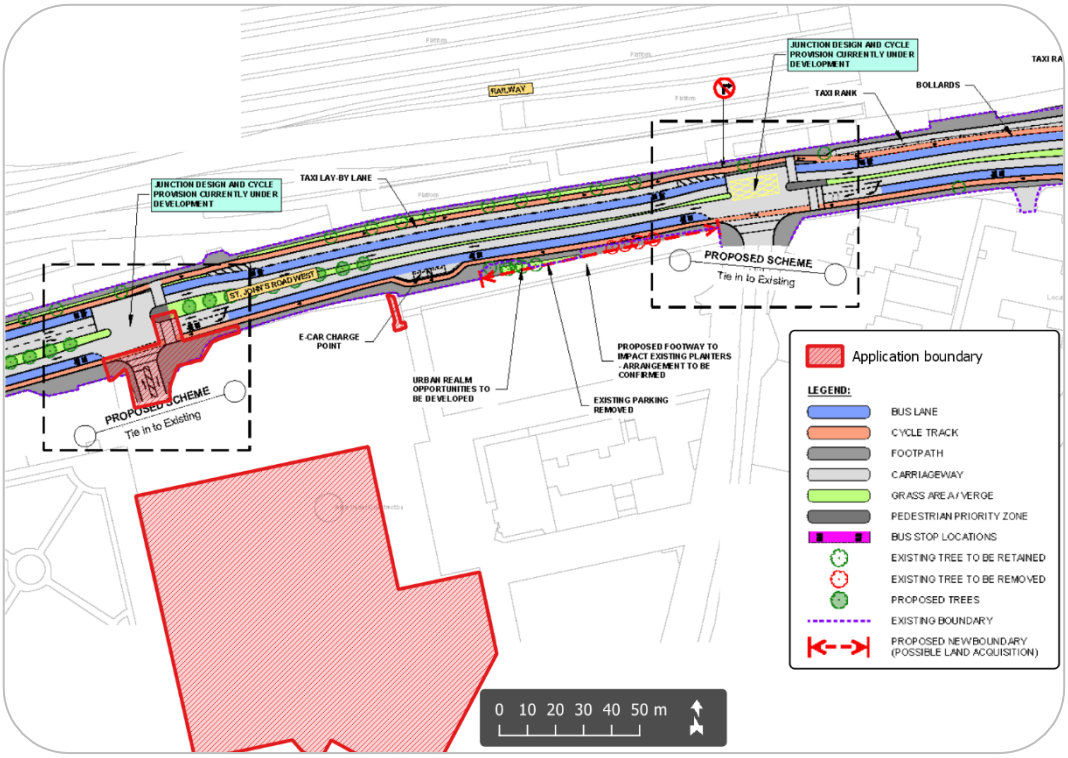

Figure 8 – Extract of Core Bus Corridor no. 6 route mapping
(*background imagery source: NTA*)

As part of the same BusConnects project, Core Bus Corridor no. 7 (Liffey Valley to City Centre) is to be implemented along James's Street, less than 10 minutes' walk to the south of the subject site.

Three rounds of Public Consultation have been conducted in respect of the Core Bus Corridor Project, and the NTA indicates that it will soon be presenting planning applications to An Bord Pleanála.

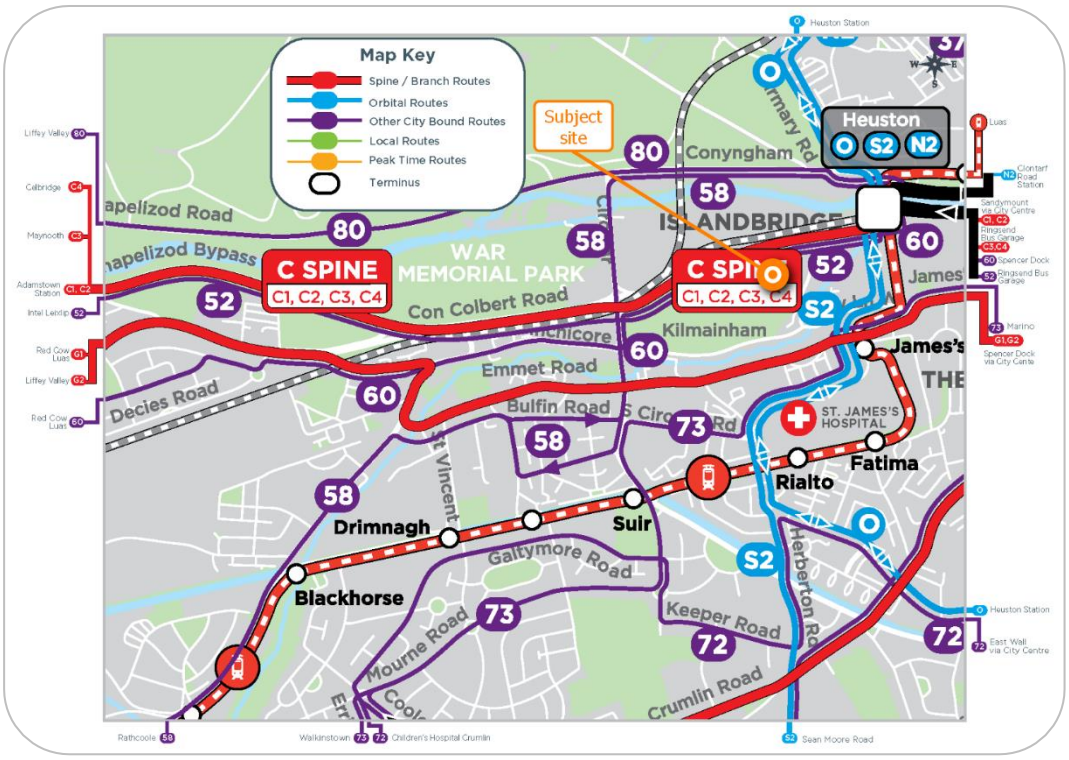

Figure 9 – Dublin Area Revised Bus Network Inchicore area map
(background imagery source: NTA)

The Core Bus Corridor Project is accompanied within the BusConnects framework by the Dublin Area Revised Bus Network initiative, which seeks to improve the overall convenience and efficiency of the city's bus routes. Under these Revised Bus Network proposals, it is proposed to implement new spine routes C1, C2, C3 and C4 along St. John's Road West, immediately to the north of the subject site (see Figure 9). These arterial

routes, running between Lucan and Ringsend via the city centre, will operate at intervals of 8 minutes during peak times.

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that a secondary cycle route (route no. 6A) be implemented along St. John's Road West, in close proximity to the subject development site. This shall continue eastward past Heuston Station and connect to primary cycle route no. 5, which is to run along the North Quays into the city centre (see Figure 10). In addition to these, the proposed Camac Greenway is to pass through the grounds of the Royal Hospital Kilmainham, close to the subject site, and connect to secondary cycle route no. 6A close to Heuston Station.

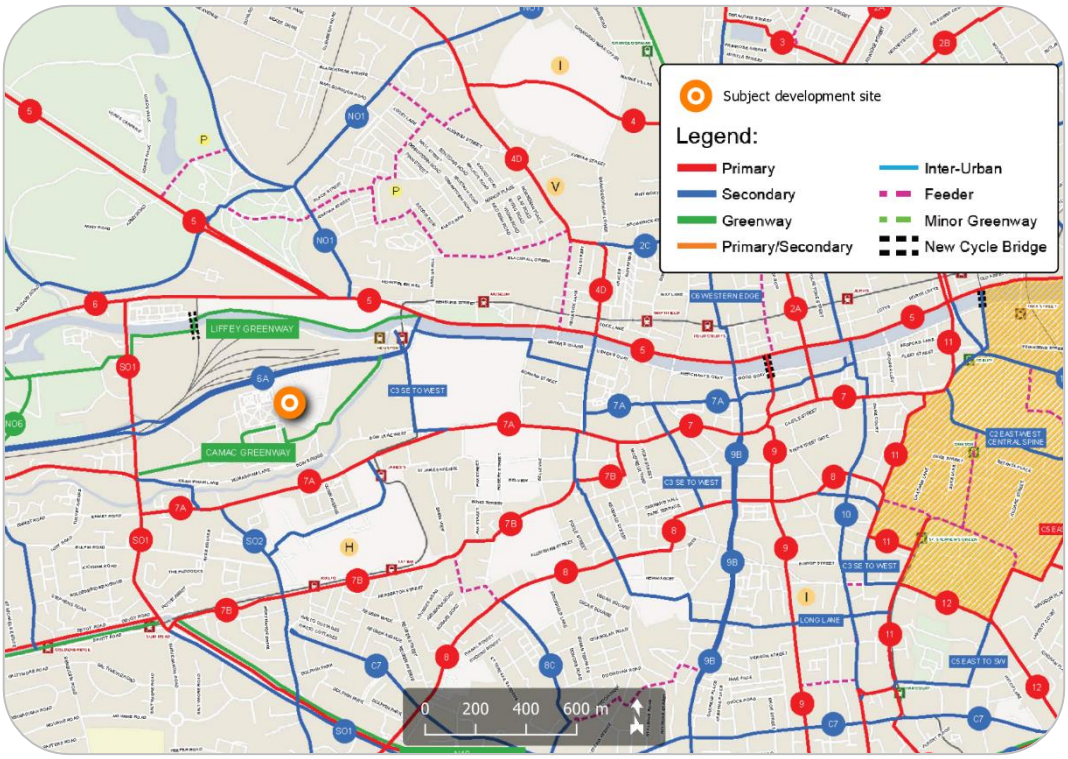

Figure 10 – Extract of GDA Cycle Network mapping
(*background imagery source: NTA*)

No information is yet publicly available on the proposed design or delivery timeframe of the aforementioned cycle infrastructure objectives.

4.5 External Shared Transport

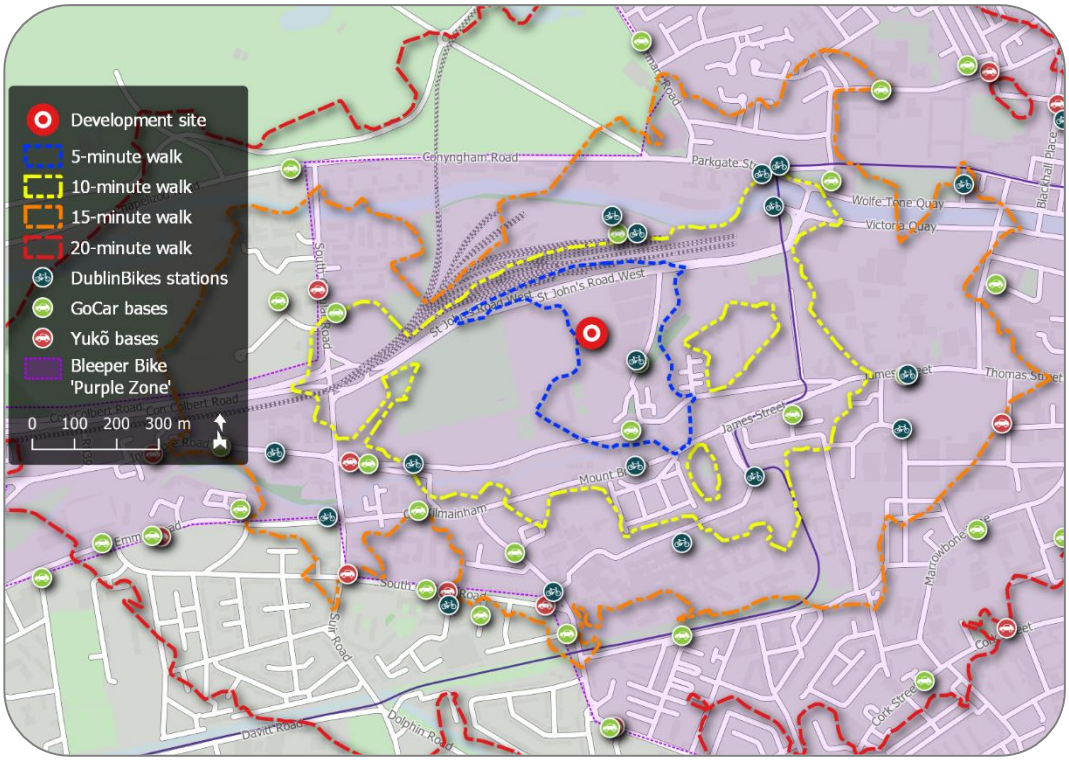

Figure 11 – Walking times and shared transport services
(map data & imagery sources: EPA, DCC, GoCar, Yuko, OSM Contributors)

In addition to the development's own residential car-share club and its internal bicycle parking provision, the area surrounding the subject site is well served by commercial car-share services and by the DublinBikes and Bleeper Bikes bicycle sharing schemes.

- 8no. DublinBikes stations are located within a 10-minute walk of the subject site (including one station on Military Road, adjacent to the HSQ complex).
- 4no. bases for the GoCar commercial car-sharing service are located within a 10-minute walk of the subject site (including one base on Military Road, adjacent to the HSQ complex). A further 10no. GoCar bases are located within a 15-minute walk.

- 6no. bases for the Yukõ commercial car-sharing service are located within a 15-minute walk of the subject site.

The development site is also situated within the 'purple zone' for the Bleeper Bikes commercial bicycle sharing scheme. Within this area, a Bleeper Bike may be collected from or returned to any public bicycle parking stand.

Note:

The above car sharing locations represent the most up to date information available on the publicly-accessible GoCar and Yukõ bases at the time of preparing this report. These base locations are subject to periodic alteration by the scheme operators, in response to usage demand and to traffic management considerations.

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:

- A travel survey 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, light rail 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, light rail 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 Luas, commuter rail, frequent Dublin Bus Route services and car sharing schemes 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, and the DART Underground.

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

- 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 only 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 2 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 268148006 only	SA 268148006 + 268148005
Driving a Car or Van	13%	14%
Passenger in a Car	3%	2%
Bicycle	10%	12%
Motorcycle	0%	0%
Bus	18%	17%
Train or Tram	29%	28%
Walking	20%	19%
Other / Work from Home	1%	1%
Not Stated	6%	6%

To establish indicative baseline modal splits for the development site, reference has 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 predominantly in census Small Area no. 268148005 but also spans in Area no. 26814006. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 2.

6.3 Development Modal Splits

Table 3 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, as well as by the proposed car parking provision within the subject development.

Table 3 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	10%	7%
Passenger in a Car	3%	1%
Bicycle	14%	16%
Motorcycle	1%	1%
Bus	19%	20%
Train or Tram	32%	33%
Walking	21%	22%
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 Mobility Management 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 Mobility Management 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 it 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
- Residential Car Sharing
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the mobility 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.

- Develop 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.
- Develop 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 within a radius of at least 5km around 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.

7.4 Residential Car Sharing

A residential car sharing club shall be established within the development, allowing residents the exclusive use of 8no. shared cars based permanently within the site. These may be owned and maintained by the development's management company. Alternatively, the development may '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.

A recent study of car clubs in Scotland, commissioned and published by CoMoUK [1], concluded that a single shared car may replace 14 private cars. On this basis, the 8no. shared car parking spaces may therefore be considered to reduce residential parking demand within the development by approximately 104no. spaces.

7.5 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 Mobility Management Coordinator, and financial resourcing.

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

- Management support and commitment;

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

- A Mobility Management 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 Mobility Management Coordinator with the clear mandate to implement and evolve the Plan. The Mobility Management 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 at Heuston South Quarter, St. John's Road West, Kilmainham, Dublin 8. The proposed development site is located in proximity to existing high-quality bus, light rail 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 Mobility Management 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.

8.1.4 Residential Car Sharing

- Establish a residential car sharing club within the development, for the exclusive use of residents.

Appendix A

Links to relevant Mobility Management guidance documents

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GROUP

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.taxsaver.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