

Travel Plan

Barrington Tower SHD, Brennanstown Road, Dublin 18

April 2022

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Comments

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1. Introduction

1.1 Introduction

This Travel Plan (formerly Mobility Management Plan) is intended to deal with the typical day-to-day operating conditions at Barrington Tower.

It has been prepared by Waterman Moylan to accompany an SHD application on behalf of Cairn Homes Properties Ltd to An Bord Pleanála for a residential development at Barrington Tower, Brennanstown Road, Dublin 18.

The location of the proposed development in relation to Brennanstown Road and Brennanstown Stop is illustrated in Figure 1.

1.2 Threshold for Travel Plan

Sections 8.2.4.3 and 12.4.3 of the Dun Laoghaire-Rathdown County Development Plan 2016 – 2022 specifies that that a Travel Plan is required where an existing or proposed development meets one or more of the following thresholds: -

- Any development proposing 100 residential units or more.
- Any development proposing 100 or more car parking spaces or generating 100 or more car trips in the peak hour.

Similar criteria for Travel Plans are set out in Section 12.4.3 of the DLR County Development Plan 2022-2028 which has been adopted by the members and comes into effect on 21st April 2022 after the subject application has been lodged.

The proposed provision of residential units in this development is 534 units.

1.3 Program

The travel targets in this Plan are based on an Opening Year of 2026 and a five year horizon of 2031.

1.4 Scope

Travel management will be a key operational feature in the provision of sustainable travel infrastructure at Barrington. The owners will implement the Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car for the journey to work.

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



Figure 1 Location Map

1.5 Proposed Development

The proposed 'Build-to-Rent' (BTR) development will consist of the construction of 8 no. blocks in heights up to 10 storeys comprising 534 residential units, a creche, a retail unit, residential support facilities and residential services and amenities. The proposal also includes car and cycle parking, public and communal open spaces, landscaping, bin stores, plant areas, substations, switch rooms, and all associated site development works and services provision. A full description of the development is provided in the statutory notes and in Chapter 3 of the EIAR submitted with this application.



Figure 2 Proposed Site Layout

2. Travel Modal Share

The travel mode share (as detailed in Census 2016) for all trips to work, school or college for residents of Dun Laoghaire-Rathdown is reproduced from Table 2.2.1 of the County Development Plan 2016 – 2022 in Table 1 below.

Data for the journey to work only is not available from Census 2016.

Table 1 Modal Share for Travel to Work - CSO 2016

Mode	Persons	%
On Foot	6,875	7.8%
Pedal Cycle	5,770	6.6%
Bus	7,781	8.9%
LUAS	14,094	16.1%
Motorcycle	805	0.9%
Car Driver	47,577	54.4%
Car Passenger	2,155	2.5%
Van	2,260	2.6%
Other (including lorry)	173	0.2%
Sub-Total	87,490	100.0%
Work at home	3,935	
Not Stated	2,972	
Total	94,397	

3. Overall Strategy

3.1 Overall Strategy

The strategy for this Travel Plan is based on the movement of people not vehicles. The objectives of the Plan are:

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

In pursuance of these objectives, targets for residents have been set in a number of main areas for the next 6 years between 2026 and 2031.

These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas. Further targets will be developed during the implementation of this Plan as development and infrastructure progresses and new data becomes available.

The owners of the development are aware of the importance of maximising opportunities to make non-car trips for the journey to and from the development. To this end, the provision of on-site facilities will help to reduce the need use a car for other purposes.

3.2 Development Population

The proposed development at Brennanstown is expected to comprise some 534 residential apartments at Barrington on the south side of Brennanstown Road.

The predicted population of the development at Barrington is 1,458 residents as calculated in Table 2 from the different sizes of units.

By way of comparison based the Irish Water standard of 2.7 persons per unit, the projected population of the development would be some 1,441 persons (534 units x 2.7 persons per unit).

For the purpose of this report and based on the figures in Table 6, the projected population of the proposed development has been assumed to be 1,450 persons.

Table 2 Development Population

Unit Size	Number of Units	Total
Studio (1 person)	30	30
1-Bed (2 person)	135	270
2-Bed (3 persons)	318	954
3-Bed (4 persons)	51	204
Total	534	1,458 persons

3.3 Mobility Management Targets – Residents

The proposed development will be located in a residential area to the south of Brennanstown Road. This area currently has good public transport accessibility, footpaths and pedestrian facilities.

Based on current practice, the following opening targets are proposed for travel by the residents of the proposed development at Barrington.

Modal Split

The 2026 and 2031 proposals for target modal split for resident journeys to/from the proposed development are presented in Table 3 below.

Target 1 – Car Driver

The target rate proposed for residents driving to work by car is 22.6% in 2026 decreasing to 20.0% by the end of 2031. This rate is significantly lower than the current rate of 54.4% in Dun Laoghaire-Rathdown and the DLR target rate of 45.0%.

Target 2: Car Occupancy

The target rate proposed for residents travelling to work as car passengers is 1.25 persons per car in 2026 increasing to 1.30 persons per car by the end of 2031.

Target 3: Public Transport

The target rates proposed for residents travelling to work by public transport are 33.0% for 2026 increasing to 34.0% for 2031.

Target 4: Cycling

The target rates proposed for residents travelling to work by cycle are 6.0% for 2026 increasing to 7.0% for 2031.

Target 5: Walking

The target rates proposed for residents walking to work are 22.0% for 2026 increasing to 23.0% for 2031.

Table 3 Target Modal Split for Residents at Brennanstown Road

Mode	2026		2031	
	Modal Split	Persons	Modal Split	Persons
Walk	22.0%	319	23.0%	333
Cycle	6.0%	87	7.0%	102
Bus	5.0%	73	5.0%	72
Luas	28.0%	406	29.0%	420
Motorcycle	0.4%	6	0.4%	6
Car Driver	22.6%	326	20.0%	290
Car Passenger	5.6%	81	5.0%	73
Go Car (Car Share)	0.4%	6	0.6%	9
Work at Home	10.0%	145	10.0%	145
Total	100.0%	1,450	100.0%	1,450

4. Mobility Management Background

4.1 Local Transport Links

Brennanstown Road is well served by public transport including the Luas Green Line LUAS and Dublin Bus stage services.

4.2 LUAS Green Line

The operational times for the LUAS Green Line between Broombridge and Cherrywood are 05h30 – 00h30 Monday to Friday, 06h30 – 00h30 on Saturday and 07h30 – 11h30 on Sunday.

Passenger services on the Green Line through the Brennanstown Stop to the City Centre and Brides Glen comprise 100 services per day in each direction with an AM Peak Hour service of 10 trams per hour in each direction. From Sandyford to the City Centre, this service doubles to 200 trams per day and 20 trams per hour in each direction.

The capacity of the Green Line through the Brennanstown Stop during the AM Peak is 3,150 passengers per hour in each direction. From Sandyford to the City Centre, this service doubles to 6,300 passengers per hour in each direction.

The peak passenger demand on northbound services between the Brides Glen Stop and the Sandyford Stop is 1,618 passengers per hour and occurs between the Glencairn and Central Park Stops. The peak passenger demand on northbound services between Sandyford the City Centre is 4,648 passengers per hour and occurs between the Milltown and Cowper Stops.

When the predicted boardings at the Brennanstown Stop are taken into account, the predicted spare capacity available on northbound services at the location of peak occupancy between the Brennanstown Stop and Sandyford during the AM Peak Hour 08h00 – 09h00 is 1,282 passengers per hour equivalent to 40% of capacity.

When the predicted boardings at the Brennanstown Stop are taken into account, the spare capacity available on northbound services between Sandyford and City Centre at the location of peak occupancy between the Milltown and Cowper Stops is 1,402 passengers per hour equivalent to 22% of capacity.

Post development, the Luas Green line will remain within capacity both at the Brennanstown Stop and at the locations of peak loading between the Brennanstown Stop and the City Centre.

Access to the Luas Green Line services is through the Brennanstown Stop which is less than 5 minutes walk from the proposed development.

4.3 Bus Services - Existing

The proposed development site is served by Dublin Bus routes 63 and 63A.

The closest bus stops are located along Brighton Road and Glenamuck Road North approximately 650m about 9-minutes walking time to the west of the proposed site entrance from Brennanstown Road – See Figure 3. These bus stops are served by the bus routes 63 and 63A, which connect Kilternan to Dun Laoghaire via two different routes.

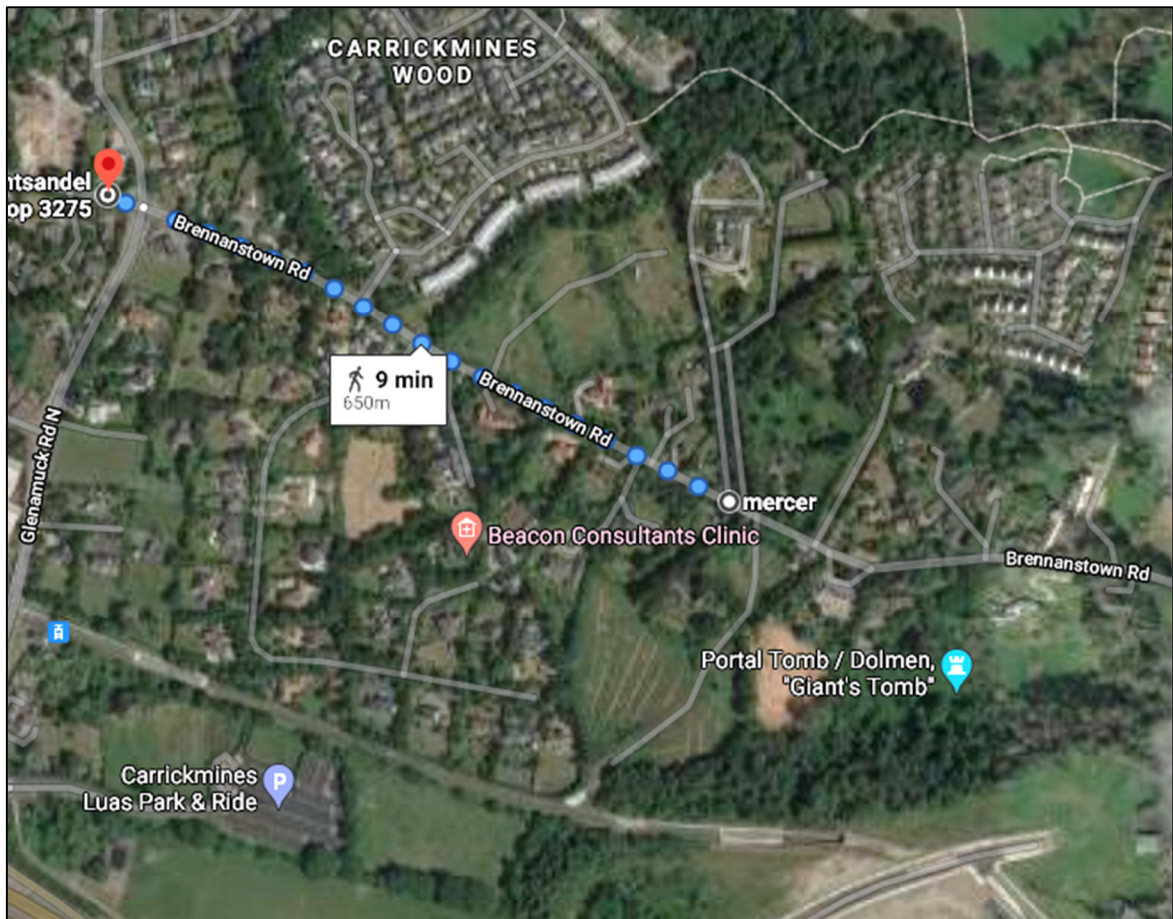


Figure 3 Walking Routes to Bus Stops

4.4 Bus Services – Future

The Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). The routes proposed to serve the development area are Routes **L26** and **L27**, which are approximately 670 m from the subject site, and are planned to connect Kilternan to Blackrock and Ballyogan to Dun Laoghaire, respectively.

The Bus Connects Route **E1** will also be available along the N11 corridor, approximately 1 km from the subject site, providing a service from Ballywaltrim through the City Centre to Northwood.

The proposed Bus Connects network in the vicinity of the proposed development site is illustrated in Figure 4 below. The frequency of which each route is proposed to operate is shown in Table 4.



Figure 4 Bus Connects Route Map

Table 4 Bus Connects Service Frequency

Bus Route No.	To	From	Weekday Avg. Frequency	Saturday Avg. Frequency	Sunday Avg. Frequency
L26	Kilternan	Blackrock	30 mins	30 mins	30 mins
L27	Ballyogan	Dun Laoghaire	30 mins	30 mins	30 mins
E1	Northwood	Ballywaltrim	8 to 10 mins	10 to 15 mins	15 to 20 mins

4.5 Pedestrian Linkage

Existing Environment – Pedestrians

Pedestrian facilities in the area surrounding the proposed development are generally of high standard. Footways are free of street clutter caused by inappropriately located street furniture.

Future Environment – Pedestrians

In addition to the existing facilities, the pedestrian environment in the area of the subject will be enhanced by the improvement works proposed on Brennanstown Road.

4.6 Cycle Linkage

Existing Environment – Bicycles

At the time of writing in March 2022, there were very limited cycle facilities on the road network in the area around the subject site.

Proposed Cycle Routes

The Greater Dublin Area Cycle Network Plan (GDA) proposes to expand the cycle network to provide new connections between zones in the Greater Dublin Area. Figure 5 below provides an overview of the proposals planned in the area of Southeast of Dublin as part of the GDA Cycle Network Plan.

This proposal provides a greenway to the south of Brennanstown connected to Glenamuck Road North which continues on to Sandyford. There will be two feeder cycle routes running to the east and west of the subject development site - one along Glenamuck Road North and one along the eastern portion of the Brennanstown Road, which will link up to the N11 corridor - one of the Primary cycle networks in the area which connects to the City Centre.

These new cycle routes will facilitate cyclist progression from Brennanstown area towards employment, villages and town centres.

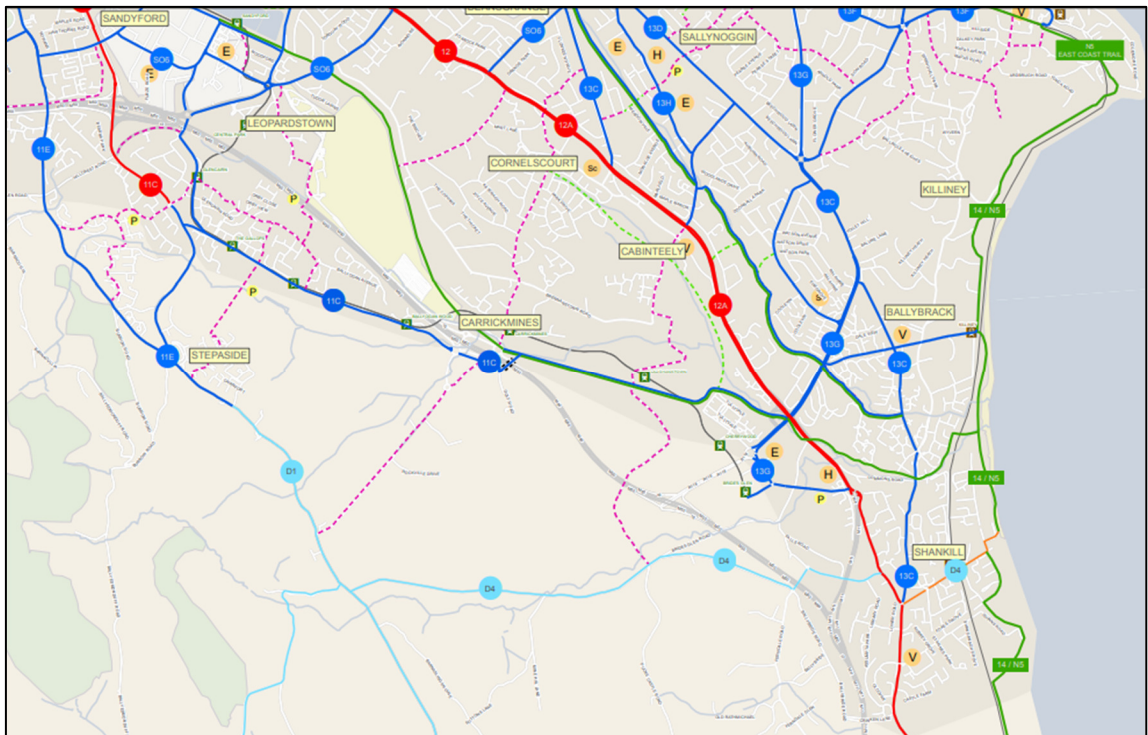


Figure 5 Proposed Cycle Network Upgrades - Dublin Southeast - Sheet 8.

4.7 Car Park Management Plan

Access

Access for all vehicles to/from the car parks at basement level are through controlled lifting barriers at each of the accesses.

Following the completion of the proposed development, the barriers at the car park entry and exit points will accept pre-issued fobs and / or tags from residents who have been allocated access to a specific car parking space.

Parking

Parking by residents to be in pre-allocated marked and designated spaces at all times.

Car Sharing

A minimum of one GoCar space will be located at surface level and an accompanying letter of support is appended to the Traffic and Transport Assessment accompanying this application under a separate cover.

Visitors

Parking for visitors to the proposed development will be in the space allocated to the admitting resident. Access to the space must be granted to the visitor by the resident and the allocated space must be free for the incoming visitor's car.

There will be no other visitor spaces within the proposed development.

Disabled Spaces

Spaces reserved for disabled badge holders cannot be used by non- badge holders.

Inappropriate Parking

All car park users will be advised by signage that that clamping of inappropriately parked cars will be in operation at the development. The fee for release of a clamp will be a flat rate of not less than €80.00. This fee will be subject to annual review by the Management Company.

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

- Access roads, ramps and aisles
- Disabled bays (if no window badge is displayed).
- Parking by unregistered drivers at spaces reserved for registered users.

The Management Company will arrange for clamping to be in place to prevent parking in unauthorised spaces or areas.

5. Travel Plan

5.1 Strategy for Travel

On an ongoing basis, a strategy of encouraging residents to travel as often as possible to and from the proposed development by modes other than the private car will be implemented by the Management Company.

To this end, the strategy will encourage residents to travel to work by public transport, by cycle / motorcycle and on foot.

The methodology being employed to implement the strategy includes:

- The provision of good levels of accessibility to and serviceability of the development by public transport modes primarily tram and bus services, some of which link to other modes.
- Ease of access to LUAS and bus stops.
- Lobbying the public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving the development.
- The provision of extensive information services for public transport routes at a public location(s) within the development.
- The ongoing updating of public transport information.
- Liaison with the National Transport Authority, Dun Laoghaire Rathdown County Council, Dublin Bus and other bus operators.
- The provision of extensive cycle parking within the development
- The provision of high-quality footpaths and signal controlled pedestrian crossings on the surrounding roads.
- Control on the use of car parking by non-residents

5.2 Local Bus Services

An important element of this Plan is the provision of improved public transport accessibility in addition to the Luas stops at Brennanstown and the bus stops.

To this end, the Management Company will arrange meetings and consultation with public transport service providers. The agenda for these consultations will include the provision of enhanced tram and bus services to the Brennanstown area and operational issues such as service frequency, ticket purchase at place of work and fare concessions.

The enhancement of the bus service includes diverted services, variation of existing routes, increased frequency of service and service modifications.

The Management Company and particularly the Travel Plan Co-ordinator will endeavour to maintain close liaison with private coach operators, so that their services are integrated into the overall Strategy. As many of the transportation linkages are outside the ownership of the applicants, discussions will be held with the appropriate departments of Dun Laoghaire Rathdown County Council.

Issues for discussion in the Brennanstown area would include improvements by Dun Laoghaire Rathdown County Council to pedestrian and cycling facilities, improvements to the road network, traffic management measures, how the development could be served by such facilities and how Travel Plan initiatives would integrate with Council policy.

In addition, the Travel Plan Co-ordinator will liaise with the operators of other Travel Plans in the area with a view to improving services by improving accessibility to other services in the surrounding area.

Details of these arrangements will be included in the public transport information, which will be regularly updated by the Travel Plan Co-ordinator.

6. Specific Measures

6.1 Public Transport Information

As the development nears completion, the Management Company will nominate a Travel Plan Co-ordinator who will co-ordinate the Travel Plan for the development. The Travel Plan Co-ordinator will update and distribute information to the residents.

Detailed information on the availability, timetabling and cost of public transport services will be displayed on the Travel Plan noticeboard.

The information will also be available in the Travel Plan section of the development web site with links to the NTA's web-based journey planner facility.

Public transport information will be collected, monitored and updated by the Travel Plan Co-ordinator on a regular basis.

6.2 Public Transport Fares and Discounts

For those residents who wish to travel by public transport, the Travel Plan Co-ordinator will seek to negotiate reduced fares with Dublin Bus, LUAS and private bus operators for travel on their services.

Details of the fares which can cover travel on one or more services i.e. bus / bus, bus / tram etc. will be posted on the Travel Plan information noticeboard and included in the Travel Plan section of the website.

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

Employees of external companies can avail of the Tax-Saver Plan, whereby their employer can obtain monthly and annual commuter tickets from companies such as LUAS, Dublin Bus and Irish Rail. These can be provided to the employee as a tax-free bonus, or the employee can choose to take a deduction in salary and the employer can provide tickets tax free (equivalent to the amount involved).

The Tax Saver Commuter Ticket Scheme was established in Ireland in 2000 as an incentive for workers in some parts of the country to use public transport. Staff can avail of public transport commuter tickets if travelling for work, by public transport, bus, tram or rail. The scheme includes DART, LUAS, Dublin Bus and private bus operators provided they are approved transport providers.

Information on the operation of the TaxSaver Commuter Ticket Scheme will be posted on the development website.

6.3 Cycling

For those who wish to cycle to and from the proposed development, cycle parking will be available in appropriate locations. Residents and staff can contact the Travel Plan Co-ordinator for details. All cycle parking is free to residents, staff and visitors.

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

6.4 Car Sharing

The Car Sharers Scheme will be operated by the Travel Plan Co-ordinator.

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

The two usual ways to split the costs are:

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

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

Residents who wish to register with the Scheme can contact the Travel Plan Co-ordinator

6.5 Walking Incentives

To facilitate persons who work within 3 kilometres of the proposed development and wish to walk, the MMP Co-ordinator will make representations on their behalf to Dun Laoghaire Rathdown County Council on the local infrastructure in terms of convenience, surfacing, lighting and personal security.

Residents who consider that any of the pedestrian routes to the development could be improved, will be invited to contact the Travel Plan Co-ordinator.

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

6.6 Personalised Travel Plan

Personal Travel Plans for residents' use are being developed in response to demand from publicity material and information published by the NTA.

In light of the foregoing proposed measures, it is considered that a significant gain can be made in the implementation of an effective Travel Plan by asking the right questions at the right time, through travel surveys. A further and more proactive step can be made through the development of a personalised travel plan (PTP) system. The PTP will be operated by the Travel Plan Co-ordinator

and will pull together all of the other measures by developing an understanding of an individual's travel needs, journey purpose, etc., and assisting them by preparing optimum solutions.

For example, a person working in another suburb may travel to work by a certain mode because at times outside the working day they may be making linked trips (i.e. to the gym, to the supermarket, dropping off children to school). Many of these secondary trip journeys are undertaken between 08h00 and 09h00 in the morning and after 17h00 in the evening. Thus, while the car may be perceived by the employee as necessary for these secondary trips, during the working day it may not be used at all and results in commuter traffic during the peak hours and long-stay parking during the working day.

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

Alternatively, the individual's knowledge of the transportation options on offer may not be complete and the PTP could identify a better route to / from work. For example, the PTP could identify different mode options, interchange points, cheaper fare options, or improved journey times (in some cases) by non-car modes.

7. Implementation and Co-ordination of the Plan

The Co-ordinator for this Travel Plan will be:

Management Office,
Barrington Tower,
Brennanstown Road,
Dublin 18.

Tel : tbc
e-mail : tbc
Website : tbc

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

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

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

- Liaison with Luas operators.
- Liaison with Dublin Bus / local bus service providers.
- Liaison with Dun Laoghaire Rathdown County Council.
- Collation and distribution of public transport information.
- Implementation of car sharing programme.
- Implementation of cycling programme.
- Management of car parking.

8. Monitoring of the Travel Plan

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

Management Office,

Barrington Tower,

Brennanstown Road,

Dublin 18.

Tel : tbc

e-mail : tbc.

Website : tbc

The monitors of the Travel Plan undertake various functions including: -

- Assessment of Travel Surveys.
- Verification of modal split.
- Quantification of traffic volumes.
- Review of objectives and targets.
- Review of car park management.
- Preparation of reports to Dun Laoghaire Rathdown County Council.
- Liaison with the Travel Plan Co-ordinator.

9. Marketing Pack/Staff Induction Handbook

As part of the implementation of this Plan, the Management Company will provide residents locating at Barrington with a Marketing Pack and advise them on details of the Travel Plan.

The pack includes inter alia:

- (a) The Travel Plan.
- (b) Public Transport information.
- (c) Benefits of the Travel Plan for residents
- (d) Travel Survey Form.
- (e) Car Sharing Registration Form.
- (f) Details of pedestrian facilities.
- (g) Car parking management information.

Residents will be encouraged to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

UK and Ireland Office Locations

