

**Great Connell SHD, Newbridge**

**Outline Mobility Management Plan  
192229-PUNCH-XX-XX-RP-C-0006**

**April 2022**

## Document Control

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## **1. Introduction**

This Outline Mobility Management Plan (MMP) has been prepared to accompany a Planning Application for a proposed residential development / strategic housing development. The proposal consists of the construction of 569 no. dwellings, a neighbourhood centre, a childcare facility, public parks and all ancillary works including the provision of 350 metres of the Southern Relief Road.

The application site is part brownfield/ part greenfield site with 3 no. existing buildings on the eastern side, and the majority of the existing land used for agriculture. The proposed development is located to the east of Newbridge town centre on the eastern side of the River Liffey. The site is within the Newbridge Local Area Plan.

The proposed works are outlined in a series of architectural drawings prepared by OFA Architects, and engineering drawings prepared by PUNCH Consulting Engineers that are supplied as part of the planning documentation.

## 2. Mobility Management Plan

### 2.1 Introduction

This MMP has been prepared for Aston Ltd to accompany a planning application for a proposed residential development/strategic housing development in Newbridge Co. Kildare to meet the requirement of Section 6.9 of the 2017-2023 Kildare County Development Plan.

The applicant, Aston Ltd, recognises the need for all significant transport generators to play a role in meeting the objectives set out in the Department of Transport Document titled “Smarter Travel: A Sustainable Future - A new Transport Policy for Ireland 2009-2020” which sets out ambitious targets with respect to delivery of sustainable transport modes.

This MMP therefore outlines the provisions proposed to be put in place as a means of reducing car dependency associated with the development in the interest of compliance with the following sustainable transport initiatives:

**International:**

EU 2030 greenhouse gas reduction targets

**National:**

Project Ireland 2040: National Planning Framework (NPF)

Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020

The National Cycling Policy Framework 2009-2020

Sustainable Urban Housing: Design standard for new apartments guidelines for planning authorities (March 2018)

National climate change strategy 2007 - 2012

**Regional:**

Regional Planning Guidelines for the Greater Dublin Area 2010-2022

Eastern and Midland Regional Spatial & Economic Strategy 2019-2031 - Proposed Newgrange to Newbridge Greenway

Greater Dublin Area Cycle Network Plan 2013 (specifically the Strategic Cycle Network Plan for County Kildare)

Transport strategy for the greater Dublin Area 2016 - 2035

**Local:**

Kildare County Development Plan 2017 - 2023.

Draft Newbridge Transport Plan; Provides proposals for the improvement of sustainable transport facilities in Newbridge.

Kildare Co. Council Corporate Plan 2019-2024 - Strategy: “Deliver enabling infrastructure for a connected County”

Newbridge 2013-2019 (extended to 2021) Local Area Plan

A baseline turning count travel survey was undertaken during data collection stage. A Traffic and Transportation Assessment was undertaken to analyse the significance of this data. This document (192229-PUNCH-XX-XX-RP-C-0004) is included as part of the planning application for this development.

The proposals incorporate elements of the strategic vision of ‘Kildare County Development Plan 2017-2023’ which aims to “improve sustainable mobility”. Kildare County Council is committed to the promotion of Smarter Travel mobility targets, through various measures outlined herein.

MMPs are developed for enhancing travel via more sustainable modes of transport. MMPs are conducted to identify travel demand strategies to reduce single occupancy private car travel which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents and users of the site are informed of the alternatives to the private car and are given the required advice, support and encouragement to travel in a sustainable way. The MMP will also include proposed future transport improvements to those already available, including walkways, cycleways, public transport and future extended infrastructure.

For this development, a site-specific MMP can only be fully developed and implemented once the occupier/user and their travel behaviour are known, and when the development is occupied. This outline MMP sets out the key infrastructural proposals and modal split targets for the development in general terms and will be further developed when the development is occupied.

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

The MMP specific to the nature and location of the development will consist of a package of sustainable measures aimed at increasing sustainable travel. These measures can include facilitating walking, cycling and car sharing schemes. Soft measures such as education, information and awareness can also be used. The MMP will be developed once the development is fully occupied.

The new development will cater for both vehicular and pedestrian traffic and includes provision of bicycle parking. Measures laid out in the outline MMP will aim to reduce the number of people travelling to and from the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling.

In order to establish an effective MMP, the development once occupied should submit the following information:

1. Residents travel survey information to establish the origin and destination of trips to and from the development,
2. Outline specific schemes/measures implemented to encourage a shift from car dependant transport to and from the site
3. Results of resident’s comments
4. Targets to be set out in accordance to approved NTA guidelines and documents
5. An outline of the various schemes that the development plan to make available to its residents to encourage the desired change in their travel patterns to and from work; such as shared parking facilities, cycle facilities, public transport subsidies, car-pooling, walking groups, cycle groups, communication, consultation, promotion and tax saver schemes.

The success of the MMP 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 MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

## 2.2 Proposed Development

Aston Limited intend to apply to An Bord Pleanála for permission for a strategic housing development at this site at Great Connell, Newbridge, County Kildare. This subject site comprises the lands surrounding and including the dwellings of 'Greatconnell' and 'Valencia Lodge', Great Connell, Newbridge, Co. Kildare, Eircodes: W12 TW29 and W12 V382.

The development will consist of the demolition of existing site structures (2,622.3 sqm) and the construction of 569 no. residential units, a neighbourhood centre with 11 no. units (commercial floor area 2,141 sqm) and a childcare facility (886 sqm), a circa 350 metre section of distributor road, and all ancillary and associated works on a site of 27.64 ha. The proposed development comprises:

1. Demolition of existing site structures (total 2,622.3 sqm) comprising; 'Great Connell' a two-storey dwelling of 331.9 sqm with detached single storey garage and outhouses of 48 sqm; 'Valencia Lodge' a single storey dwelling of 135.6 sqm with a single storey garage of 17.8 sqm; two no. single storey sheds of 1,440 sqm and 595 sqm, and a three-sided shed of 54 sqm.
2. Construction of 569 no. new residential dwellings (325 no. houses and 244 no. apartments) comprising:
  - 64 no. two-bed houses; 173 no. three-bed houses; and 88 no. four-bed houses (ranging in height from 2 to 3 storeys).
  - Apartment Block A (Part 3 and 4 Storeys): 5 no. one-bed apartments; 14 no. two-bed apartments; and 3 no. three-bed apartments. These proposed units have private balconies or terraces, and access to a community roof terrace of 112.4 sqm.
  - Apartment Block B (Part 3 and 4 Storeys): 5 no. one-bed apartments; 14 no. two-bed apartments; and 3 no. three-bed apartments. These proposed units have private balconies or terraces, and access to a community roof terrace of 112.4 sqm.
  - Apartment Block C (Part 3 and 4 Storeys): 4 no. one-bed apartments; 19 no. two-bed apartments and 4 no. three-bed apartments. These proposed units have private balconies or terraces, and access to a community roof terrace of 87 sqm.
  - 13 no. apartments above the proposed Neighbourhood Centre comprising; 4 no. own-door two-bed apartments; 3 no. shared-access one-bed apartments; and 6 no. shared-access two-bed apartments. These proposed units have private balconies or terraces.
  - 160 no. own-door apartments in 2- and 3- storey buildings comprising; 16 no. one-bed apartments; 78 no. two-bed apartments, 66 no. three-bed duplex apartments. These units will have private amenity areas in the form of terraces, balconies and/or rear gardens.
3. Provision of Neighbourhood Centre (ranging in height between 2 and 4 storeys) with 11 no. commercial units comprising: a convenience shop of 909 sqm (unit 1); 3 no. doctor/dentist/physio units of 120 sqm, 120 sqm and 90 sqm (units 6, 7, and 8, respectively); a café of 125 sqm (unit 4); a restaurant of 213 sqm (unit 9); and 5 no. shop/convenience services units of 112 sqm, 49 sqm, 171 sqm, 100sqm and 100 sqm (units 2, 3, 5,10 and 11, respectively). The proposed Neighbourhood Centre includes an external roof terrace of 176 sqm.
4. Provision of a childcare facility (886 sqm) within the Neighbourhood Centre with capacity for in the order of 154 no. children.
5. Provision of 1,008 no. car parking spaces comprising 650 no. spaces for the proposed houses; 312 no. spaces for the proposed apartments; and 46 no. spaces to serve the Neighbourhood Centre.
6. Provision of 732 bicycle parking spaces comprising 536 no. secure residential spaces, 134 no. residential visitor spaces, and 62 no. spaces to serve the Neighbourhood Centre.

7. A series of 18 no. public open spaces and pocket parks are proposed throughout the residential development (2.613 ha net area).
8. Provision of an 8.31 ha amenity area adjoining the River Liffey.
9. Vehicular access to the proposed development from Great Connell Road via a circa 350 metre section of the Newbridge South Orbital Relief Road (NSORR), including footpaths and cycle paths. It is proposed to upgrade the existing Great Connell Roundabout to a signalised junction and provide footpaths and cycle paths within the subject site along the Great Connell Road.
10. Proposed development facilitates future potential pedestrian, cycle and vehicular links to adjoining residential development and undeveloped lands.
11. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, including connection to permitted wastewater pumping station, waste management, ESB substations, compensatory flood storage and all other ancillary works above and below ground on a site of 27.64 ha.
12. A 7 year permission is sought.

The proposed development will deliver approximately 350m of the Newbridge Southern Outer Orbital Relief Road (NSORR) from Great Connell Roundabout to the furthest access point within the development site along the new road. The NSORR splits the proposed development into two distinct sections, north and south.

A bridge over the River Liffey is required to complete the NSORR delivery in accordance with the requirements of the Newbridge Local Area Plan which will tie in with the section of the NSORR to be delivered under Planning Reference: ABP-302141-18, on the western side of the River Liffey. Aston Ltd has commenced the planning process with Kildare County Council to deliver this final road and bridge connection of the NSORR under a separate planning application (Section 247 Kildare County Council Consultation Reference: PP2559). Aston Ltd has taken on this element of works in order to expediate the approval process and ensure that the connection can be made in a shorter timeframe than if Kildare County Council were to progress under public procurement.

The proposed layout for the development is detailed in the series of drawings by OFA Architects accompanying this report and an extract is included in Figure 2-1.





Figure 2-1: Extract from Architect's Site Layout Plan

## **2.3 Objectives of the Plan**

This Plan outlines the provisions that the applicant proposes to put in place as a means of promoting sustainable transport, active travel and reducing car dependency associated with the development, in the interest of compliance with the following sustainable transport initiatives:

- The need to reduce transport emissions to meet EU 2030 greenhouse gas reduction targets;
- Project Ireland 2040: National Planning Framework (NPF)
- Department of Transport national policy, Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020
- The National Cycling Policy Framework 2009
- Sustainable Urban Housing: Design standard for new apartments guidelines for planning authorities (March 2018)
- National climate change strategy 2007 - 2012
- Regional Planning Guidelines for the Greater Dublin Area 2010-2022
- Eastern and Midland Regional Spatial & Economic Strategy 2019-2031 - Proposed Newgrange to Newbridge Greenway
- Greater Dublin Area Cycle Network Plan 2013 (specifically the Strategic Cycle Network Plan for County Kildare)
- Transport strategy for the greater Dublin Area 2016 - 2035
- Kildare County Development Plan 2017 - 2023.
- Draft Newbridge Transport Plan; Provides proposals for the improvement of sustainable transport facilities in Newbridge.
- Kildare Co. Council Corporate Plan 2019-2024 - Strategy: “Deliver enabling infrastructure for a connected County”
- Newbridge 2013-2019 (extended to 2021) Local Area Plan

The objectives of the MMP for the proposed development are as follows:

- a) To encourage/increase the use of public transport for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and train.
- b) To encourage/increase sustainable modes of transport by providing integrated pathways for walkers and cyclists.
- c) To reduce the overall number of single occupant vehicles trips for journeys to and from the development.
- d) 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.
- e) 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.
- f) To increase car-pooling amongst residents and staff in the neighbourhood centre.
- g) Connection to the existing network so as to provide more sustainable modes of travel and modes of transport to the Newbridge town and local schools.
- h) Provide accessibility for sustainable modes of travel to places of work, education, healthcare, leisure, recreation and shopping, thus reducing dependency on private car use.
- i) Identify amenities within the development such as open park landscaping and the inclusion of recreation sports field and neighbourhood centre.
- j) Identify potential employment hubs and accessibility to such.



## 2.4 Commuter Trends

Based on the 2016 Census, it is evident that a significant percentage of residents in the area do not own a car (9%) or own a single car (38%) as shown below in Figure 2-2. Residents are thus likely to travel to work, school or college by walking, cycling and public transport (29%), Motor car usage for both driver and passenger-shared accounts for much of the remainder (61%). Please see Figure 2-2 and Figure 2-3 from Central Statistics Office below.

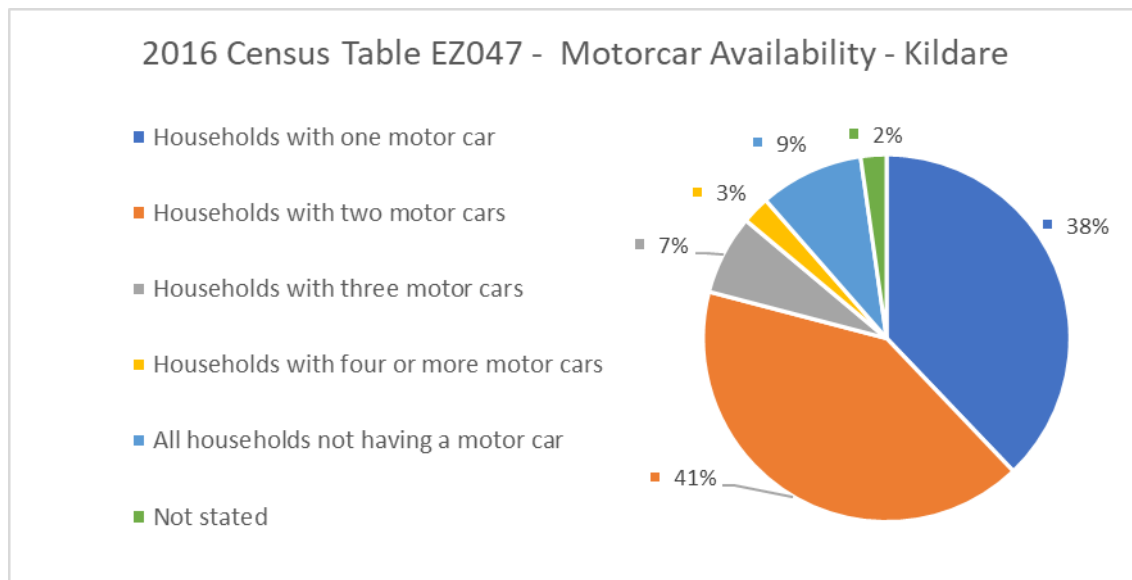


Figure 2-2: Census 2016 Commuting in Ireland - Table EZ047 (Ref: [EZ047 - Private Households in Permanent Housing Units 2011 to 2016 \(cso.ie\)](https://cso.ie/en/publications-and-statistics/publications/ez047-private-households-in-permanent-housing-units-2011-to-2016))

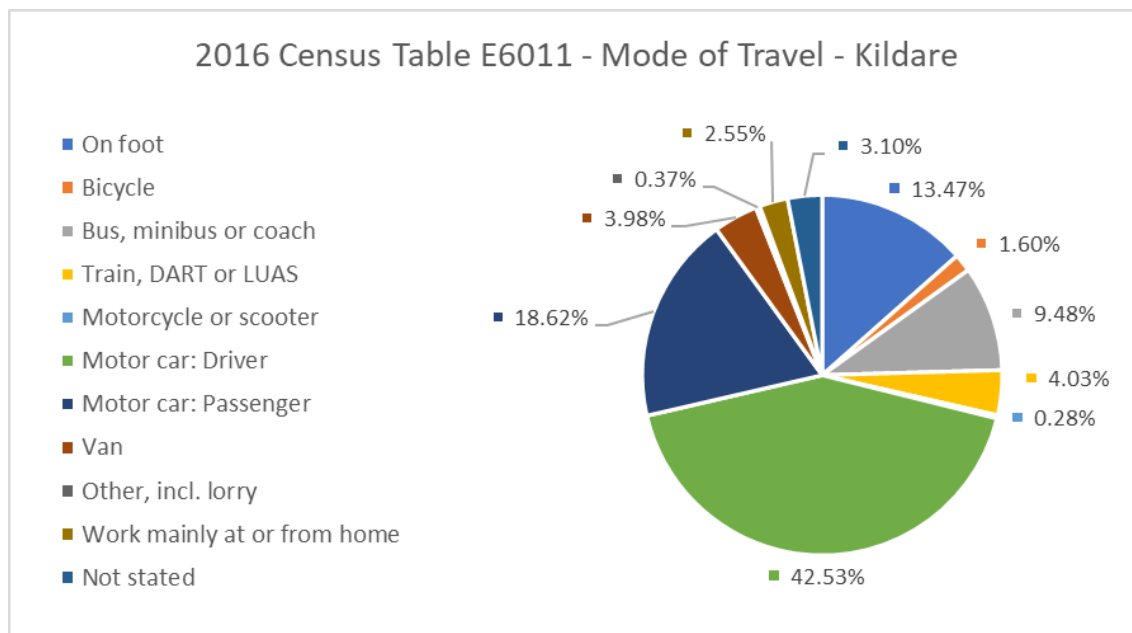


Figure 2-3: Census 2016 Commuting in Ireland - Table E6011 ([E6011 - Population Usually Resident and Present in the State 2011 to 2016 \(cso.ie\)](https://cso.ie/en/publications-and-statistics/publications/e6011-population-usually-resident-and-present-in-the-state-2011-to-2016))

## 2.5 Site Location

The application site is part brownfield/ part greenfield site with 3 no. existing buildings on the eastern side, and the majority of the existing land used for agriculture. The proposed development is located to the east of Newbridge town centre on the eastern side of the River Liffey. The site is within the Newbridge Local Area Plan. Refer to Figure 2-4 below. The site is approximately 2km from Newbridge Town (St Conleth's Bridge), 2.9km from Newbridge Train Station and approximately 4.9km from the Newbridge/M7 junction. Distances are taken from the proposed site entrance on Great Connell Road.

There are three existing access points onto the site from Great Connell Road to the east.

The proposed site is bounded by the existing Wellesley Manor residential developments to the north-east, Great Connell Road to the east and existing farmland to the south. The River Liffey and existing farmland are located to the west. Ardstone Limited were granted planning for 343 residential units on the site located on the western side of the River Liffey under planning approval grant ABP-302141-18. This development is now under construction. Aston Ltd has commenced the planning process with Kildare County Council to deliver the road and bridge connection of the NSORR over the River Liffey under a separate planning application (Section 247 Kildare County Council Consultation Reference: PP2559). Aston Ltd has taken on this element of works in order to expediate the approval process and ensure that the connection can be made in a shorter timeframe than if Kildare County Council were to progress under public procurement. Once delivered under Kildare County Council Roads Objective, the NSORR will link the proposed Aston development with the Ardstone development via a proposed bridge over the River Liffey.

Murphy International Limited headquarters/offices are located adjacent the site on the eastern side of Great Connell Road. Pfizer Pharmaceutical, Lidl Distributer Warehousing as well as planning approval for Barola regional distribution centre are potential employment areas all located within close proximity to the site.

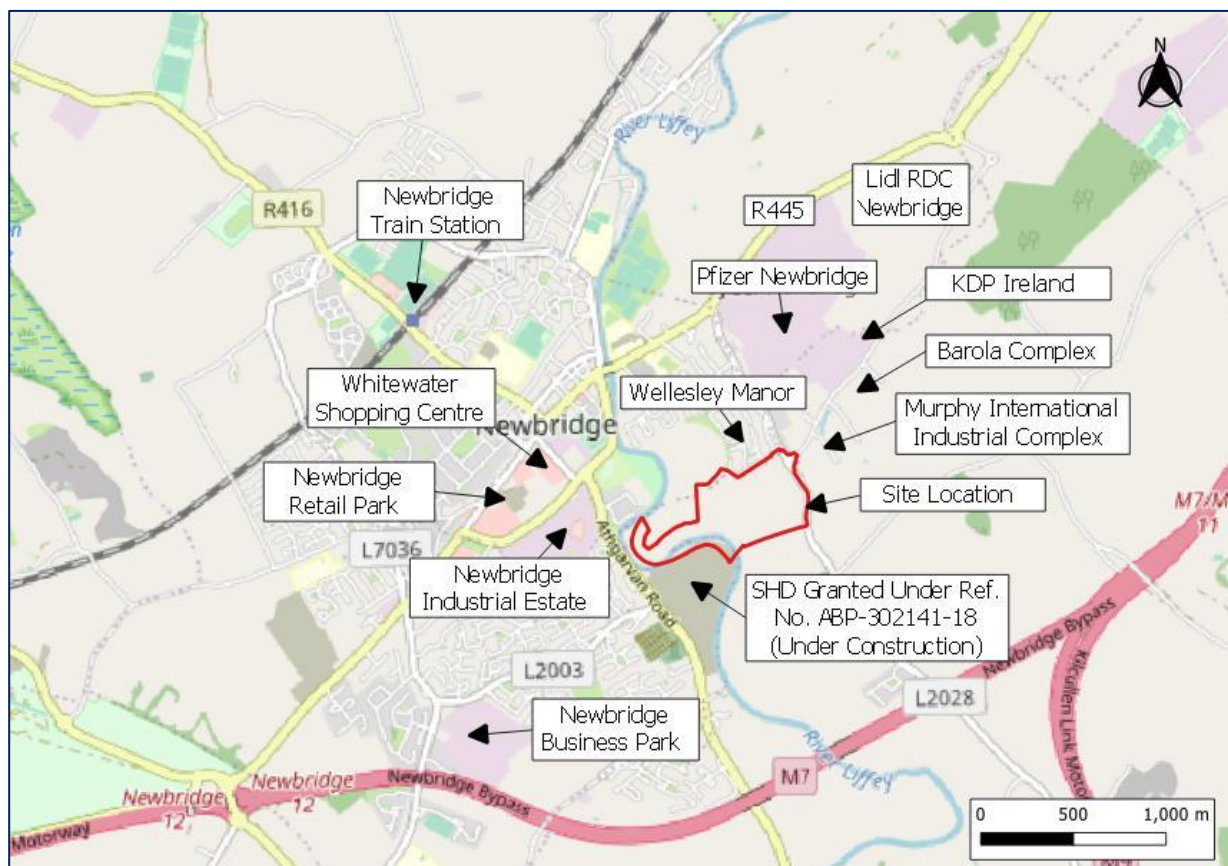


Figure 2-4: Site Location Plan (Ref: <https://www.openstreetmap.org/#map=14/53.2652/-6.1863>)

### 3. Site Conditions

This section gives an overview of the accessibility of the options for travel associated with the proposed housing development.

#### 3.1 Site Access

Vehicular access to the site is via Great Connell Road Roundabout to the east which has a 60 km/hr speed limit. It is proposed to signalise this existing roundabout as part of the proposed development.

The proposed development will deliver approximately 350m of the Newbridge Southern Outer Orbital Relief Road (NSORR) from Great Connell Roundabout to the furthest access point within the development site along the new road. The NSORR splits the proposed development into two distinct sections, north and south.

A bridge over the River Liffey is required to complete the NSORR delivery in accordance with the requirements of the Newbridge Local Area Plan which will tie in with the section of the NSORR to be delivered under Planning Reference: ABP-302141-18, on the western side of the River Liffey. Aston Ltd has commenced the planning process with Kildare County Council to deliver this final road and bridge connection of the NSORR under a separate planning application (Section 247 Kildare County Council Consultation Reference: PP2559). Aston Ltd has taken on this element of works in order to expediate the approval process and ensure that the connection can be made in a shorter timeframe than if Kildare County Council were to progress under public procurement.

The Great Connell Road is a Local Primary Road linking the R445 with the L2032. Great Connell Road is a single lane two-way carriageway with a footpath generally only on the western side of the road.

North of the roundabout the road provides access to a number of residential estates and Newbridge town, and east of the roundabout provides access to employment centres such as the Lidl Distribution Centre and Murphy International Limited headquarters/offices from Ballyfarm Road which forms part of the NSORR. Pfizer Pharmaceutical as well as planning approval for Barola regional distribution centre are additional potential employment areas all located within close proximity to the site.

## 3.2 Parking

### 3.2.1 Car Parking

Car parking serving the apartments in the development is provided in accordance with the guidance for *Peripheral and/or Less Accessible Urban Locations* in the Design Standards for New Apartments (2018) section 4.22. Car parking serving the houses, creche and neighbourhood/commercial centre are provided in accordance with the Kildare County Council Development Plan (2023) 'Table 17.9' as shown below in Figure 3-1. The Kildare County Council Development Plan standards indicate the recommended parking for residential premises and the maximum permissible spaces for all other developments.

The applicable car parking standards are noted in the tables below:

<b>Residential</b>	
House	2 spaces per unit
Apartment	1.5 spaces per unit + 1 visitor space per 4 apartments
<b>Other Accommodation</b>	
Hotel / Guesthouse	1 per bedroom
Nursing Home	1 per 3 residents
Student Accommodation	To be determined by the Planning Authority on a case by case basis
<b>Retail</b>	
Convenience	1 per 20sqm gross floor area
Convenience > 1000 sq m GFA	1 per 15 sqm gross floor area
Comparison	1 per 20sqm gross floor area
Warehousing / Showrooms	1 per 30 sqm gross floor area
<b>Other Commercial</b>	
Bank / Financial Institution	1 per 14sqm gross floor area
Lounge / Bar	1 per 15sqm gross floor area
Restaurant / Cafe	1 per 10sqm gross floor area
Takeaway	1 per 20sqm gross floor area
Function Room, Club	1 per 10sqm gross floor area
<b>Enterprise / Employment</b>	
Industry / Manufacturing	1 per 33 sqm gross floor area
Warehousing	1 per 100sqm gross floor area
Office Town Centre	1 per 30 sqm gross floor area
Office Park	1 per 20 sqm gross floor area
	Where the floor area exceeds 1500 sqm, 1 space per 50 sq m
<b>Education / Childcare</b>	
Crèche	0.5 per staff member plus 1 per 4 children
Primary School	2 per classroom
Secondary School	2 per classroom
University / College of Higher Education	1 per classroom + 1 per 5 students
<b>Medical</b>	
Hospital	1.5 per bed
Clinic / Group Medical Practices	2 per consulting room
<b>Community / Recreational</b>	
Theatre, Cinema	1 per 4 seats
Church or other place of worship	1 per 4 seats
Stadium	1 space per 3 seats
Playing fields	15 spaces per pitch
Gymnasium / Recreation Centre	1 per 15 sqm gross floor area
Community Centre / Library	1 per 10 sqm gross floor area
Funeral Home	1 per 10 sqm gross floor area

Figure 3-1: Table 17.9 from the Kildare County Council Development Plan 2023

**Table 3-1: Design Standards for New Apartments: *Peripheral and/or Less Accessible Urban Locations* Car Parking Requirement**

Development type	GFA m2	No. of Units	Requirement	Total	Total Provided
Apartment	-	244	1 space per unit + 1 visitor space per 4 units	304	312
<b>Total</b>				<b>304</b>	<b>312</b>

**Table 3-2: Kildare County Council Development Plan Car Parking Requirement for Houses**

Development type	GFA m2	No. of Units	Requirement	Total	Total Provided
House	-	325	2 spaces per unit	650	650

**Table 3-3: Summary Car Parking Requirement for Residential**

Development type	Total Required	Total Provided
Residential	955	962

**Table 3-4: Kildare County Council Development Plan Car Parking Maximum for Neighbourhood Centre**

Neighbourhood Centre	GFA m2	No. of Units / Children	Maximum Provision	Total Maximum	Total Provided
Creche	-	10 staff 154 children	0.5 per staff member plus 1 per 4 children	43	46
Convenience (unit 1)	909	-	1 space per 20 sq.m gross floor area	45	
Convenience (units 2,3,5,10,11)	532	-	1 space per 20 sq.m gross floor area	27	
Clinic / Group Medical Practices (Doctor/Dentist/Physio units 6,7,8)	330	5 consulting rooms	2 spaces per consulting room	10	
Café & Restaurant (units 4 & 9)	338	-	1 space per 10 sq.m	34	
<b>Total</b>				<b>159</b>	<b>46</b>

**Table 3-5: Summary Car Parking Provision for Proposed Development**

Development type	Total Provided
Residential	962
Commercial	46
<b>Total</b>	<b>1,008</b>

It is proposed to provide 1,008 car parking spaces on the development site, which is slightly lower than the combined max requirements of the above tables of 1,113 spaces. The full designation of residential car parking will be provided for each house/apartment.

The Kildare County Council development plan allows for a maximum 159 no. spaces at the neighbourhood centre. The 46 no. proposed spaces satisfy 29% of the maximum requirement which is in accordance with the Development Plan guidance stating that this maximum should not be a target figure.

This car parking provision is aimed at reducing the additional traffic loading in the area and is deemed appropriate at the neighbourhood centre for the following reasons:

1. The variety of sustainable travel options available for the local residents; such as walking or cycling within and surrounding the development.
2. The nature of the uses of the site and likely durations of stays.
3. The proximity to both the proposed and existing housing in the locality and the nearby industrial and warehousing zoning within walking / cycling distance.
4. The abundant pedestrian and cyclist linkages to the proposed and existing developments.

The car parking area around the neighbourhood centre will have a number of shared spaces for each use. The breakdown of car parking allocation is displayed on architectural drawing PA-011.

The 'standard' parking spaces will be demarcated with white lines. All car parking spaces will be 2.5m by 5m, with disabled spaces providing an additional width and length of 1.2m.

A number of "non-standard" spaces are provided at the neighbourhood centre as shown below in Figure 3-2.

- 1 no. space will be allocated for car sharing such as GoCar to facilitate short term and or occasional car users. Refer to Section 3.7 for further information.
- 5% of the total number non-residential spaces will be designated disabled user car-parking spaces. The disabled spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. The proposed location of the disabled parking spaces will be in close proximity to the building entrances. 4 no. disabled spaces shall be provided.
- Electric Vehicle Charging Points (EVCP) will be provided for as per the Kildare County Council Development Plan standards i.e. 10% through the provision of 5 no. spaces. All houses shall be provided with electric vehicle charging points.





**Figure 3-2: Extract from architectural site layout showing non-standard parking provision neighbourhood centre**

### 3.2.2 Cycle Parking

Cycling is to be significantly encouraged as part of the development. Cycle parking serving the proposed development is provided in accordance with the Kildare County Council Development Plan 'Table 17.10. The applicable cycle parking standards are noted in Table 3-6 below;

**Table 3-6: Kildare County Council Cycle Parking Space Requirements**

Neighbourhood Centre	GFA m2	No. of Units / Children	Minimum Provision	Total Minimum	Total Provided
Creche	-	10 staff 154 children	1 space per 5 staff + 1 space per 10 children	17	62
Convenience (unit 1)	909	-	1 space per 100 sq.m gross floor area	9	
Convenience (units 2,3,5,10,11)	532	-	1 space per 2 car spaces	14	
Clinic / Group Medical Practices (Doctor/Dentist/Physio units 6,7,8)	330	5 consulting rooms	1 per 5 staff + 0.5 per consulting room	5	
Café & Restaurant (units 4 & 9)	338	-	1 space per 30 sq.m public floor space	7	
<b>Total</b>				<b>52</b>	<b>62</b>

Cycle parking serving the apartments in the development is provided in accordance with the Design Standards for New Apartments (2018) section 4.17.

**Table 3-7: Design Standards for New Apartments: Peripheral and/or Less Accessible Urban Locations**  
**Cycle Parking Requirement**

Unit type	Residential requirement per bedroom	Visitor requirement per unit	No of units	No of bedrooms	Residential requirement	Visitor requirement
1 bed Apartment	1	0.5	17	17	17	9
2 bed Apartment	1	0.5	135	270	270	68
3 bed Apartment	1	0.5	76	228	228	38
<b>Totals</b>			<b>228</b>	<b>505</b>	<b>515</b>	<b>115</b>
<b>Total Apartment Requirement</b>						<b>630</b>

As shown in Table 3-8 below, A surplus of 50 excess cycle parking spaces has been provided in line with a reduction in car parking (where permissible) within the development to help encourage modal shift.

**Table 3-8: Summary Cycle Parking Provision for Proposed Development**

Development type	Long Stay (Secure) Provided	Short Stay Provided	Total Provided	Total Required
Apartments	536	134	670	630
Commercial			40	35
Creche			22	17
<b>Total</b>			<b>732</b>	<b>682</b>

An extract from the site masterplan in Figure 3-3 below, showing the distribution of cycle parking throughout the development.



**Figure 3-3: Distribution of proposed cycle parking throughout the development. (Extract from site layout masterplan drg. PR-002U)**



### **3.3 Pedestrian & Cycling Environment**

As the potential for pedestrian and cycle trips to and from the development is high, it is important that the development is properly integrated into the existing footpath, cyclepath and road network. To this end, there are plans to provide public footpaths and cyclepaths within the site, which will connect to existing network to the north and east on Great Connell Road and the NSORR.

In addition to direct pedestrian routes from the development to/from surrounding areas, the pedestrian network also provides routes to/from surrounding public transport network, including nearby bus stops and Newbridge train station on the R416.

It is proposed to upgrade the existing Great Connell Roundabout to a signalised junction with toucan crossings. This will improve safety for pedestrians and cyclists at the main entrance to the development.

The proposed development will deliver approximately 350m of the Newbridge Southern Outer Orbital Relief Road (NSORR) from Great Connell Road to the furthest access point within the development site along the new road. The extended road and bridge which Aston Limited is progressing under a separate application with Kildare County Council will allow for an alternative cycle route to Newbridge town centre. The proposed road and bridge application will link to Ardstone Planning application (Planning Reference: ABP-302141-18) and provide for designated footpaths and cycle lanes and allow for an alternative route to Newbridge town centre.

It is also proposed to improve both pedestrian and cyclist permeability with Wellesley Manor housing development north of the proposed site. This is shown in Figure 3-4.

There are existing newly constructed high quality cycle lanes and footpaths on the completed section of the NSORR to the east of the site on Ballyfarm Road which connect to the R445 at the Lidl Distributor Roundabout. This cycle lane and footpath is to be continued along the extent of the site frontage where it will be possible to connect to/from neighbouring “New Residential” lands and connect into the existing public footpath in front of Wellesley Manor. Within the development, there is a combination of shared surfaces and designated cycle lanes to allow ease of movement for cyclists.

At the time of writing, there are a number of temporary cycle lanes within the town centre. The 2017-2029 Kildare County Development Plan, Section 15.8.7 provides long term plans for Street Hierarchy, providing for a safer “environment for pedestrians and cyclists” throughout the city.

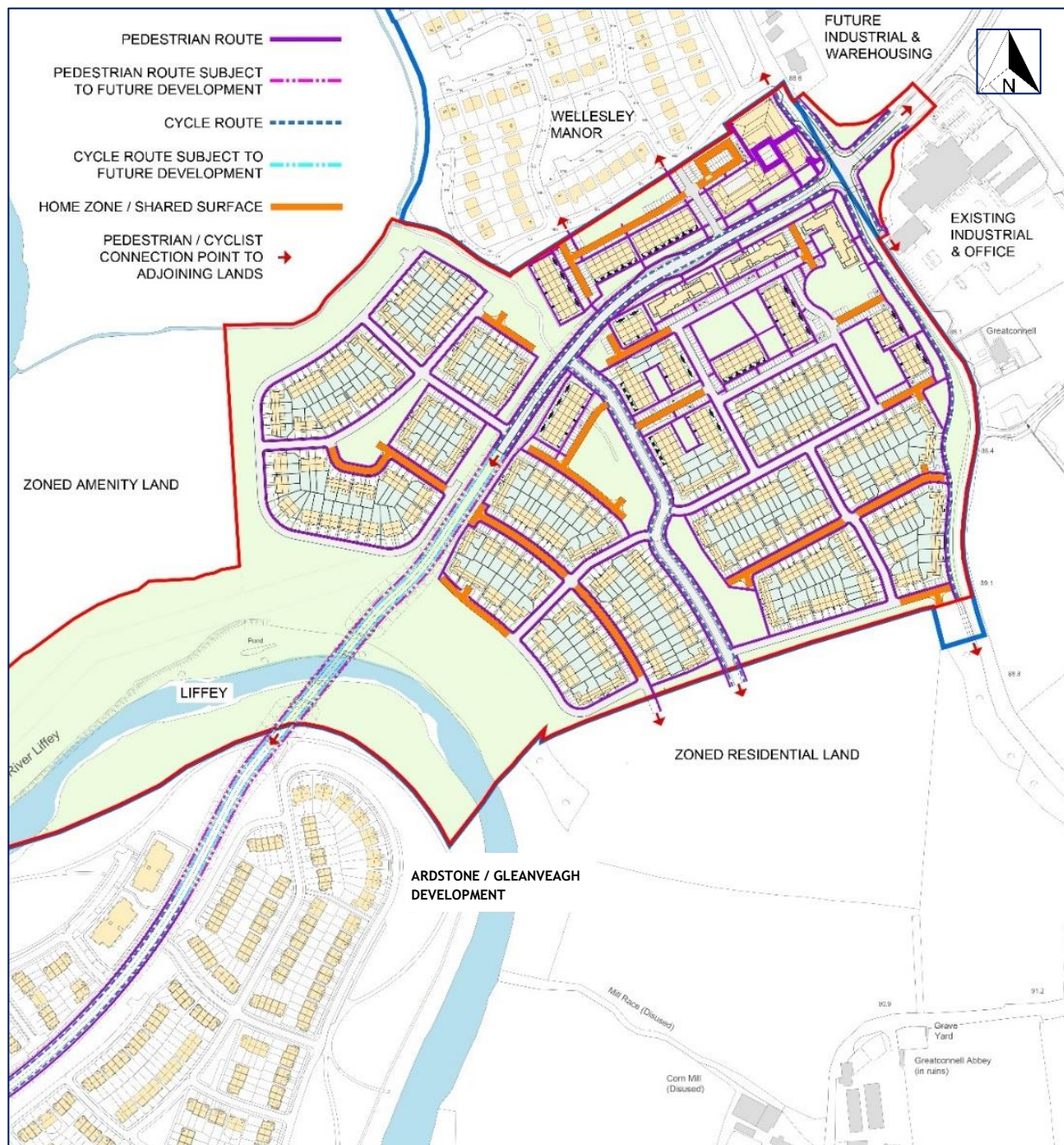


Figure 3-4: Pedestrian and Cycle Key Map (Extract from Architectural Design Statement)



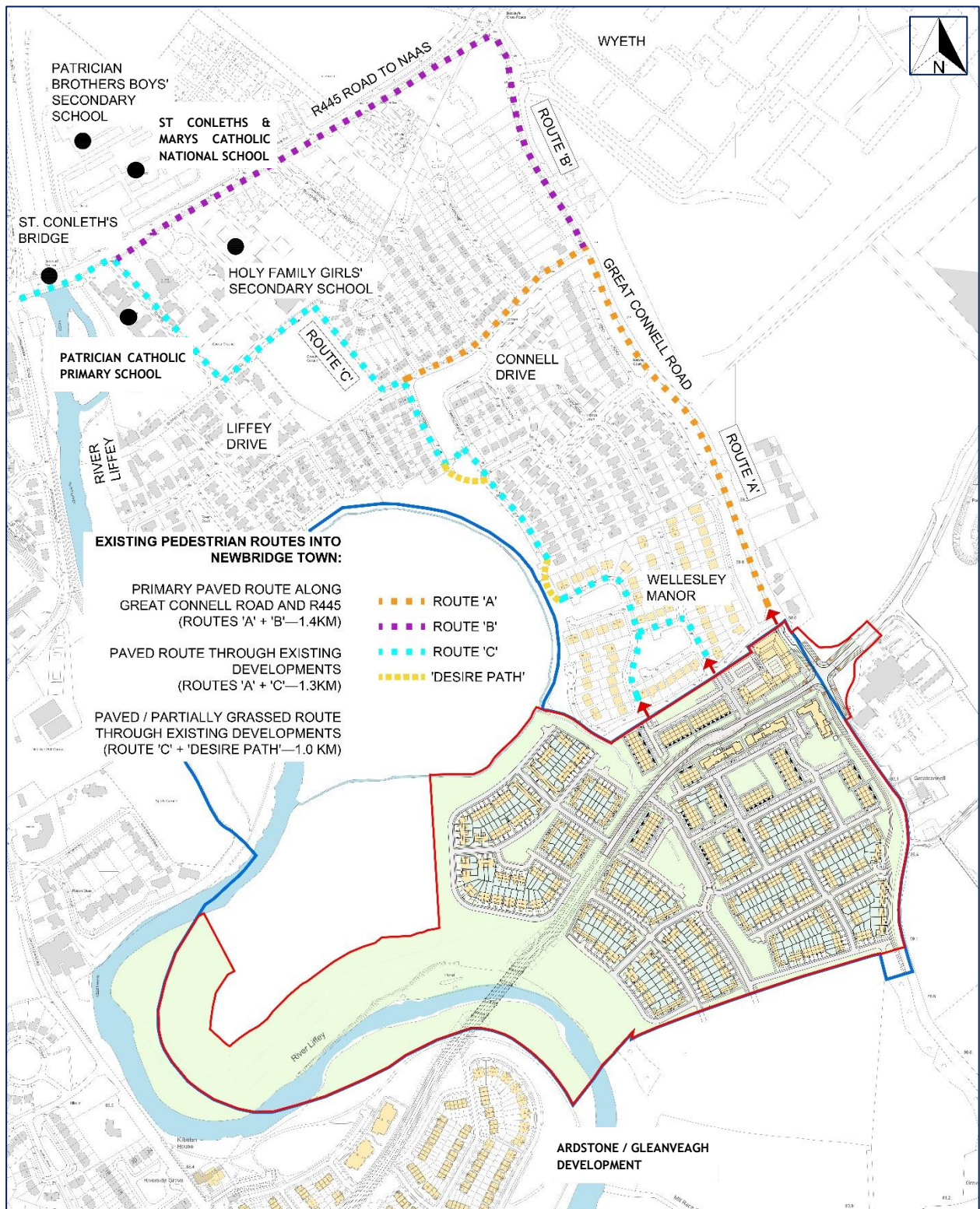


Figure 3-5: Existing pedestrian connection to town centre key map (Extract from Architectural Design Statement)

### 3.3.1 Existing Pedestrian Environment & Travel Times

The proposed permeability with the existing Wellesley Manor housing development located to the north of the site shall provide significant reduction in walking and cycling times to the town centre. For the purpose of this assessment, distances from the site boundary to St Conleth's bridge were assessed using existing routes and existing desire path routes. St Conleth's bridge represents a focal point for the 4 no. schools as shown in Figure 3-5: . Table 3-9 below outlines walking times from each of the site connection points to St Conleth's bridge.

**Table 3-9: Pedestrian Route Options to St Conleth's Bridge**

Site Entrance to St Conleth's Bridge	Distance	Time Taken (minutes)
	(km)	Walk
Route A + B (footpath)	1.4	17
Route A + C (footpath)	1.3	15
Route C + Desire paths (footpath & grass paths)	1.0	10

Table 3-10 below shows pedestrian travel times to other points of interest using the shortest route possible (Route C + Desire Paths).

**Table 3-10: Pedestrian Distances to Newbridge Town Locations**

Destination	Distance	Time Taken (minutes)
	(km)	Walk
Newbridge Post Office	1.5	16
Newbridge Shopping Centre	2.1	24
Newbridge Train Station	2.4	28

### 3.3.2 Existing Cycle Environment & Travel Times

Shown below are options for cyclists to cycle from the site connection points to St Conleth's Bridge. These routes follow footpaths and desire paths, similar to the pedestrian routes, as shown above in Figure 3-5.

Depending on the nature of the cyclist, the route and speed at which they will travel shall dictate the route chosen. For example, a primary school student cycling alone or with their family is likely to avoid the busy traffic on the Great Connell and Naas Roads. They are likely to be the slowest of all potential cyclists and may take the shortest possible route via a combination of shared footpaths and desire paths shown in Figure 3-5 above. However, a regular commuter is capable of cycling much faster and is likely to cycle alongside traffic on the carriageway on Great Connell and Naas roads. Below are examples of some categories of cyclists and the potential routes they would take. The time taken in Table 3-12 is based on an average cycle speed of approximately 20 km/hr and the shortest possible route.

**Table 3-11: Cyclist Speed Vs Route Chosen**

Cyclist Type	Cycle Speed	Likely Cycle Route
Primary School Student	Slow (10-15 km/hr)	Route C or A+C
Secondary School Student	Medium (20 km/hr)	Any combination
Worker / Regular Commuter	Fast (25-30 km/hr)	Route A + B

**Table 3-12: Cycle Route Options**

Site Entrance to St Conleth's Bridge	Distance	Time Taken (minutes)
	(km)	Cycle
Route A + B (footpath or carriageway)	1.4	4
Route A + C (footpath or carriageway)	1.3	4
Route C + Desire paths (footpath / carriageway & grass paths)	1.0	3

**Table 3-13: Cycle Distances to Newbridge Town Locations**

Destination	Distance	Time Taken (minutes)
	(km)	Cycle
Newbridge Post Office	1.5	6
Newbridge Shopping Centre	2.1	8
Newbridge Train Station	2.4	10



### 3.3.3 Future Pedestrian & Cycle Environment

The proposed development will deliver a section of the Newbridge Southern Outer Orbital Relief Road (NSORR) from Great Connell Road to the furthest access point within the development site along the new road. Under Planning Reference: ABP-302141-18, a further 250m of the NSORR is proposed on the western side of the River Liffey. The remainder of the NSORR delivery is being progressed by Aston Ltd as part of a separate planning application (Section 247 Kildare County Council Consultation Reference: PP2559). Aston Ltd has taken on this element of works in order to expediate the approval process and ensure that the connection can be made in a shorter timeframe than if Kildare County Council were to progress under public procurement. These two elements together will enable the completion of the NSORR objective identified in the Newbridge LAP.

This future proposal includes for access along the river linear park with direct access to St Conleth's Bridge as shown in Figure 3-7 below. This will provide an alternative means of access to both national and secondary schools and to Newbridge town centre.

The National Transport Authority, Greater Dublin Area Cycle Network Plan provides a proposed network for Newbridge. An extract from this is shown in Figure 3-6.

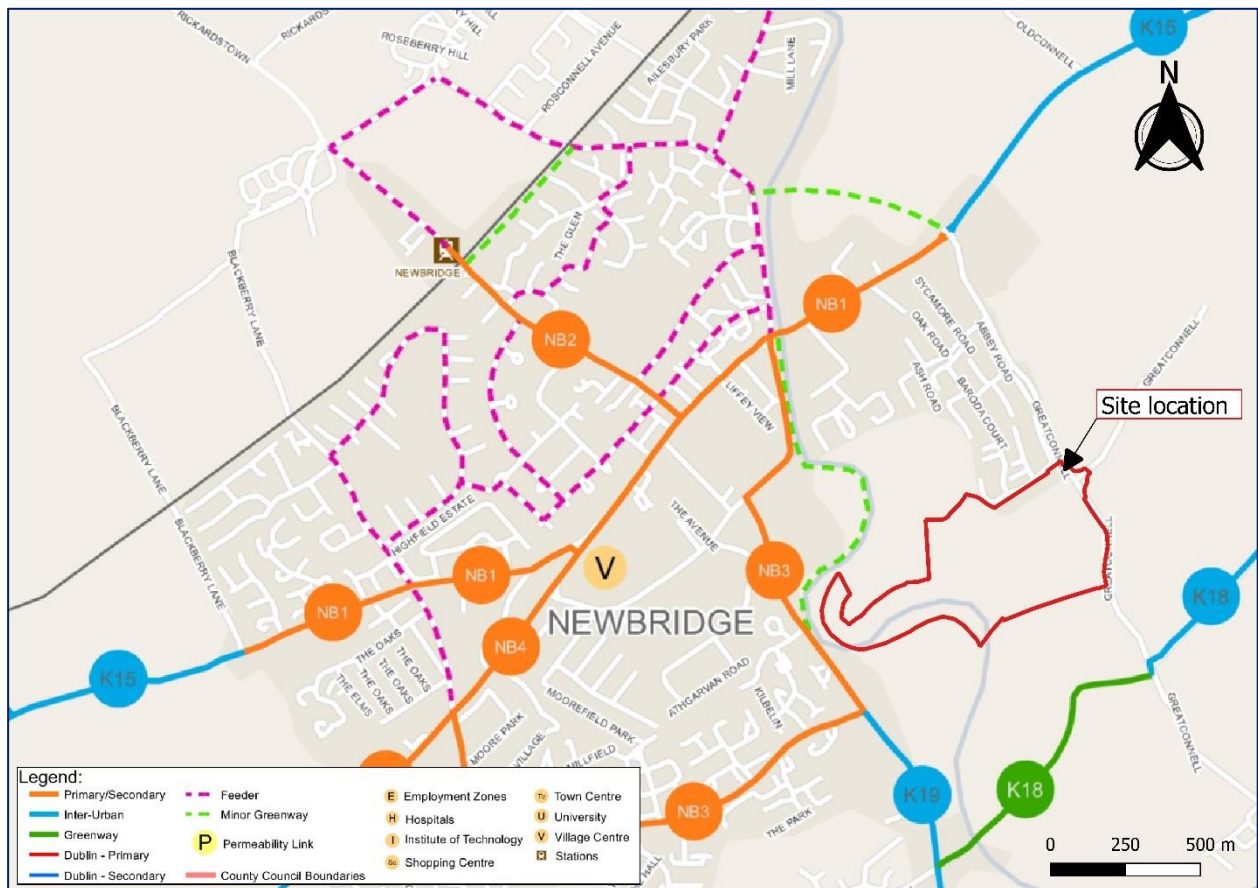


Figure 3-6: Proposed cycle routes as part of the Greater Dublin Area Cycle Network Plan (Ref: <https://www.nationaltransport.ie> )

As can be seen from Figure 3-6, there are no proposed cycle routes along Great Connell Road, however it is planned to provide high quality segregated cycle tracks as part of the NSORR Roads Objective which will provide additional cyclist connectivity for the proposed development.

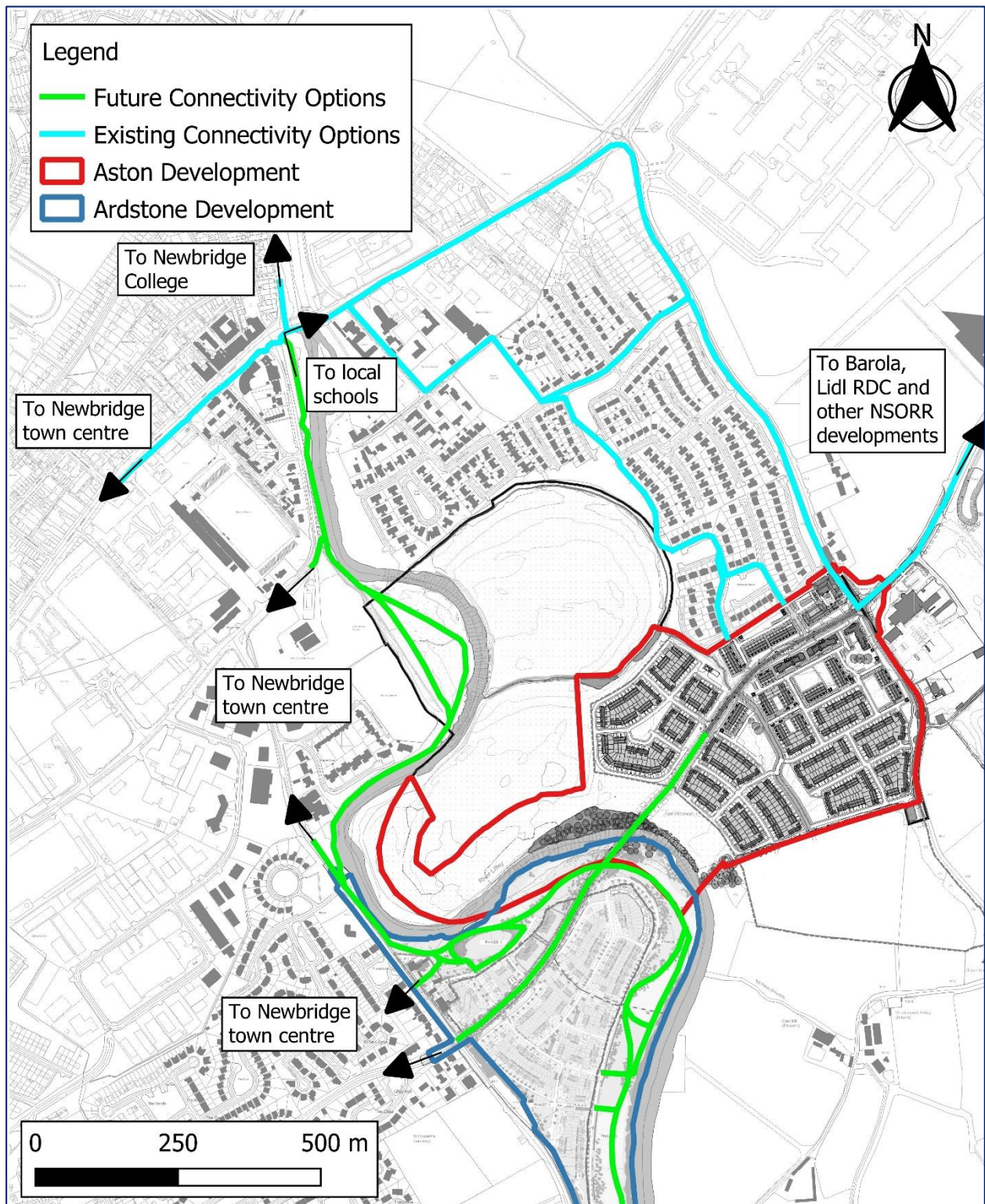


Figure 3-7: Future External Connectivity Options

It is a recommendation of this MMP that the appointed mobility manager for the development liaise with Kildare County Council on the formalisation of these routes, to improve the quality of pedestrian and cyclist permeability, both between and through the existing and proposed developments.

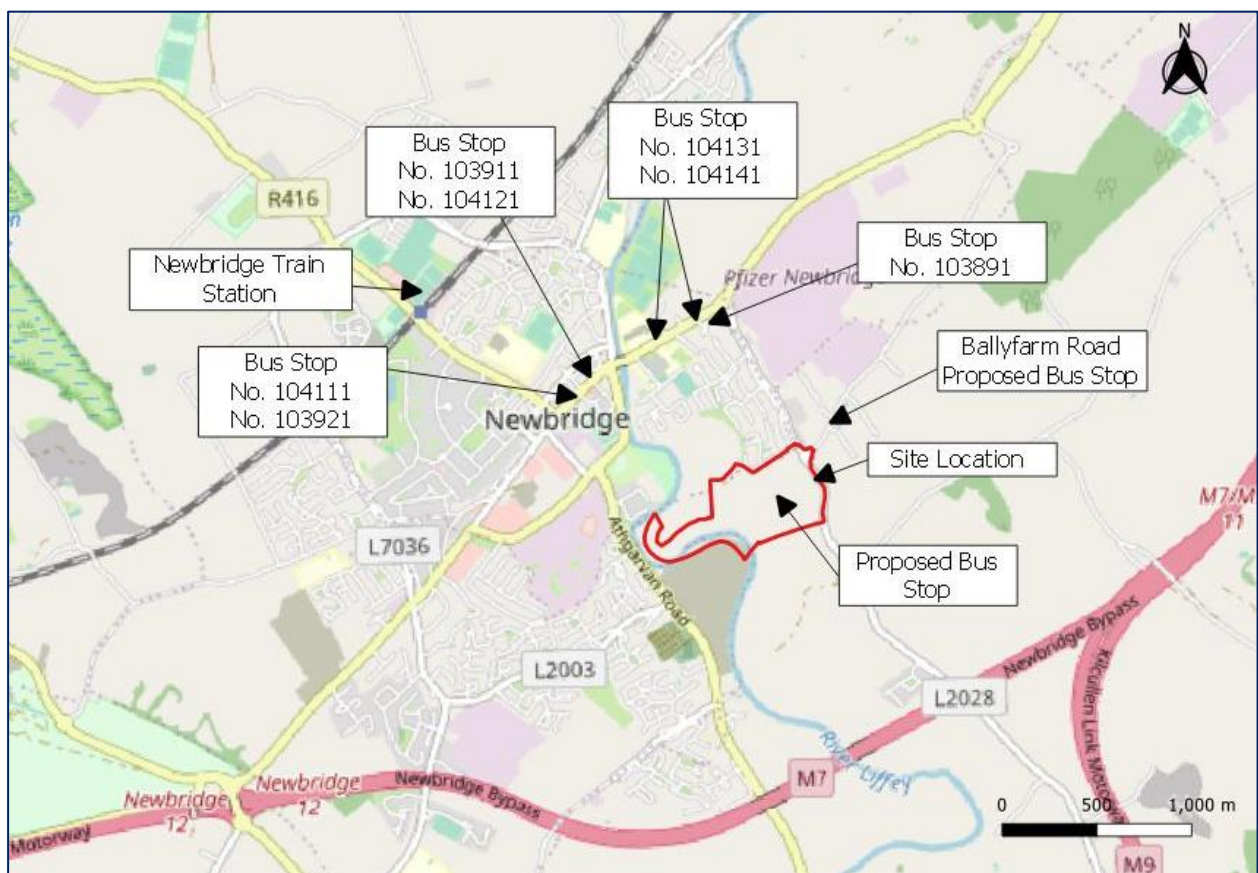


### 3.4 Public Transport Services

Table 3-14 below details the approximate distance and different times to travel for the main existing transport interchanges from the development site as shown below in Figure 3-8. Note that all car distances are taken from the site entrance, whereas walking and cycling distances may be shorter and the distances and times shown are via the shortest possible route.

**Table 3-14: Approximate Transport times from the Proposed Development Site**

Description	Mode - Distance - Time					
	Car		Cycle		Walk	
	Distance (km)	Time (min)	Distance (km)	Time (min)	Distance (km)	Time (Min)
Ballyfarm Road Bus Stop (Due June 2022)	0.2	<1	0.2	1	0.2	3
Bus Stop No. 103891	1	1	1	3	1	10
Bus Stop No. 104131 & 104141	1.4	2	1	3	1	10
Bus Stop No. 103911 & No. 104121	1.8	4	1.3	5	1.3	14
Bus Stop No. 104111 & 103921	2	4	1.6	6	1.6	17
Newbridge Train Station	2.9	7	2.5	10	2.5	29



**Figure 3-8: Location map showing nearby commuter options (Ref: <https://www.openstreetmap.org/#map=14/53.2652/-6.1863>)**

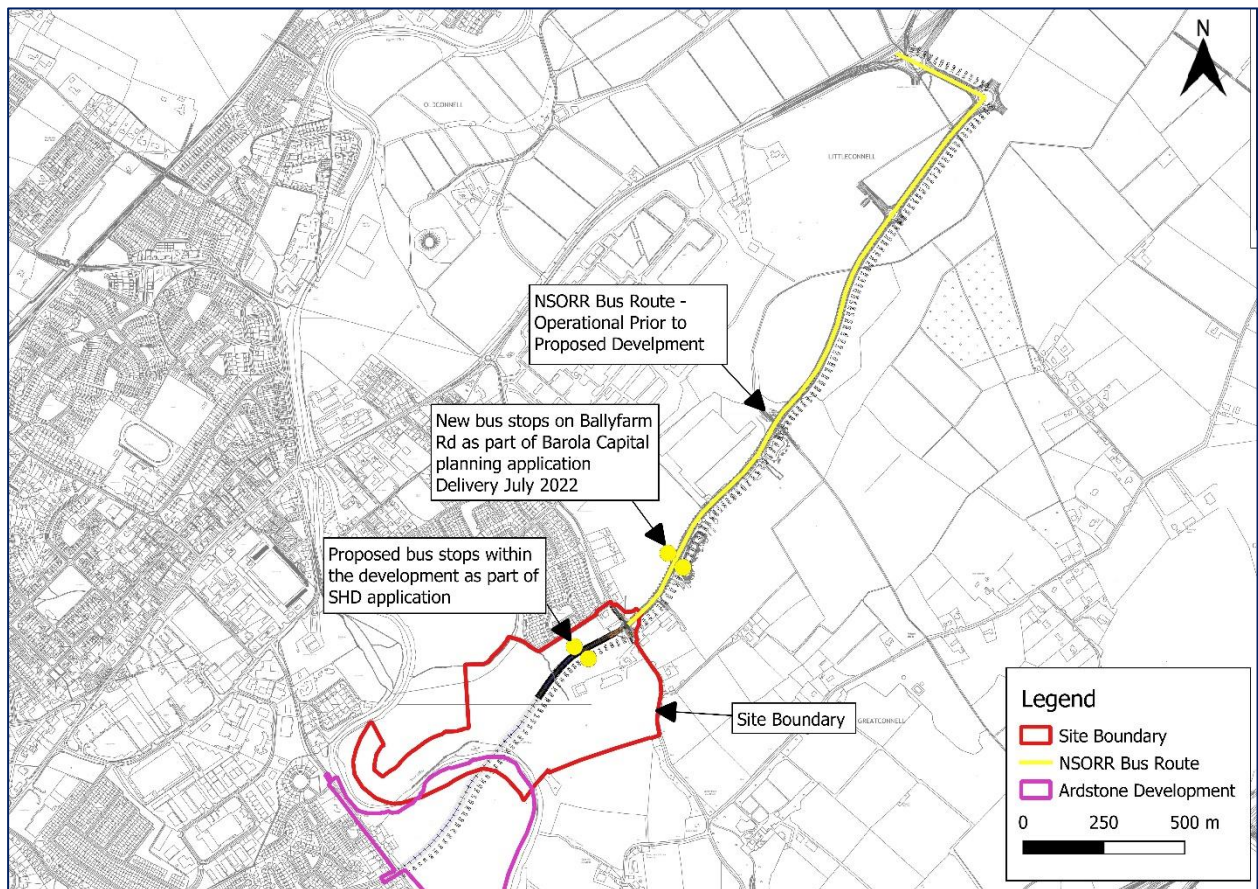


Figure 3-9: Proposed bus stop locations on site and by Barola Capital

### 3.4.1 Bus services -

As highlighted earlier, the following bus stops are located within close proximity to the proposed site. See Figure 3-10 for an extract of Kildare's public transport network.

These bus stops are serviced by the following providers;

**GoAhead Commuter (Stops no. 103891, 103911, 103921, 104111, 104141, 104121, 104131,)**

Route 120B: Dublin - Newbridge

Route 120F: Dublin - Newbridge

Route 125: University College Dublin - Newbridge (Opp. Ryans Bar

Route 126: Dublin - Rathangan

Route 126A: Dublin - Rathangan

Route 126B: Kildare - Dublin

Route 126D: Dublin - Newbridge

Route 126E: Kildare - Dublin

Route 126T: Dublin - Newbridge

Route 126U: Kildare - University College Dublin

Route 126X: Dublin - Rathangan

**Kayanitedale Ltd (Stops no. 103891, 103911, 103921, 104111, 104121, 104141)**

Route 826: Monasterevin - Naas General Hospital

**Keneally's Bus Service (Stops no. 103911, 103921)**

Route 129: Newbridge - Kilcullen

**Dublin Coach (Stops no. 103891, 103921, 104111, 10412, 104131, 104141)**

Route 726: Portlaoise - Dublin Airport

Route 126X Dublin - Rathangan



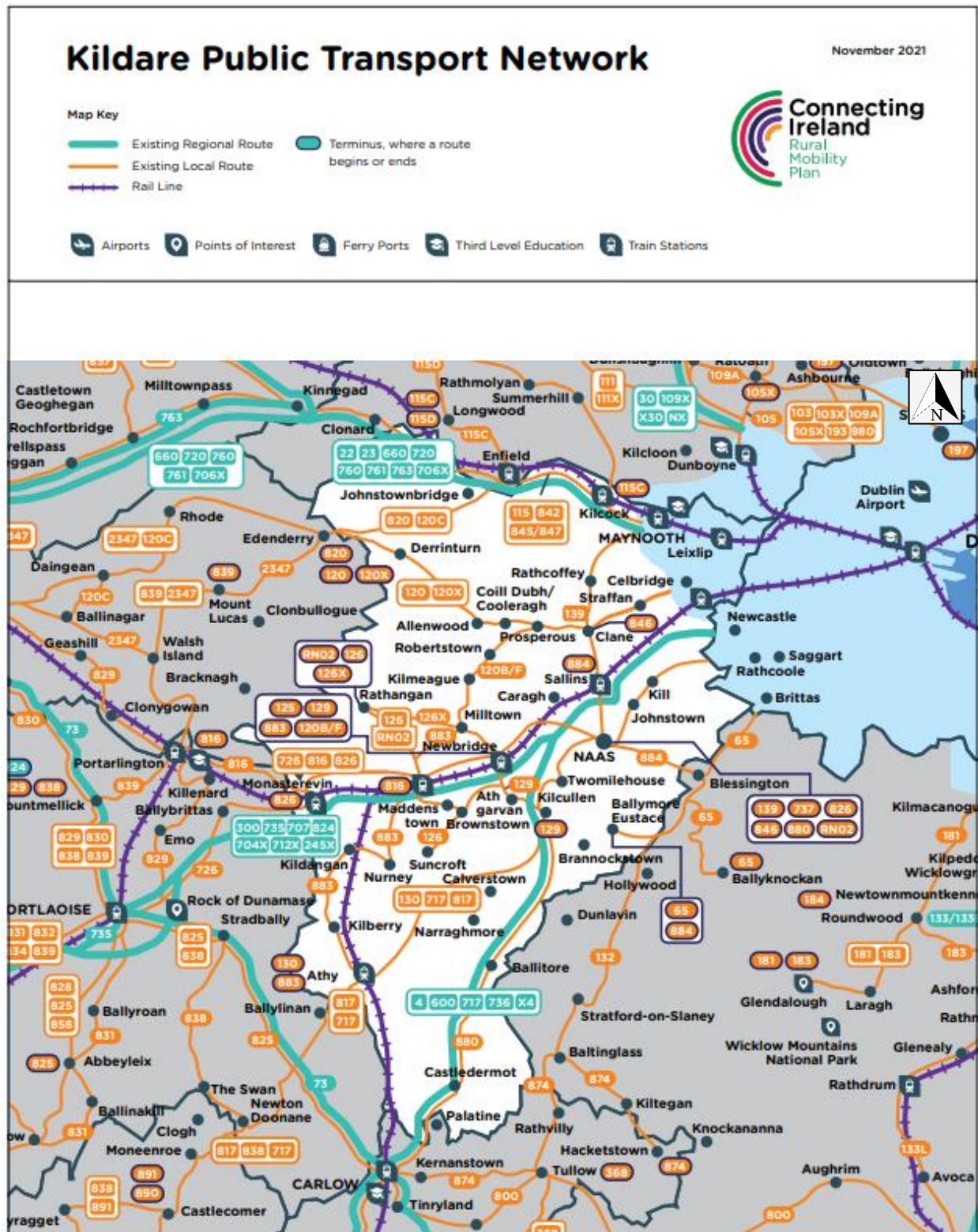


Figure 3-10: Kildare Public Transport Network (Ref: <https://www.nationaltransport.ie> )

### 3.4.2 Bus Services - Local

In order to facilitate the use of public transport, consideration will be made to provide information on location of stops, routes, timetables, walking times to main public transport facilities, etc. Also, to advise residents of the availability of the national TaxSaver Scheme refer to Transport for Ireland web site (<https://www.transportforireland.ie/fares/taxsaver/>) for more details. High frequency public transport is available in the area of the development, as described below and shown above in Figure 3-10.

The development is served by TFI Local Link bus services as shown below in Figure 3-11.

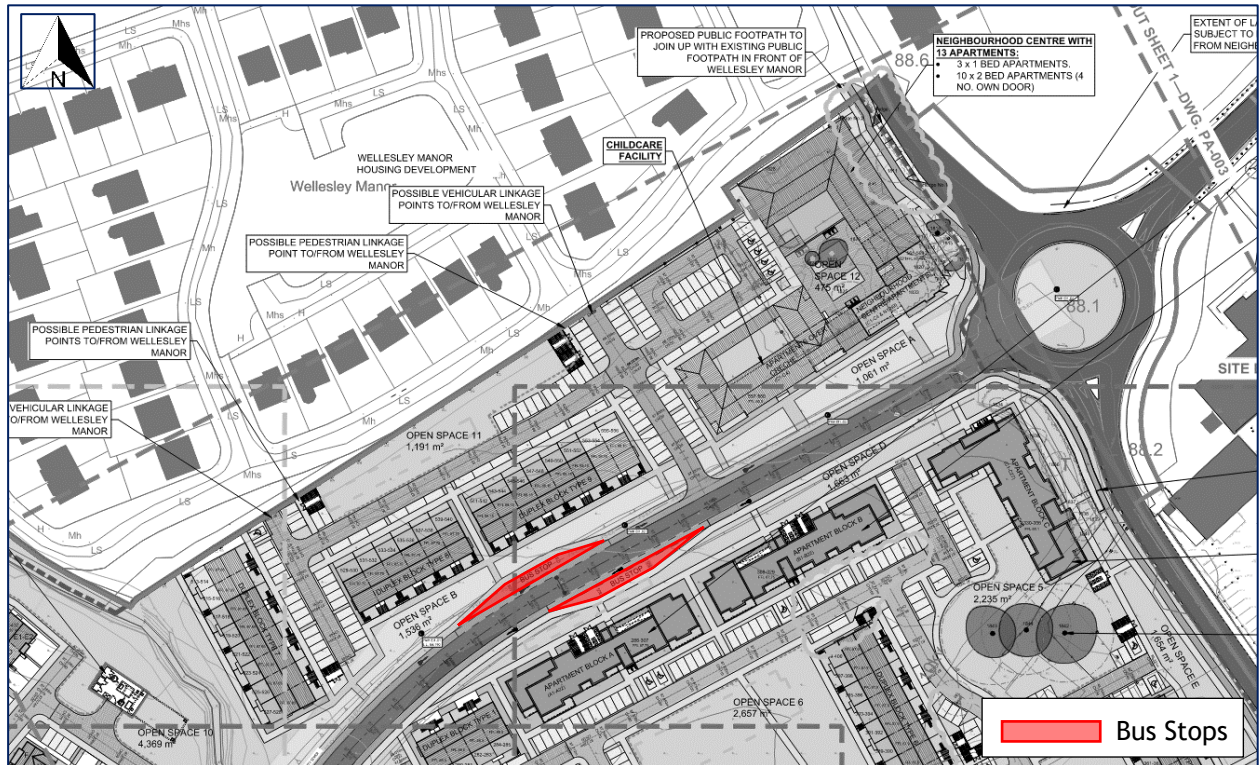


Figure 3-11: Local Link Transport Network (Ref: <https://www.transportforireland.ie> )



### 3.4.3 Proposed Bus Stops

There are 2no. Bus Stops proposed within the development to connect the site to the local public transport network.



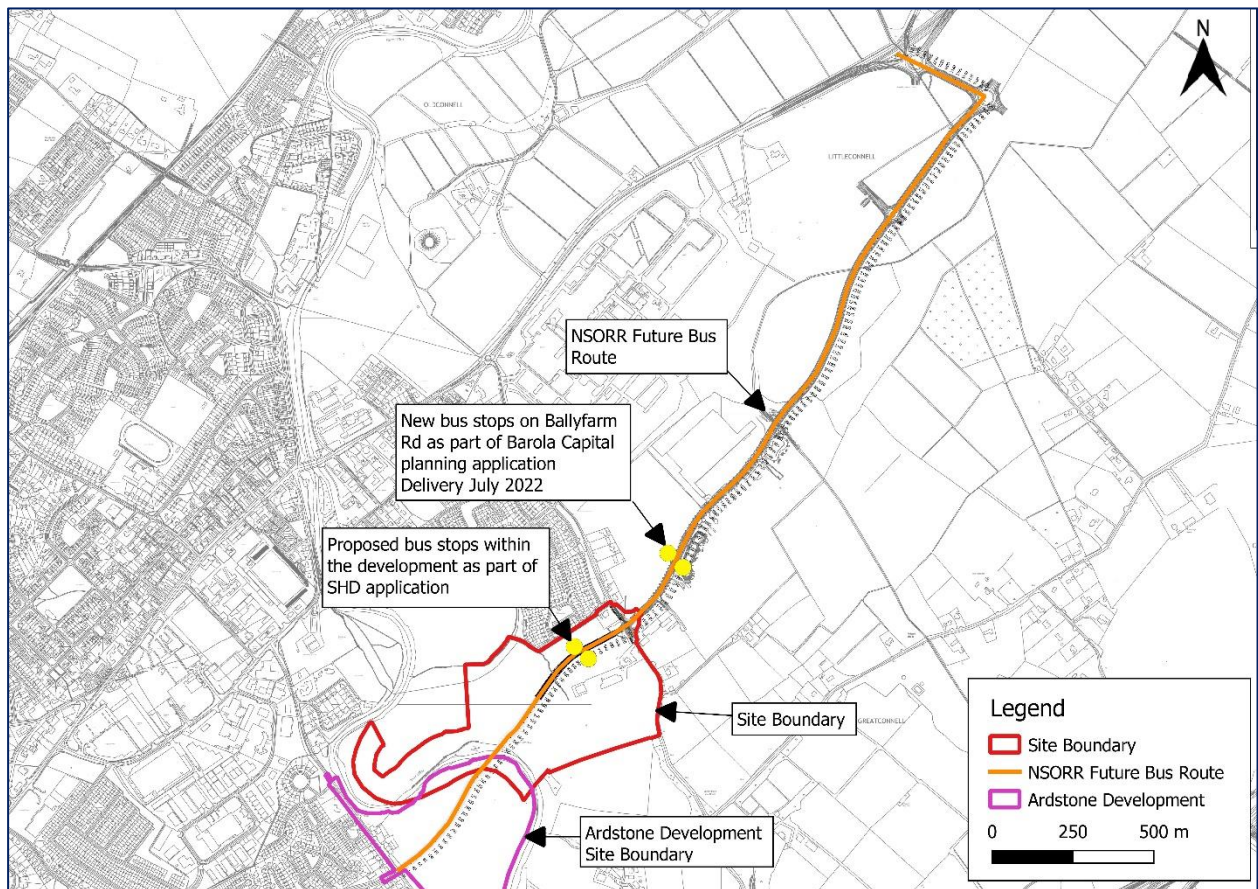
**Figure 3-12: Proposed bus stop location within the proposed development**

There is an additional new bus stop planned in a separate planning application for the proposed regional distribution centre by Barola Capital, as shown in Figure 3-8 on Ballyfarm Road, located approximately 200m from the entry to Aston SHD on the NSORR. This proposed bus stop and associated routes will be open prior to commencement of construction works associated with this planning application and are due to be built by June 2022. Once operational this will ensure travel to and from the proposed development site is conveniently accessible. As demonstrated within the TTA, the section of the NSORR (Ballyfarm Rd) will be open prior to the commencement of the proposed development, Q2 2022.

The proposed development will deliver a section of the Newbridge Southern Outer Orbital Relief Road (NSORR) from Great Connell Road to the furthest access point within the development site along the new road. The remainder of the NSORR delivery is being progressed by Aston Ltd as part of a separate planning application (Section 247 Kildare County Council Consultation Reference: PP2559). Aston Ltd has taken on this element of works in order to expediate the approval process and ensure that the connection can be made in a shorter timeframe than if Kildare County Council were to progress under public procurement. These two elements together will enable the completion of the NSORR objective identified in the Newbridge LAP.

Once public transport services are operational along the full NSORR, as shown below in Figure 3-13, the new bus stop locations are ideally placed to serve the proposed residential development Aston SHD, neighbouring residential developments and commercial sites along the NSORR. This includes Murphy International, Dr Pepper, Barola (Planning Reference: 20/259), Lidl RDC facility (Planning Reference: 211/248) along the NSORR. Thereby encouraging travel to and from the residential development by bus and reducing the dependence of private car travel and allow for an alternative means of access to the town centre, businesses and schools.





**Figure 3-13: NSORR Future Bus Route**

The appointed Mobility Manager will work closely with Kildare County Council, the NTA and neighbouring developments to lobby for improved public transport within this area and to ensure the successful implementation of the Ballyfarm bus route. It can be reasonably expected that the improved public transport connectivity to the wider Great Connell area will be proposed as part of the forthcoming Newbridge Local Transport Plan.

### 3.4.4 Train Services

The closest train station is located in Newbridge town centre which is located off the R416. There are regular services as follows:

1. Mallow / Cork Service
2. Galway Service
3. Kildare / Waterford Service
4. Phoenix Park Tunnel Service
5. Westport Service

As shown below in Figure 3-14, the site is connected to the Dublin Area Train and Tram services via the South Western Commuter Line and to the Irish Rail network as shown below in Figure 3-15.

The station is located approximately 3km from the entrance to the proposed development. Transit times from the development to the train station are outlined below in Table 3-15;

Table 3-15: Transit Times to Newbridge Train Station

Description	Distance (km)	Time Taken (minutes)		
		Car	Cycle	Walk
Newbridge Train Station	2.9 (Via Greatconnell rd.)	7	10	28

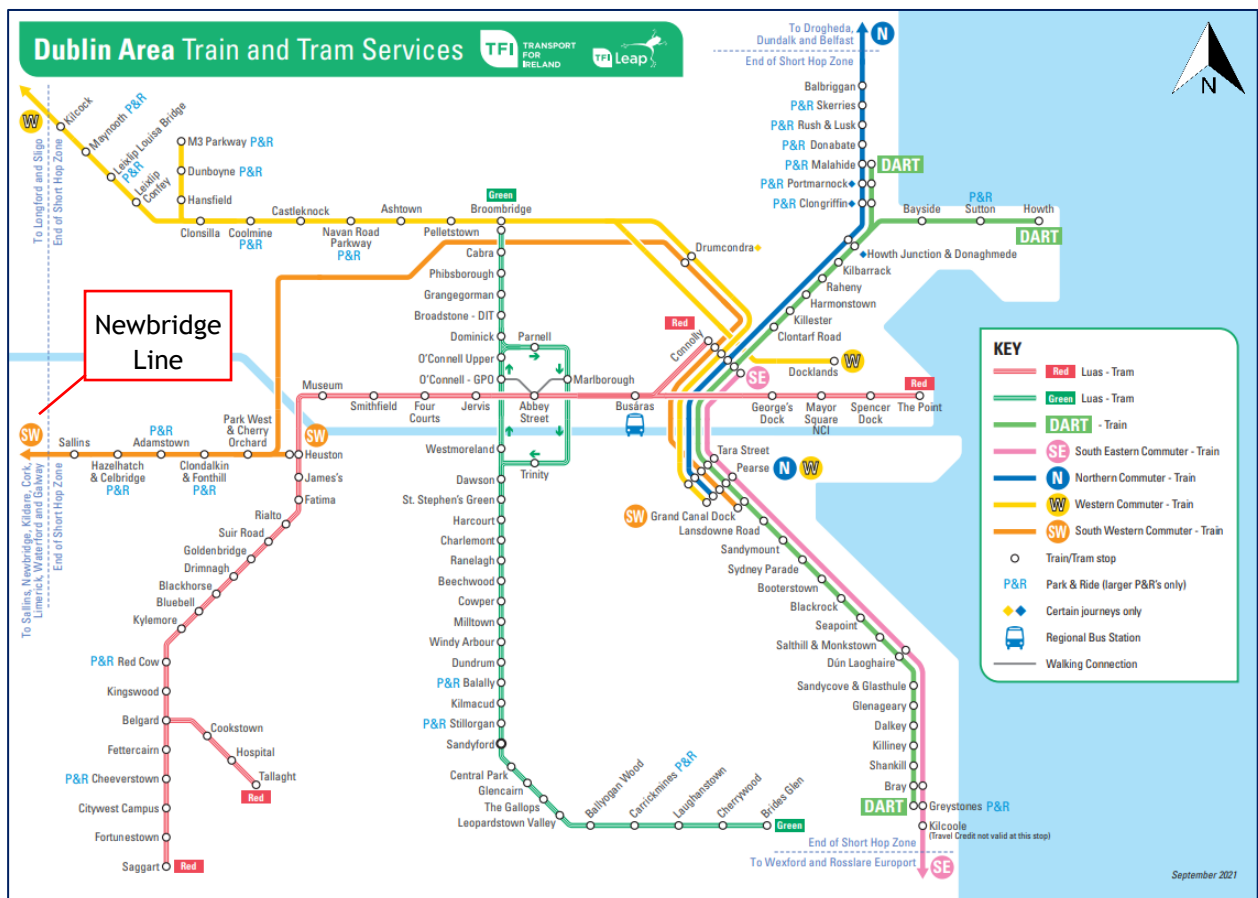


Figure 3-14: Site Location Relative to Dublin Public Transport Network  
(Ref: <https://www.transportforireland.ie>)



Figure 3-15: Site Location Relative to National Rail Network (Ref: <https://www.irishrail.ie> )

### 3.5 Taxi Services

There is a constant flow of taxis along nearby roads collecting and depositing passengers. This will facilitate taxi use by providing a safe and convenient means of accessing this form of transport. The objective is to encourage lift sharing in taxis to help reduce the demand on parking and congestion at peak times. There are a number of taxi ranks located within Newbridge town centre which will facilitate collection to and from the proposed development.

## 3.6 Car Sharing

### 3.6.1 Car Pooling

In order to reduce single occupancy journeys, reduce transport related emissions, and reduce the impact of the development on the local road network, car sharing (also referred to as car-pooling) should be considered as a soft measure to improve sustainable transport within the development.

- Maintain an on-line database or a register including travel and contact details.
- Implement and foster a Car Sharing Programme.
- Match residents for car sharing and aim to match work schedules / school trips based on car sharing needs.
- Reserve preferential parking for participating cars.

The Mobility Manager would be the point of contact for parking issues.

### 3.6.2 GoCar

GoCar is a car sharing company operated by Europcar. It is a station-less car rental service providing a facility for users to hire a car via the GoCar app 24/7. There is a GoCar base at Tesco in Newbridge town centre where there are reserved GoCar Spaces. The GoCar base is located 3km from the proposed site entrance. See Figure 3-17 and Figure 3-18 below.

The key benefits of car sharing club vehicle (GoCar) parking include:

- i. Each GoCar replaces approximately 15 private cars
- ii. Carsharing reduces car ownership, car dependency, congestion, noise, and air pollution
- iii. Helps increase walking, cycling, and use of public transport
- iv. Allows individuals to have the benefits of a private car, without having the large costs and responsibility associated with car ownership

1 no. parking space dedicated for car club (GoCar) use only is proposed for inclusion adjacent to the community centre as shown in Figure 3-16. Additional spaces can be made available if deemed a requirement in the future.



Figure 3-17: GoCar location relative to site (Ref: <https://www.gocar.ie> )





Figure 3-18: GoCar parking spaces at Tesco carpark, Newbridge. (Ref: <https://www.google.ie/maps>)

## 4. Implementation / Consultation / Monitoring

The Outline Mobility Management Plan (MMP) is a document that evolves over time and requires ongoing implementation, management and monitoring, and for successful implementation requires organisational support, an internal Mobility Manager and financial resourcing.

To implement the MMP the following inputs are required:

- a) Senior Management support and commitment,
- b) A Mobility Manager as the travel plan coordinator,
- c) A Steering group to oversee the plan,
- d) Working groups on various related issues

To ensure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners such as the Kildare County Council, public transport operators, etc. Ideally the MMP will be managed by a Mobility Manager or Travel Plan Coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager will also be best suited to monitor the results of the plan.

The MMP will endeavour to influence the modal split from the outset of the completed development. Due to the location of the site and the alternative transport modes available, the historic reliance on the car can be challenged. The issuance of welcome packs to the initial residents containing e.g. timetables of public transport and details of nearby facilities can be considered. Information on public transport routes and options could be provided within the secure bicycle storage facilities.

The document: National Transport Authority Workplace Travel Plans - A Guide for Implementers may be used as a reference. There is also a UK document: Making Residential Travel Plans Work: Guidelines for new development published by the UK Department of Transport 2005 which is relevant.

Residents travel surveys should be carried out in the early stages and annually to monitor the initial success of the travel plan and to gain a better understanding of the residents' travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the MMP is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.