

Kiltiernan Village SHD

Lands at Wayside, Kiltiernan Dublin 18

Mobility Management Plan

Liscove Limited

Summer 2022



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1. Introduction

1.1. Overview

This Mobility Management Plan (MMP) has been prepared on behalf of Liscope Ltd in support of a Strategic Housing development application to An Bord Pleanála. The development lands are located on c.10.8 hectare site at the lands at Wayside, Enniskerry Road, Kiltiernan, Dublin 18.

The site is generally bounded by the Glenamuck Road to the north; Kiltiernan Farmers Market and the Sancta Maria residence to the north and west; a recently constructed residential development named "Rockville" to the north-east; the Enniskerry Road to the south-west; dwellings to the south; and lands that will facilitate the future Glenamuck Link Distributor Road to the east.

The development will principally consist of: the demolition of c. 573.2 sq m of existing structures on site comprising a derelict dwelling known as 'Rockville' and associated derelict outbuildings; and the provision of a mixed use development consisting of 383 No. residential units (165 No. houses, 118 No. duplex units and 100 No. apartments) and a Neighbourhood Centre, which will provide a creche (439 sq m), office (317 sq m), medical (147 sq m), retail (857 sq m), convenience retail (431 sq m) and a community facility (321 sq m). The 383 No. residential units will consist of 27 No. 1 bedroom units (19 No. apartments and 8 No. duplexes), 128 No. 2 bedroom units (78 No. apartments and 50 No. duplexes), 171 No. 3 bedroom units (108 No. houses, 3 No. apartments and 60 No. duplexes) and 57 No. 4 bedroom units (57 No. houses). The proposed development will range in height from 2 No. to 5 No. storeys (including podium/undercroft level in Apartment Blocks C and D and in the Neighbourhood Centre).

The development also provides: pedestrian links from Enniskerry Road and within the site to the neighbouring "Rockville" development to the north-east and a pedestrian/cycle route through the Dingle Way from Enniskerry Road to the future Glenamuck Link Distributor Road; 678 No. car parking spaces (110 No. in the undercroft of Blocks C and D and the Neighbourhood Centre and 568 No. at surface level) including 16 No. mobility impaired spaces, 73 No. electric vehicle spaces, 1 No. car share space, 4 No. drop-off spaces/loading bays; motorcycle parking; bicycle parking; bin storage; the decommissioning of the existing telecommunications mast at ground level and provision of new telecommunications infrastructure at roof level of the Neighbourhood Centre including shrouds, antennas and microwave link dishes (18 No. antennas and 6 No. transmission dishes, all enclosed in 9 No. shrouds together with all associated equipment); private balconies, terraces and gardens; hard and soft landscaping; sedum roofs; solar panels; boundary treatments; lighting; substations; plant; and all other associated site works above and below ground. The proposed development has a gross floor space of c. 43,120 sq m in addition to undercroft levels (under Apartment Blocks C and D measuring c. 1,347 sq m and under the Neighbourhood Centre measuring c. 2,183 sq m, which includes parking spaces, external storage, bin storage, bike storage and plant).

A full description of the proposed development is included in the Planning Report and full details of all pedestrian and cycle connections, road and street layouts, car parking and cycle parking are contained on the architects, landscape architects, engineering drawings and in the Roads Engineering Design Report.

The MMP sets out a strategy designed to promote travel by active and sustainable modes to the proposed residential development at Kiltiernan. This MMP forms part of a SHD application and supports the Traffic and Transportation Assessment (TTA).

1.2. What is a Mobility Management Plan?

An MMP is a robust package of measures aimed at encouraging a shift to sustainable travel modes such as walking, cycling and public transport. The plans are developed on a bespoke basis and may recommend improvements to infrastructure as well as behavioural change measures, such as improved provision of information or promotional campaigns and events.

An MMP is therefore a strategic management tool designed to accommodate a site's specific transportation needs. The MMP aims to educate and inform people regarding how, why and when they need to travel. It provides a forum to promote and support the use of alternative, active and sustainable transport modes such as walking, cycling, shared transport and mass transit such as buses and rail. Consequently, the MMP will also assist in reducing dependency on private car and mitigate against traffic congestion and its inherent environmental, social and economic impacts.

This Mobility Management Plan (MMP) has been developed with specific reference to the site location, site context and proposed site layout. The MMP describes the self-regulating management of travel demand. As such this MMP could help reduce the amount of car travel to and from the proposed development site at Wayside

Kiltiernan Dublin 18. Not only will this bring benefits to those future occupiers of the development but also to the wider local community and environment.

This MMP is not a fixed plan but a dynamic and evolving document that can be updated and adjusted to reflect changing site characteristics, availability of transport infrastructure and attitude changes. The measures focus outlined in this MMP are aimed focused on promoting access to the site by alternative, active and sustainable modes of transport and reducing single occupancy car travel. In general, the ultimate occupiers will be encouraged to put these measures into practice themselves.

1.3. Accompanying Documents

An accompanying Traffic and Transport Assessment (TTA) reviews the potential transport impacts of the proposed development with respect to vehicular traffic and sets out the existing and proposed public transport, walking, and cycling infrastructure in the area.

The internal road network has been developed to be in accordance with Design Manual for Urban Roads and Streets (DMURS) that promotes walking and cycling through the design of low traffic low speed environments. A DMURS compliance statement within the TTA sets out this design approach.

This MMP should be read in conjunction with the above documents and all planning, engineering and architectural reports and drawings.

1.4. Transport Policy Context

This section examines of the key national and local policy context pertinent to the proposed development. The policies positions outlined below that underpin the preparation of this MMP are as follows:

1.4.1. National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade.

The overall target is to “*deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.*”

To achieve this target there are a number of initiatives including:

- Integration of land use and planning
- Improvement to walking and cycle infrastructure
- Improved public transport capacity
- Identifying and implementation of suitable demand management measures
- Behavioural change programmes and measure
- Improved safe, accessible, comfortable, safe and affordable journey for all people and all trips

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, and targets identified in the Policy.

The proposed development incorporates the appropriate measures to enable the vision of both documents by ensuring the development is fully accessible for all modes, providing excellent connections to the existing and planned pedestrian, cycling and public transport links, both within the Kiltiernan Village SHD lands and on the external transport network.

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

The Smarter Travel Policy, published in February 2009, outlined the Governments vision for achieving a sustainable transport system for Ireland by 2020. The document outlines a number of key policies to encourage a modal shift away from private car use and promote alternative travel modes such as public transport, walking and cycling.

The policy document outlines a suite of actions that will have complimentary impacts in terms of travel demand and emissions. These are grouped into the following overarching actions:

- Reducing distances travelled by the private car and encouraging smarter travel, including focusing population growth in areas of employment and encouraging people to live in close proximity to places of employment and the use of pricing mechanisms or fiscal measures to encourage behavioural change,
- Ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service, development of national electric infrastructure and through investment in cycling and walking,
- Improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies,
- Strengthening Institutional arrangements to deliver the targets.

A high level objective of the policy is to achieve a transfer of work-related commuting trips from car to sustainable modes, i.e., walking, cycling and public transport.

One of the key aims of the policy is to reduce car commuting from a current mode share of 65% to 45% by 2020. To achieve this shift in travel behaviour, the Smarter Travel policy includes objectives to improve the level of service on public transport services by focusing on improving service quality, reliability, punctuality and efficiency. Its vision also includes the objective that “land use planning and the provision of transport infrastructure and services will be better integrated”, which is a key objective of the development.

In April 2009 the National Cycle Policy Framework (NCPF) was published. The policy outlined the vision to develop the appropriate infrastructure to make all cities, towns, villages and rural areas bicycle friendly and to promote cycling as the normal way to get about, in particular for short trips. The aim of this framework was to encourage a culture of cycling to the extent that by 2020, some 10% of all trips will be completed by bicycle.

The proposed development incorporates the appropriate measures to enable the vision of both documents to be delivered by ensuring the development is fully accessible for all modes, providing good connections to the existing and planned pedestrian, cycling and public transport links, both within the site and on the external transport network.

1.4.3. Transport Strategy for the Greater Dublin Area 2016 -2035

The Transport Strategy for the Greater Dublin Area (GDA) 2016-2035 established the framework for transport provision for the city region. This Strategy, which is underpinned by the capital investment program set out in the National Development Plan 2018-2027, is based on the following over-riding objective:

“To contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods.”

In particular, the Strategy aims to achieve a work commuting modal share target of 55% for sustainable travel modes, reducing the single occupancy private car modal share to a maximum 45%, as set out in Smarter Travel Policy. The Strategy presents infrastructure proposals by mode of transport. Albeit not a requirement for the subject site as demonstrated later in this document, those that may benefit the development in the future are as follows:

Transport Strategy Objective	Proposed Site Context
Greater Dublin Area Cycle Network Plan	Inter Urban Route W1/D1 located on the Enniskerry Road. The route will link Dublin- Kiltarnan- The Scalp _ Enniskerry – Djouce and is planned to be the main access route from Dublin to the Wicklow Mountains for recreational cycling.
Bus Connects	Network redesign will result in higher frequency of services operating on Enniskerry Road and Glenamuck Road with linkages onto other core bus routes.
LUAS	Upgrade to capacity and frequency of Luas green line will benefit future residents through access to the LUAS at Ballyogan Wood stop that can be reached by foot, cycle or on a bus route.

1.4.4. Dun Laoghaire Rathdown County Development Plan 2022-2028

The Dun Laoghaire Rathdown County Development Plan 2022-2028 was adopted and came into effect on the 21st of April 2022 replace the previous Development Plan (“The Plan”) covering the period 2016-2022.

The Development Plan states that a holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport. The Plan notes that there has been a move away from the traditional approach of supplying ever more road space to meet increased transport demand and is facilitated by the adoption of the ‘Avoid–Shift- Improve’ approach. The ‘Avoid-Shift-Improve’ approach model is detailed below:

- Avoid – reduce or avoid the need to travel, i.e., Irish governments Remote Working Strategy
- Shift – shift to more environmentally friendly modes, i.e., walking, cycling, e-bikes, e-scooters
- Improve – improve energy efficiency of transport modes and vehicle technology, i.e., electrification of public transport vehicles

The overall transport policy approach is:

- To adopt the ‘Avoid-Shift-Improve Approach’ to transport
- To integrate land use and transport policies.
- To support the demand management approach which focuses on moving people from the private car to more sustainable modes.
- To improve permeability for the pedestrian and cyclist.
- To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.
- To adopt a balanced approach to road and street design in accordance with the four core principles of the ‘Design Manual for Urban Roads and Streets’ (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach resulting in a more place based/integrated street design

This Plan sets out the following relevant objectives which are supported and facilitated by the Kiltiernan Village SHD Lands as outlined in Table 1-1.

Table 1-1 - DLRCC County Development Plan Policy

Policy Reference	Policy Description	Development Approach
Policy Objective T1: Integration of Land Use and Transport Policies	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)	The masterplan supports and provides opportunities for active and sustainable travel that links into current and future transport infrastructure opportunities.
Policy Objective T2: Local Transport Plans (Area Based Transport Assessments)	It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (Consistent with RPO 8.6).	A Local Area Plan was prepared for the Kiltiernan – Glenamuck LAP area that covers the proposed site. The masterplan complies with the LAP.
T3: Delivery of Enabling Transport Infrastructure	It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)	The masterplan lands link into the Glenamuck District Roads Scheme (GDRS) and Glenamuck Road – Enniskerry Part 8 junction improvement Scheme
T5: Public Transport Improvements	It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in ‘Smarter Travel, A Sustainable Transport Future’ and subsequent updates; the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-	The GDRS provides enhanced public transport opportunities including bus lanes, bus priority

Policy Reference	Policy Description	Development Approach
	2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)	measures that will improve public transport in the area that will benefit the development.

1.4.5. Kiltiernan Glenamuck Local Area Plan (LAP) 2013;

The lands are zoned for residential and neighbourhood centre uses in the Kiltiernan – Glenamuck Local Area Plan 2013. The Kiltiernan – Glenamuck Local Area Plan was first adopted by Dun Laoghaire Rathdown County Council on the 9th of July 2007 and subsequently the LAP was amended and extended in 2013 to 2023 following some amendments and updates. An extract from the LAP zoning map is shown in Figure 2-1 with the proposed site location indicated.

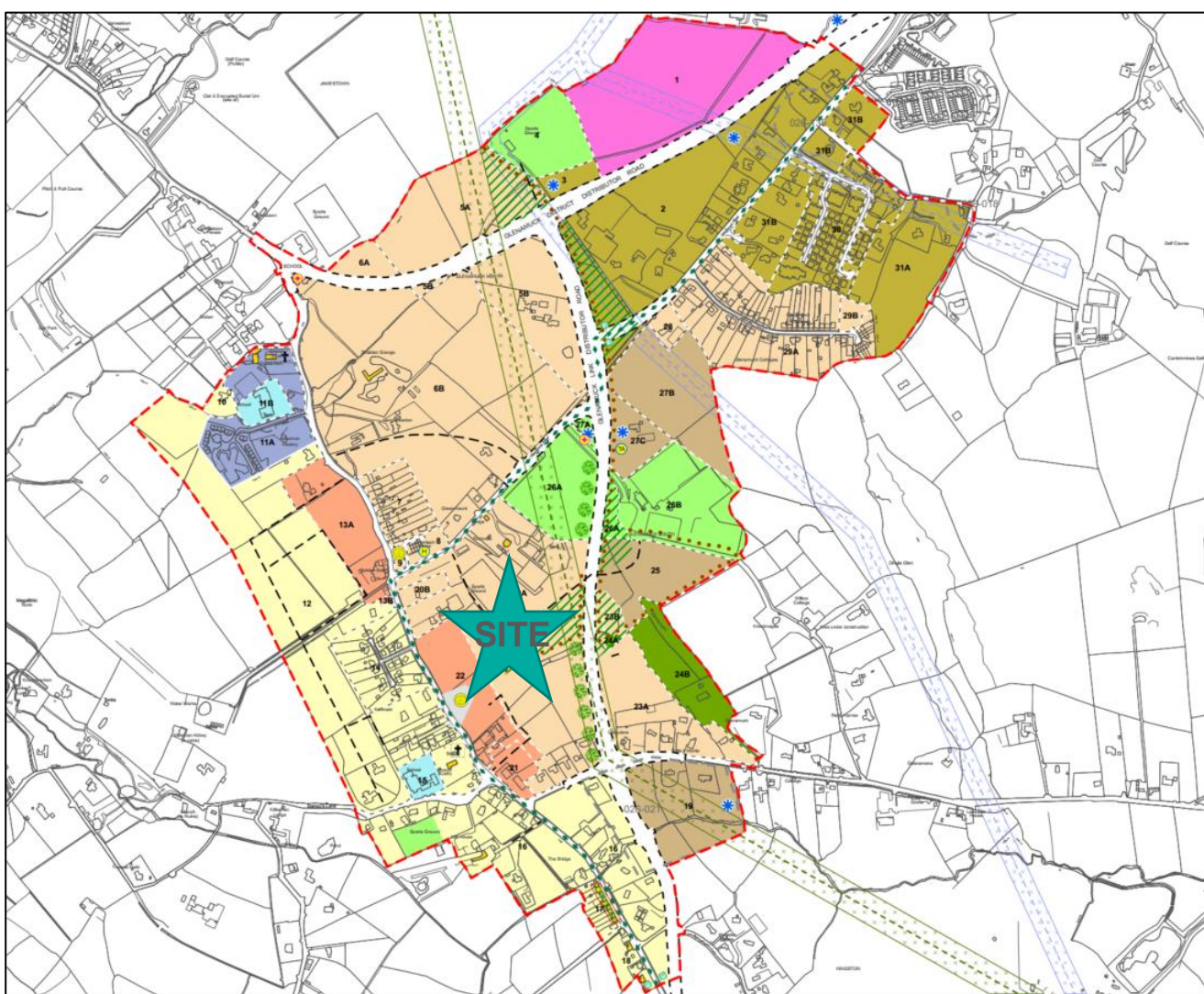


Figure 1-1 - LAP Zoning Map and development site

The LAP envisions that the zoned lands could accommodate circa 2600-3000 residential dwellings and associated supporting community and commercial infrastructure.

Section 5 Movement of the LAP notes the area is served by the Luas Green Line and three bus services. One of the principles transport aims of the LAP is to promote sustainable travel and reduce the need to travel by private car through the integration of mixed land use and transport.

Listed below are the key relevant transport policies of the LAP together with a summary of the corresponding characteristics of the proposed development that relate the delivery of these policies.

Table 1-2 - Relevant LAP Sustainable Transport Policies

Policy Reference	Policy Description	Development Approach
MT01 – To reduce the need for travel by private car within the LAP by:	<p>Facilitating appropriate frequencies and routings of bus services to address increased population levels, including good linkages to Ballyogan Wood Luas stop on the Luas Green Line,</p> <p>Providing and/or facilitating the development of an interlinked cycle and pedestrian network that would connect the LAP to the wider locality,</p> <p>Maximise pedestrian catchment of bus services operating on Enniskerry and Glenamuck Roads,</p> <p>Encouraging mixed use development to optimise internal trips and make accessibility by non-car modes more viable/desirable, requiring Commercial/Retail uses to operate Mobility Management Plans to provide incentives to reduce dependence on travel by car.</p> <p>To reduce the need for travel by private car within the LAP and to acknowledge the amenity and health benefits of off-road recreational cycling by providing both on-road and complementary off-road cycling facilities within the Plan area</p>	<p>The development is located within walking distance of bus stops on Enniskerry Road and Glenamuck Road that provide onward connections to Luas services at Ballyogan Wood</p> <p>The masterplan layout has been informed by external developments, connections, amenities and facilities in mind in order to meet desire lines and promote walking and cycling.</p> <p>The proposal is a mixed use development including a neighbourhood centre that will reduce the need to travel particularly by car.</p> <p>The development provides for off road walking and cycling facilities particularly through the provision of the Dingle Way.</p>
MT02 Waking & Cycling	To promote maximum accessibility through routes of optimised connectivity and permeability for walking, cycling and public transport while establishing safe infrastructure for all vulnerable road users	The development layout has been designed in accordance with DMURS principles with low traffic volumes and speeds to encourage walking and cycling. The layout is highly permeable with a coherent legible network of streets that meets desire lines and provides both internal and external connectivity.
MT03 Cycle Parking	It is an objective of the Plan that all new residential and commercial development schemes must include adequate provisions for safe and secure cycle parking facilities at appropriate locations in accordance with County Development Plan standards	The development will provide secure, sheltered and accessible cycling facilities for all land uses in accordance with DLRCC cycle parking standards.
MT04	To establish the function, shape and usage of the strategic road network generally within the LAP area	The layout of the developments, the location of its access points reflects the form and function of the road hierarchy.
MT05	To establish the future function of Glenamuck Road in terms of providing local access (including car, bus, pedestrian and cycle) to the wider strategic road network	The development provides for connections and linkages to and from the Glenamuck Road.

Policy Reference	Policy Description	Development Approach
MT06	To establish the appropriate functions of Enniskerry Road in terms of minimising through movements while accommodating locally generated movements (car, pedestrian and cycle) from future developments, and also potential future movements associated with the planned neighbourhood centre facility	The scheme proposes improvements to the urban realm on Enniskerry road that will improve the pedestrian and cyclist experience. The development provides an active frontage onto Enniskerry Road that will provide active and passive surveillance.
MT07	To introduce appropriate traffic calming measures and to divert through traffic away from the future LAP civic node in order to address issues such as safety, noise and air pollution, and the potentially negative severance of the component parts of the LAP area.	The proposed Enniskerry Road treatment includes the provision for reducing vehicle dominance and reallocation of spaces to walking and cycling and can be delivered in conjunction with the GDRS to provide traffic calming and enhanced environmental improvements.
MT08	In acknowledgement that some car usage is inevitable, to stipulate maximum car parking provision for differing development types on a demand management basis with appropriate restrictions on on-street parking in order not to undermine that objective.	The level of car parking proposed is balanced to reflect the site characteristics and ensure that sustainable and active travel is not undermined. On street car parking will be managed to ensure overspill car parking does not adversely impact on the urban realm and road safety.
MT09	To have regard to the EU Ambient Air Quality Directive, the EU Ozone Directive, the EU guidance documents Greening Transport (EU 2008) and A Sustainable Future for Transport (EU 2009) and the National Transport Strategy Smarter Travel: A Sustainable Transport Future (DTTS 2009) to develop strategies which better reflect the real costs that transport volumes and emissions impose onto society, environment and economic efficiency.	The development facilitates the provision of electric charging facilities for cars.

1.4.6. National Remote Working Strategy (2021)- Department of Enterprise Trade and Employment

In January 2021 the National Remote Work Strategy was published by the Department of Enterprise Trade and Employment which sets out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandates that 20% of the public sector workforce to move to home and remote working in 2021. The strategy notes that the Regional Working Analysis study carried out in 2020 shows that more than 25% of the private sector workers in Ireland are capable of working remotely. A key aspect of the strategy is to implement legislation in Q3 of 2021 to provide employees the right to request remote work to ensure that work from home opportunities is available to employees after the removal of Covid-19 restrictions.

Therefore, it can be reasonably assumed that the remote working patterns that have developed from the Covid19 restrictions will continue to be substantial in the post Covid19 scenario. Indeed, it can be reasonably assumed that this will be the case regardless of any legislative provisions given the ability of organisations, both public and private, to adapt to remote working and the clear benefits that maintaining a remote working capability will bring

to both employees and employers. In overall terms this longer-term change in working patterns will help achieve a longer-term fundamental change in travel behaviour by reducing the need travel to work on a daily basis.

The residents of the Kiltiernan development will avail of the home and remote working opportunities including flexible working opportunities as promoted by the National Remote Work Strategy.

1.5. Reference Documents

The following documentation has been referenced in the preparation of this MMP:

- Your Step By Step Guide To Travel Plans (NTA 2012);
- Achieving Effective Workplace Travel Plans (NTA 2011);
- Traffic and Transport Assessment Guidelines (NRA, 2014);
- Making Residential Travel Plans Work: Guidelines for New Development (UK DfT 2005);
- Traffic Management Guidelines (DoELG, 2003);
- Smarter Travel – A New Transport Policy of Ireland 2009 – 2020 (DoT 2009);
- Transport Strategy for the Greater Dublin Area 2016 – 2035 (NTA, 2016);
- Greater Dublin Area (GDA) Cycle Network Plan (NTA, 2013);
- Dún Laoghaire Rathdown County Development Plan 2022 – 2028;
- Kiltiernan/Glenamuck Local Area Plan 2013 (DLRCC 2013);
- Dún Laoghaire Rathdown County Council Standards for Cycle Parking and associated Cycling facilities for New Developments (DLRCC January 2018);
- Sustainable Urban Housing: Design Standards for New Apartments (DHPLG March 2018).

1.6. Structure of This Document

The MMP report provides the basis for the implementation of the MMP. It sets out the objectives and measures to be put in place. Provisionally the MMP Report will be set out using the sections described below:

- Section 2 sets out the Existing Conditions in terms of local accessibility.
- Section 3 establishes Objectives and Targets for the MMP.
- Section 4 outlines the broad Strategy and Measures for the MMP.
- Section 5 outlines the process for Implementation, Monitoring and Review
- Section 6 provides details of implementation and monitoring proposals

2. Existing Conditions

2.1. Site Location

The location of the site is shown in Figure 2-1¹The site is located towards the southern end of Glenamuck Road. The site is bounded to the north by the Glenamuck Road and an existing built area, to the west by the Enniskerry Road (R117) and to south by an existing residential dwellings. To the west the site is bounded by existing agricultural lands. The site area is approximately 10.8 hectares.

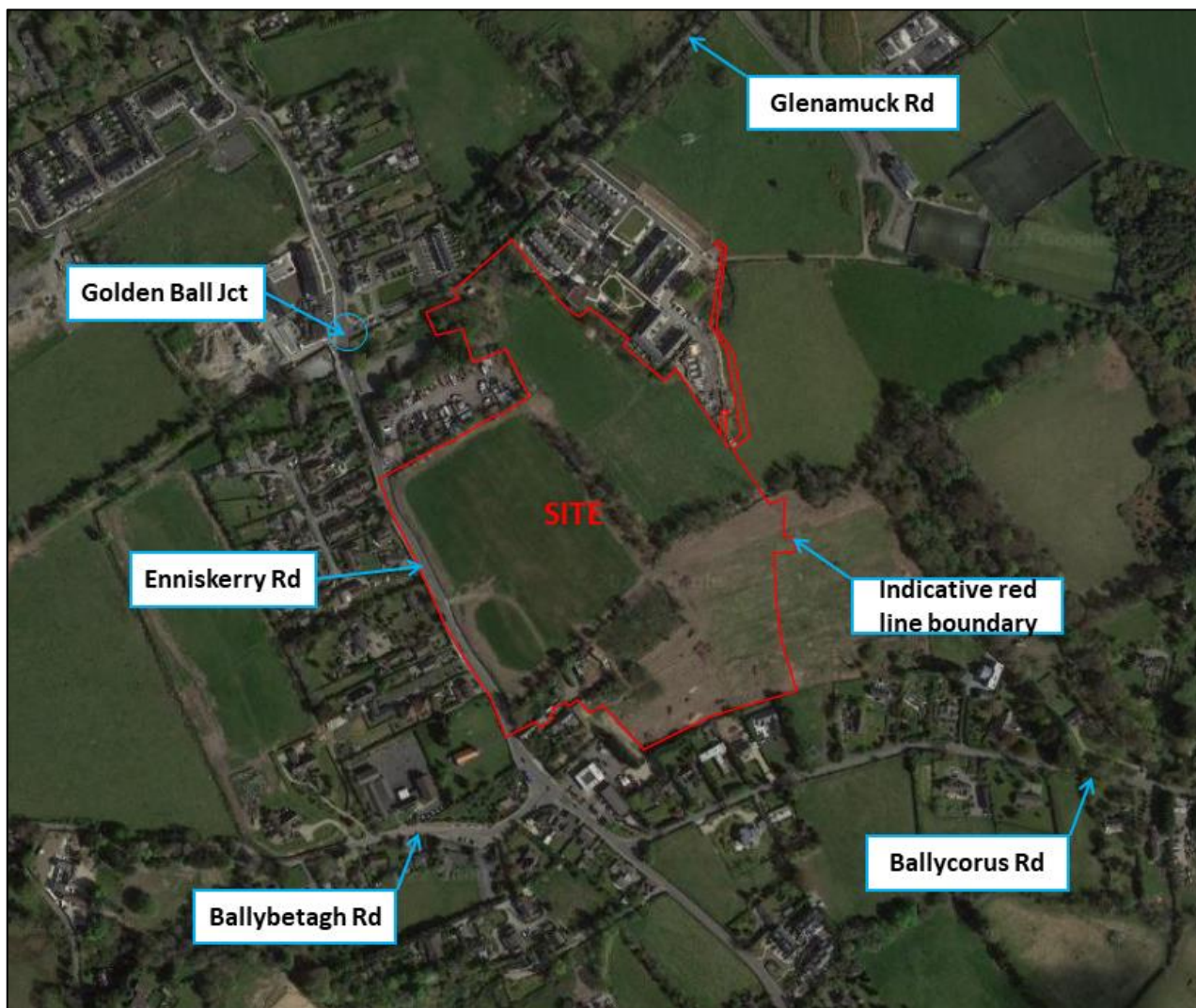


Figure 2-1 - Site Location (source google maps)

The proposed development site is located adjacent to a comprehensive road network consisting of motorways, regional roads and local roads that provides some facilities for walking and cycling. In addition, there are good existing public transport facilities located adjacent to the development including bus and Luas. The following sections provide an outline of transport infrastructure in the vicinity of the site.

¹ Red line boundary is indicative only – please refer to architects detailed plans for red line

2.2. Existing Walking and Cycling Infrastructure

2.2.1. Walking facilities

Footpath provision in general is adequate on surrounding roads with most offering footpaths of ample width as set out below.

A footpath is provided on the south side of Glenamuck Road from Cromlech Close at its southwestern end to Carrickmines Manor at its northern end. Footways are provided on both sides of Glenamuck Road in vicinity of its junction with the Enniskerry Road and from Carrickmines Manor to Ballyogan Road / Glenamuck Road North Roundabout.

Crossing facilities at the junction of Glenamuck Road and Enniskerry Road at the Golden Ball Pub are signal controlled pelican crossings. Crossings located at Glenamuck Road North Roundabout and the junction with Ballyogan Road to the north of Glenamuck Road are generally uncontrolled with dropped kerbs.

Footpaths are provided on both sides of the Enniskerry road from its junction with the Glenamuck road to its junction with the Ballycorus Road. An uncontrolled crossing is provided on the Ballybetagh Road in vicinity of its junction with the Enniskerry Road, in addition to a signal-controlled pelican crossing on the Enniskerry Road also in close proximity. A signal-controlled pelican crossing is also provided on the Ballycorus Road as part of its junction with the Enniskerry Road.

Figure 2-2 below illustrates walking times from the site radiating outwards in 5-minute isochrones that shows the range of facilities, services and amenities that are currently within easy walking distance of the site. Maximum preferable walking distances can be achieved to key destinations such as Stepside Village, The Park Carrickmines and the Ballyogan Wood Luas Stops.

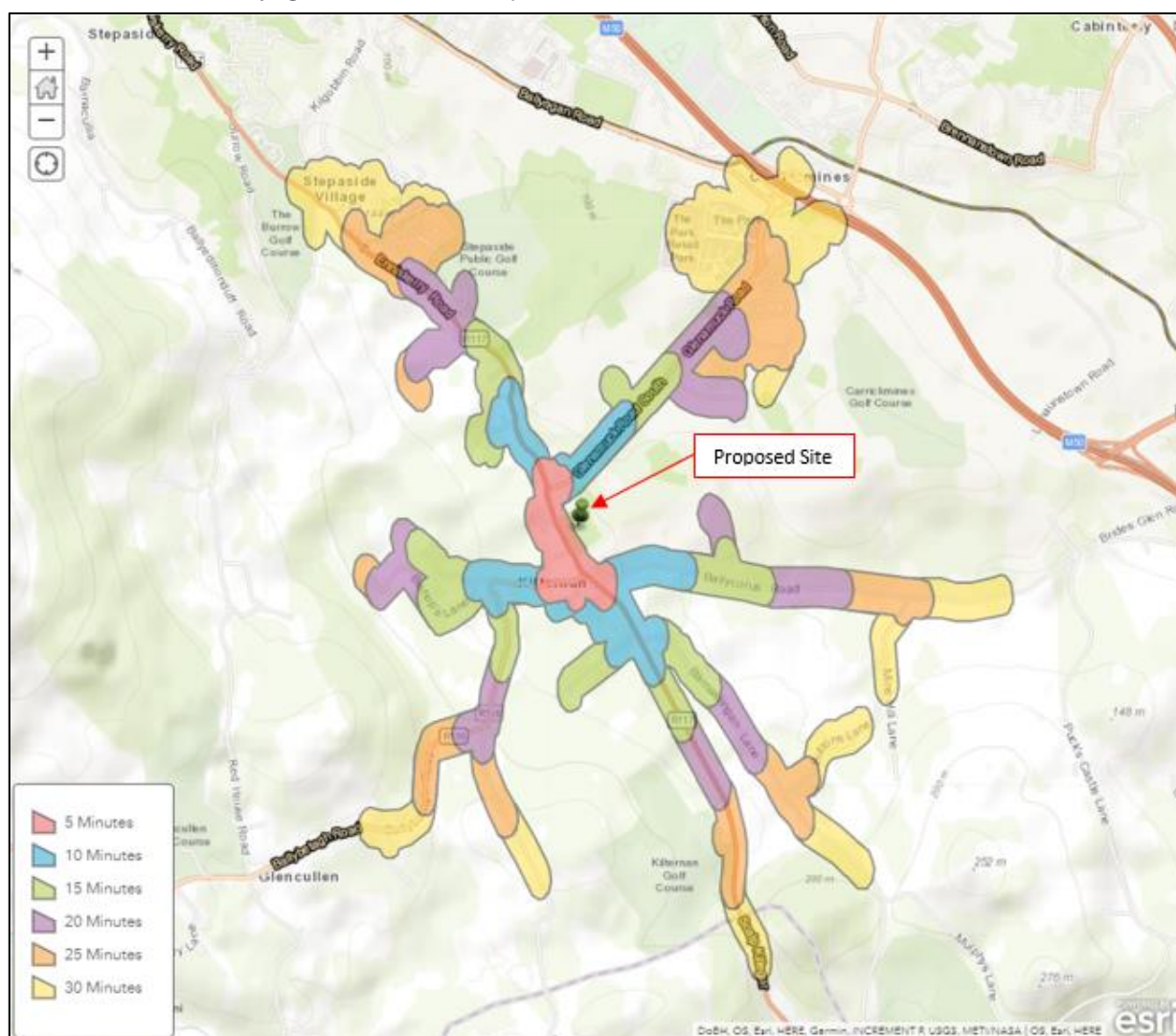


Figure 2-2 - Visualisation of 5 Minute Isochrones

2.2.2. Cycling Facilities

In general cycle facilities provision is provided on the road network shared with vehicles traffic (i.e., Not segregated).

The existing cycling network has been assessed through the generation of cycling isochrones for a maximum cycling time of 20 minutes. Figure 2-3 below illustrates cycling times from the site radiating outwards in 5 minute isochrones. Within 15 minutes all local amenities can be reached, including Stepside Village, The Park Carrickmines and the Ballyogan Wood and Carrickmines Luas Stops.

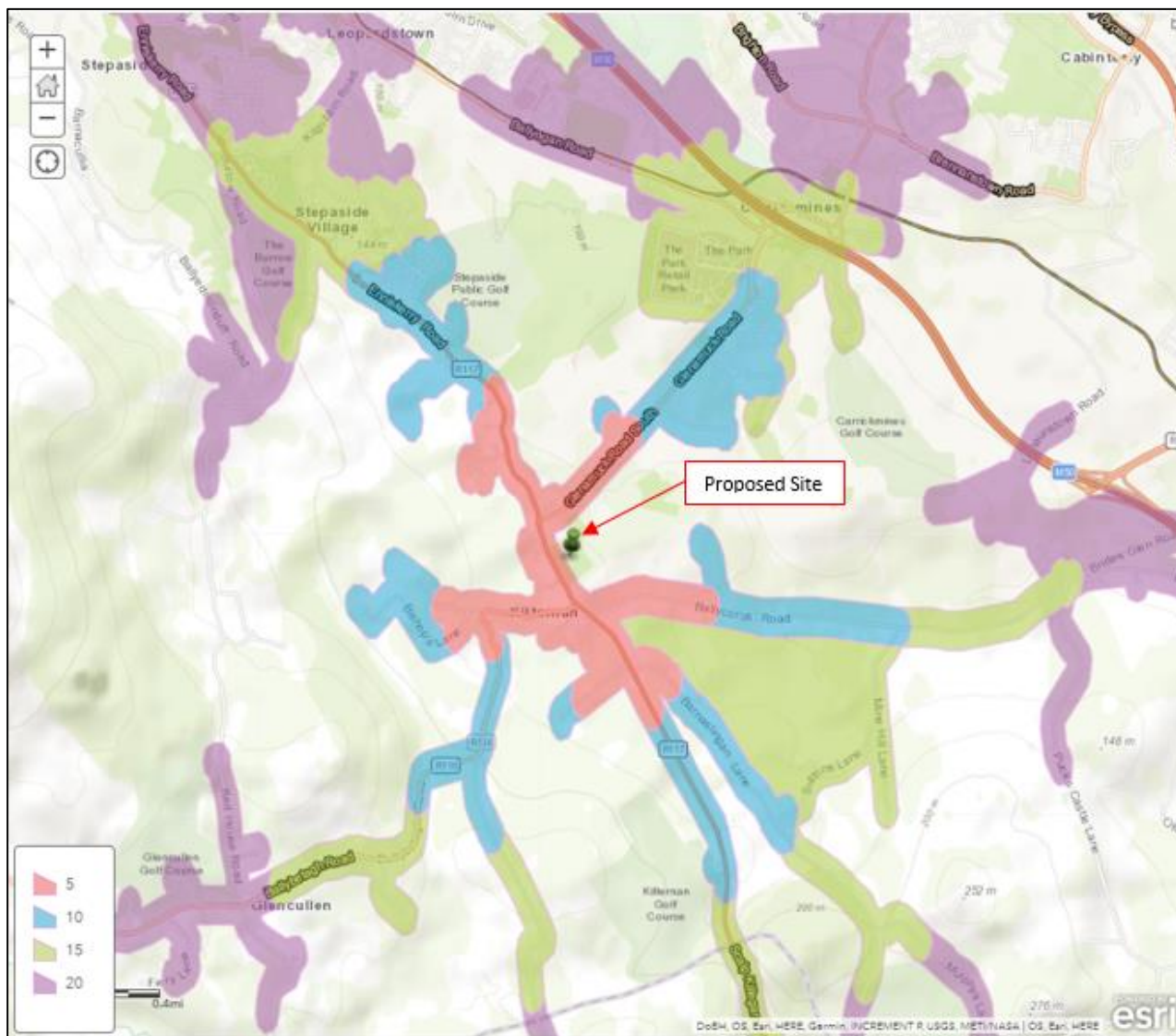


Figure 2-3 Visualisation of 5 Minute Cycling Isochrones

2.3. Public Transport

The following section outlines the existing public transport facilities in the vicinity of the site. Figure 2-4 shows the location of existing bus and Luas services in relation to the development site.

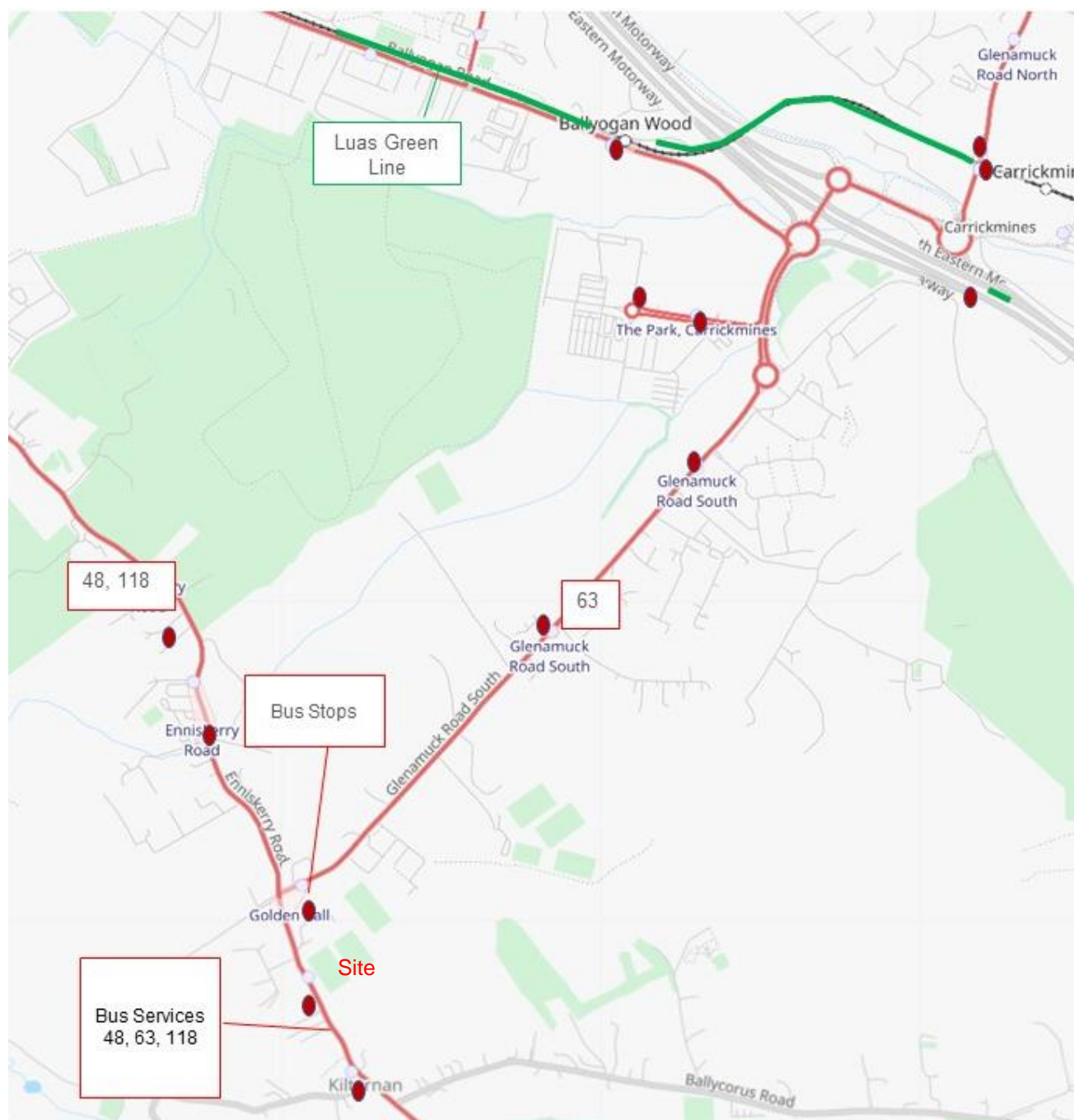


Figure 2-4 - Existing Public Transport Facilities in the vicinity of the site

2.3.1. Bus Services

The following bus services operate within vicinity of the proposed development site and Table 2-1 outlines the specific operational details associated with each service.

- The 63 Dun Laoghaire to Kiltarnan
- The 44 Townsend Street to Enniskerry;
- The 118 D’Olier Street to Kiltarnan.

Table 2-1 - Existing Bus Services

Bus Stops	Route			Services Per Day		
	Number	Start	Destination	Mon-Fri	Sat	Sun
3279 (Glenamuck Road)	63/63A	Dun Laoghaire	Kiltarnan	34	34	30
3284 (Kiltarnan Road)		Kiltarnan	Dun Laoghaire	35	34	30
3478 (Kiltarnan Road)						
3284 (Kiltarnan Road)	44	DCU	Enniskerry	19	16	14
3478 (Kiltarnan Road)		Enniskerry	DCU	18	17	15
	118	Kiltarnan	D'Oiler Street	1	0	0
		D'Oiler Street	Kiltarnan	0	0	0

2.3.2. LUAS Services

The Luas green line operates from the City Centre to Cherrywood and provides a high quality public transport linkage with key stops at Dundrum and Sandyford. The Ballyogan Wood stop is within 2km distance from the proposed development site. This stop is within walking distance of the site and is served by the 63 bus service. Weekday peak hour tram frequencies range from 4 to 14 minutes while Saturday and Sunday frequencies range between 6- and 27-minute intervals. The current tram frequencies are shown in Table 2-2.

Table 2-2 - Existing LUAS Services

Northbound			Southbound		
Mon-Fri	Saturday	Sunday	Mon-Fri	Saturday	Sunday
91	72	73	103	76	78

Another Luas station at Carrickmines is located adjacent to Junction 15 of the M50 and is within 2.5km of the proposed development and consists of a park and ride facility with capacity for over 350 cars.

2.4. Local Road Network

The existing local road network is described below. In the context of cycling, cyclists are facilitated on road. As the development of the LAP continues and, in particular, following the completion of construction of the planned GDRS the local roads described below will be changed fundamentally in terms of through traffic volumes and will form key local routes on which cyclists can continue to cycle on road but in the context of reduced traffic volumes and speeds. Figure 2-5 shows the location of the key local road network in the vicinity of the site.

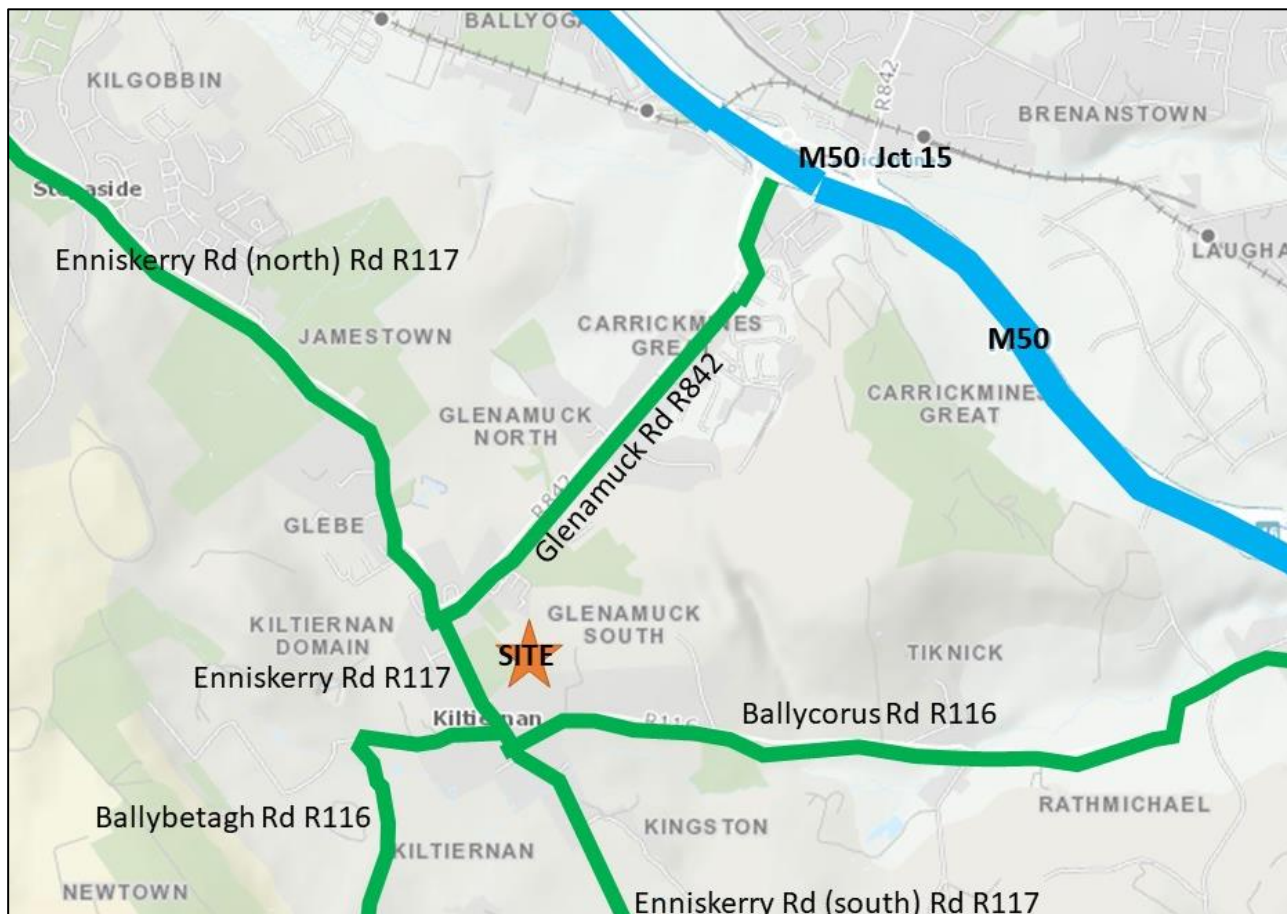


Figure 2-5 - Strategic Road Network

A description of the key roads is provided below.

2.4.1. Glenamuck Road (R842)

The Glenamuck Road is a classified road (R842) with two traffic lanes (one in each direction) and a 50Kmh speed limit. The road extends for approximately 2km from its intersection with the Enniskerry Road (known as the 'Golden Ball' Junction) at its southwestern extents to the southern roundabout of the Carrickmines Interchange to the northeast. The cross-section of this road varies but is predominantly 6.0m in width. There is a footpath along the southern side of the road, the width of which varies along its length. There is no footpath along the northern side, however there is a verge of circa 1m width, but again overgrown hedges restrict this width. The development site fronts onto Glenamuck Road from the Golden Ball junction for approximately 100metres. A typical cross section of the Glenamuck Road is shown in Figure 2-6.

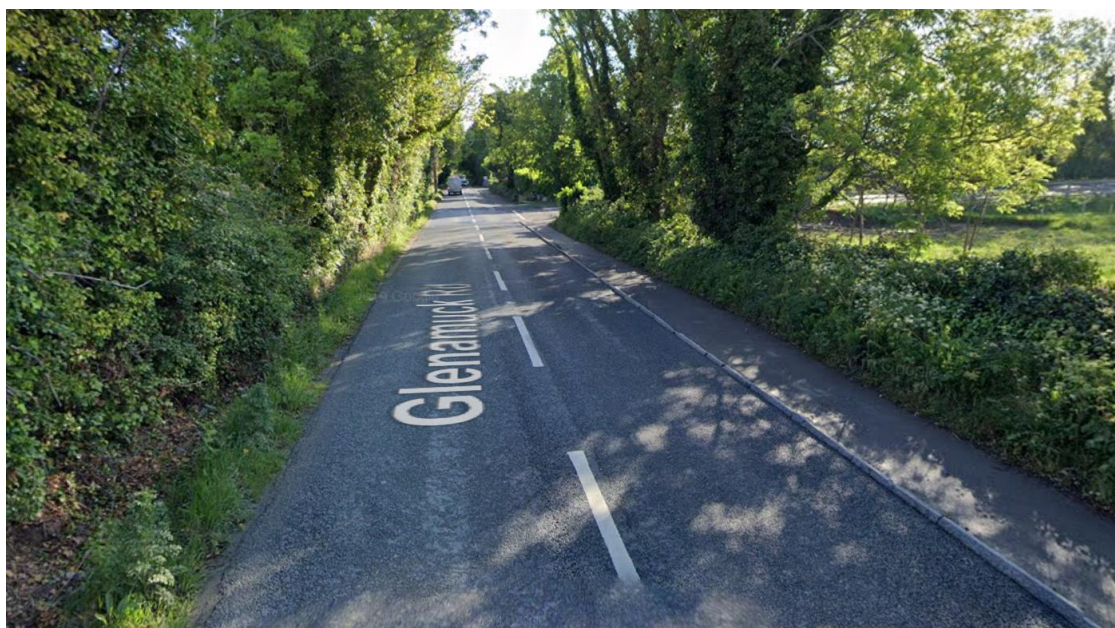


Figure 2-6 - Glenamuck Road (source google maps)

2.4.2. Enniskerry Road (R117)

The Enniskerry Road is a classified road (R117) with two traffic lanes (one in each direction) and a 50Kmh speed limit. The R117 extends from Enniskerry Village in the south to Stepside Village to the north and intersects with the Glenamuck Road at the 'Golden Ball' Junction. The majority of the road is set in a rural context, with mature trees, hedgerows and stone walls located along the majority of the road. The cross section of the road varies but is predominantly 8.5 m in width in Kilternan. The development site has a long frontage onto the western side of Enniskerry road. A footpath is provided along both sides of the road. Within Kilternan there are a number of existing dwellings fronting both sides of the carriageway. A typical cross section is shown in Figure 2-7.



Figure 2-7 - Enniskerry Road (source google maps)

2.4.3. Ballycorus Road (R116)

Ballycorus Road is a classified road (R116) with two lanes (one in each direction) with a 50kph speed limit. The R116 extends from its signalised junction with the Enniskerry Road in Kiltarnan to Rathmichael. The majority of the road is set in a rural context with mature hedges trees etc. and a limited built up frontage. The road has a pedestrian footpath running along its southern side. The cross section of the road varies but is predominantly 6.5 to 7m in width close to Kiltarnan. A typical cross section is shown on Figure 2-8.



Figure 2-8 - Ballycorus Road R116 - Typical Cross Section (source google maps)

2.4.4. Ballybetagh Road (R116)

Ballybetagh Road is a classified road (R116) with two lanes (one in each direction) with a 50kph speed limit. The R116 extends from its priority junction with the Enniskerry Road in Kiltarnan to Glencullen. The majority of the road is set in a rural context with mature hedges trees etc. and a limited built up frontage. The road has a pedestrian footpath on the road near Kiltarnan but there is no footpath once it goes beyond the built up area. The cross section of the road varies but is predominantly 5.5 to 6m in width close to Kiltarnan. A typical cross section is shown on Figure 2-9.



Figure 2-9 - Ballybetagh Road R116 Typical Road Section (source google maps)

2.5. Local Road Junctions

The key junctions in the area of influence of the proposed development in terms of potential vehicular traffic impact are illustrated in Figure 2-10 and described in the following sections.



Figure 2-10 - Local Road Junctions (source google maps)

2.5.1. Enniskerry Road / Glenamuck Road Junction – Golden Ball Junction

The Enniskerry Road / Glenamuck Road Junction (also known as the Golden Ball Junction) operates under traffic signal control with one lane approaches on all arms. Pedestrian crossing facilities are provided on the Enniskerry Road southern arm and the Glenamuck Road arm. The junction also includes an access to the Golden Ball pub carpark and future residential development. Access and egress from this junction onto the Golden Ball junction is via demand control linked to sensors in the signal junction. The existing junction configuration is shown in Figure 2-9.

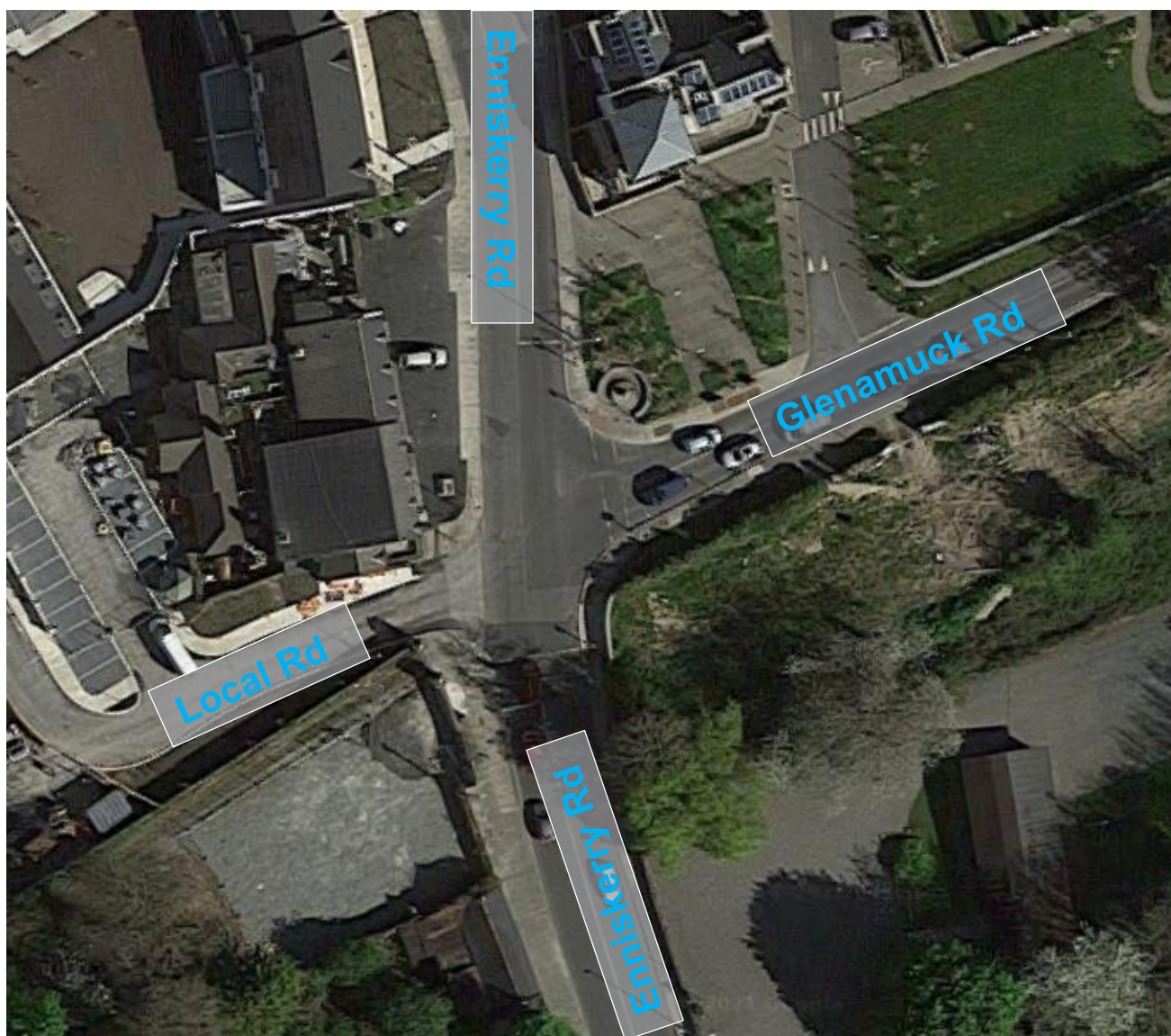


Figure 2-11 - Enniskerry - Glenamuck (Golden Ball) Jct (source google maps)

2.5.2. Enniskerry Road / Ballybetagh Road Junction

The Enniskerry Road / Ballybetagh Road junction operates as a priority junction. Traffic travelling on the Ballybetagh Road yields to traffic along the major arm of the Enniskerry Road. There are stop road markings and a stop sign in place from this approach. There is a south bound bus stop located along the Enniskerry Road situated directly opposite the Ballybetagh Road arm. A northbound bus stop is located immediately north of the junction also on the Enniskerry Road.

There is an uncontrolled pedestrian crossing located on the Ballybetagh Road arm whilst there is a signal-controlled pedestrian crossing located just south of the junction on the Enniskerry Road arm. Footpaths of nominal width are provided on all sides from all approaches. A petrol station and motor vehicle service centre are located in vicinity of the junction to the right-hand side of Enniskerry Road as one approaches from the south. These premises are served by two adjacent access points onto the Enniskerry Road. The junction is shown on Figure 2-10.

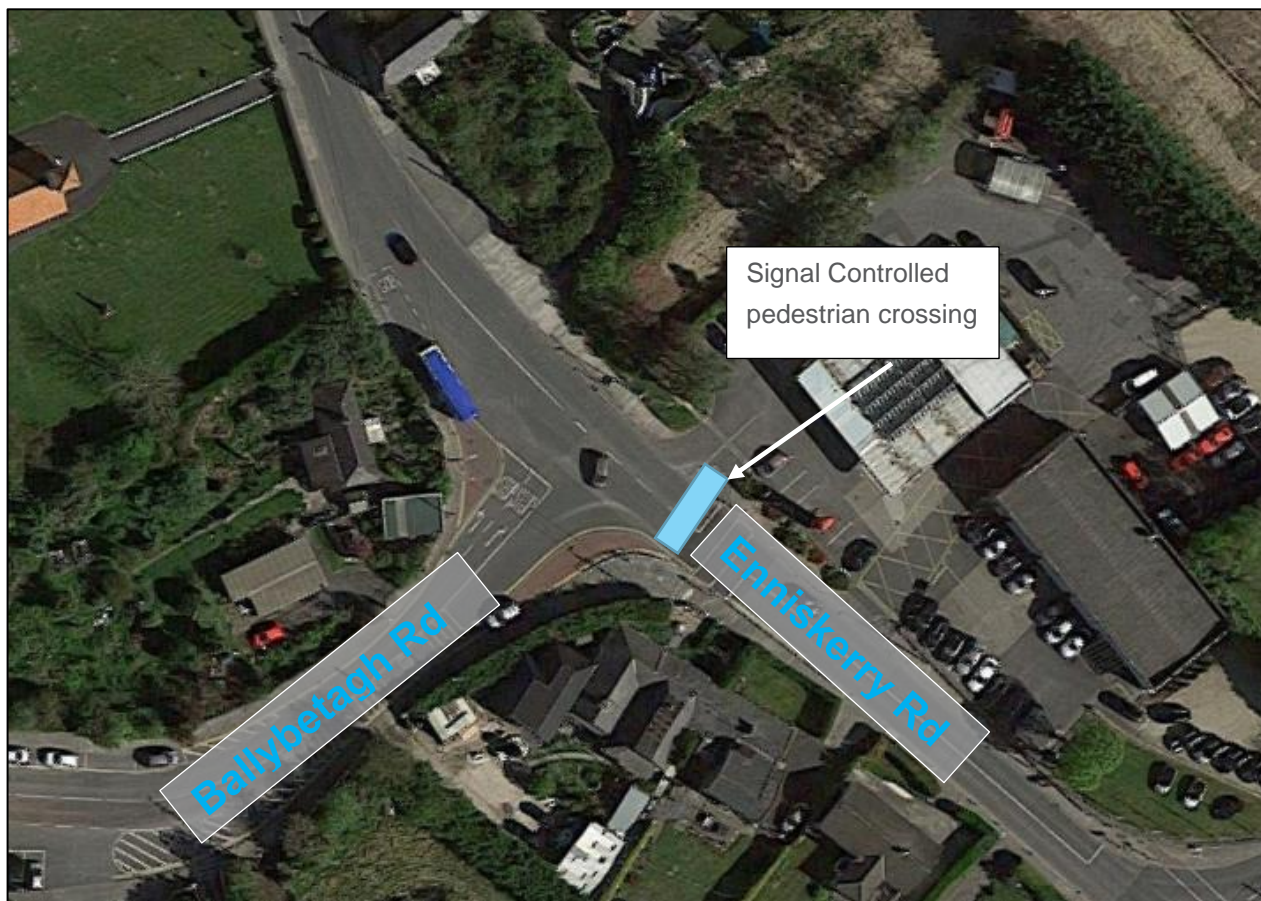


Figure 2-12 - Enniskerry- Ballybetagh Jct (source google maps)

2.5.3. Enniskerry Road / Ballycorus Road Junction

The Enniskerry Road / Ballycorus Road junction operates under the control of traffic signals. All arms are single lane approaches. A signal-controlled pedestrian crossing is located on the Ballycorus Road arm with dropped kerbs and tactile paving in place. There are no crossing facilities on either of the Enniskerry Road arms. Footpaths of nominal width are provided on all sides from all approaches. The junction is shown in Figure 2-11.

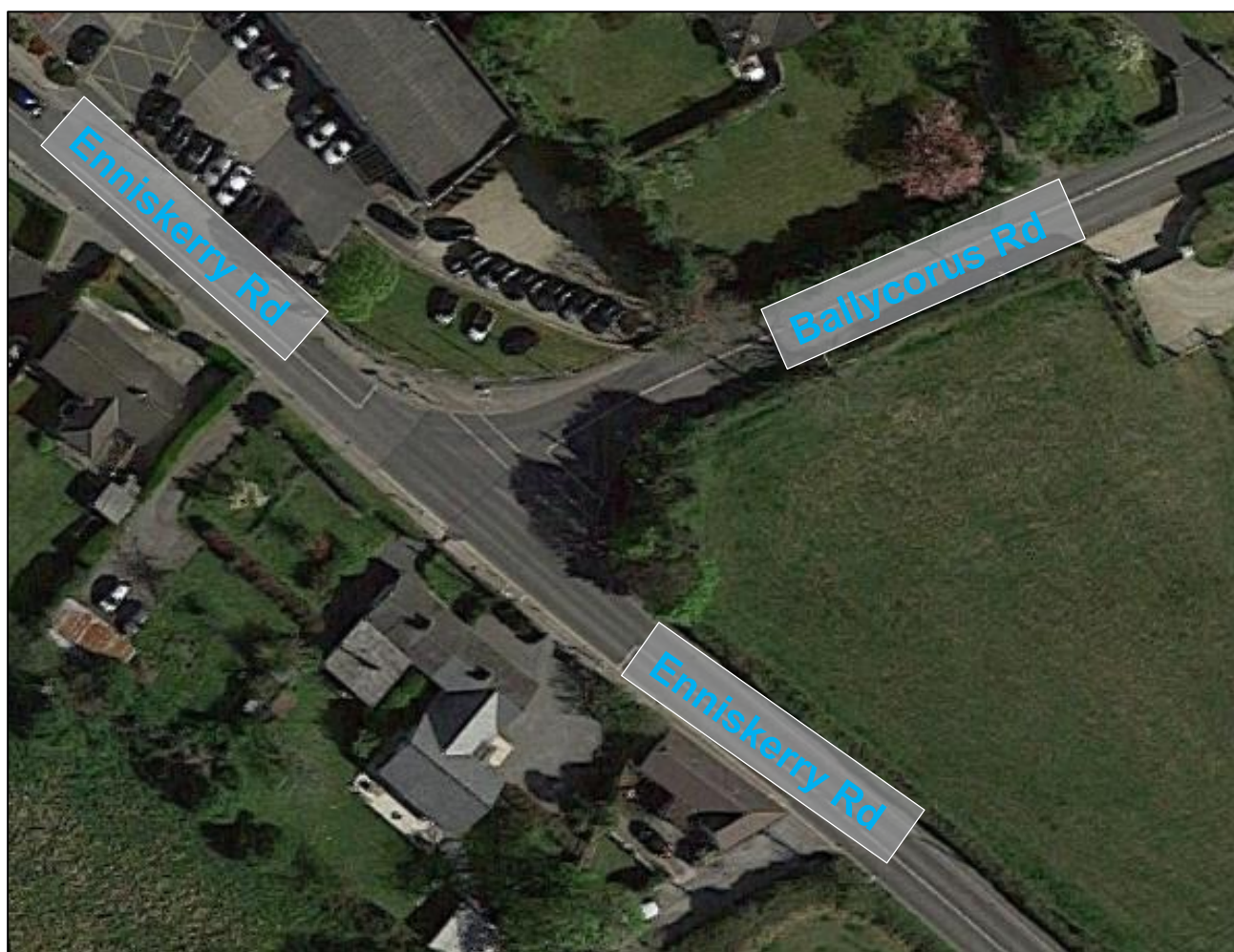


Figure 2-13 - Enniskerry Ballycorus Jct (source google maps)

3. Future Transport Proposals

3.1. The Glenamuck District Roads Scheme (GDRS)

The GDRS is made up of the Glenamuck District Distributor Road (GDDR) and the Glenamuck Link Distributor Road (GLDR).

The Glenamuck District Distributor Road (GDDR) will connect from the Enniskerry Road adjacent to De La Salle Palmerstown Rugby Club to a tie in at the Glenamuck Road East/Golf Lane Roundabout. The Glenamuck Link Distributor Road (GLDR) connects from the approximate midpoint of the GDDR to the Enniskerry Road south of Kiltiernan and will connect the new distributor road with the existing Glenamuck Road, Ballycorus Road and Barnaslingan Lane providing an alternative to the Enniskerry Road for north-south travel. The GDRS is shown in Figure 3-1.

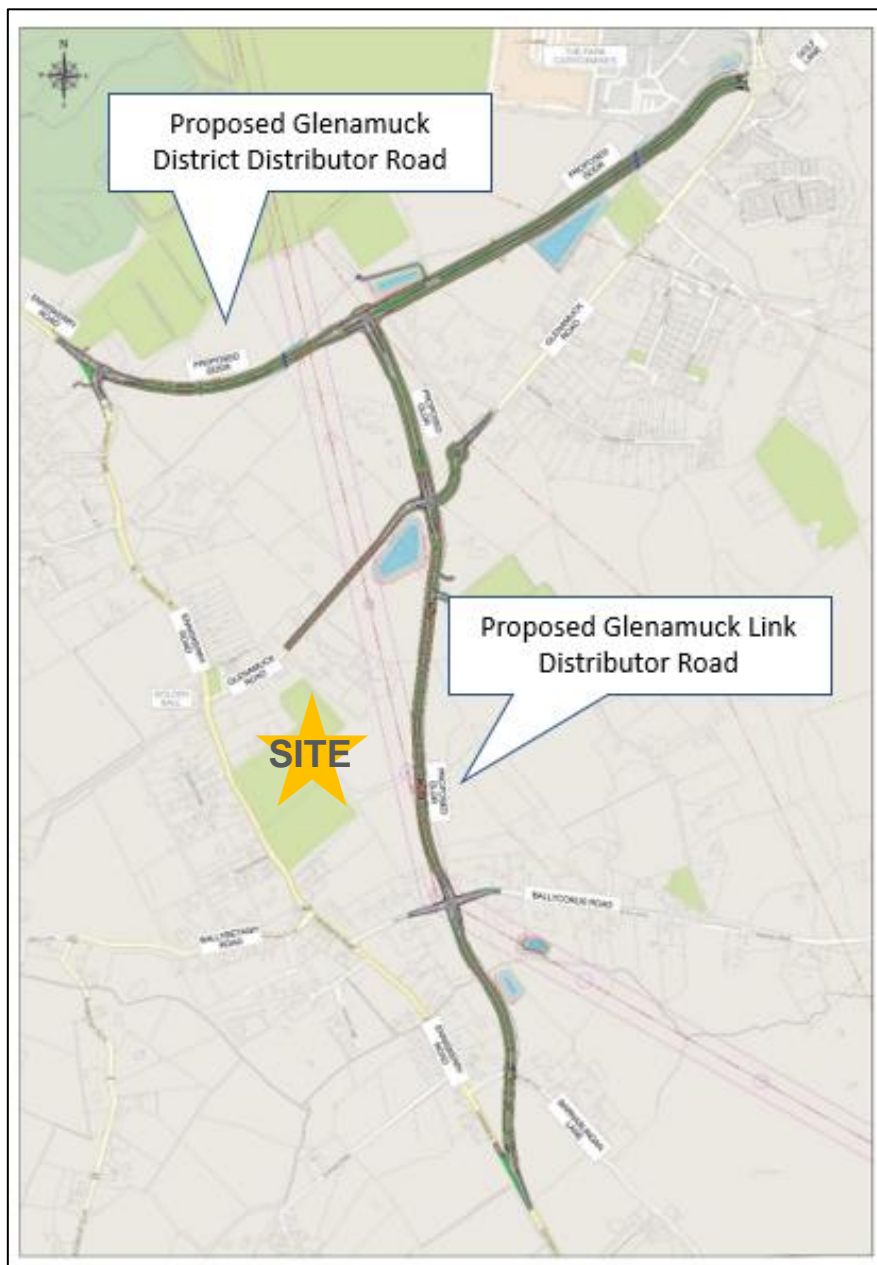


Figure 3-1 - GDRS Scheme in wider context

The GDRS has been designed with DMURS principles as link streets and a design speed of 50kph. The scheme provides excellent facilities for pedestrian and cyclists throughout its length with generous paths and segregated cycle facilities to encourage active travel. Junctions across the scheme have been designed in accordance with the National Cycle Manual to ensure cyclist safety is maintained across the scheme.

Bus priority measures including the provision of bus only lanes and bus gates have been incorporated to improve bus journey time reliability at both a local and larger scale as shown in Figure 3-2.



Figure 3-2 - GDRS - Wider Bus Priority Measures

The two bus gates located at the GLDR/ Enniskerry Road junction and on the eastern arm of the GLDR/ Glenamuck Road as shown on the left and right of Figure 3-3

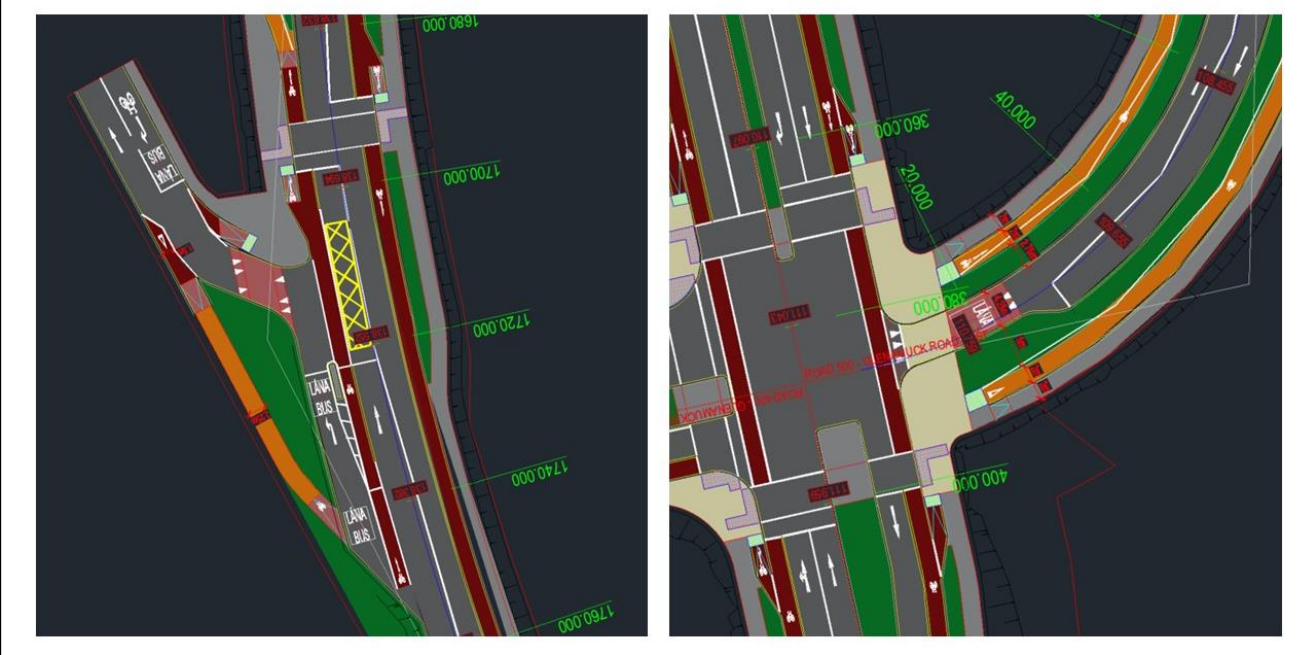


Figure 3-3 - Bus Gates on GDRS

The cross section along the scheme varies as shown in Figure 3-4 with those typical section's layouts A-A to D-D shown in Figure 3-5.

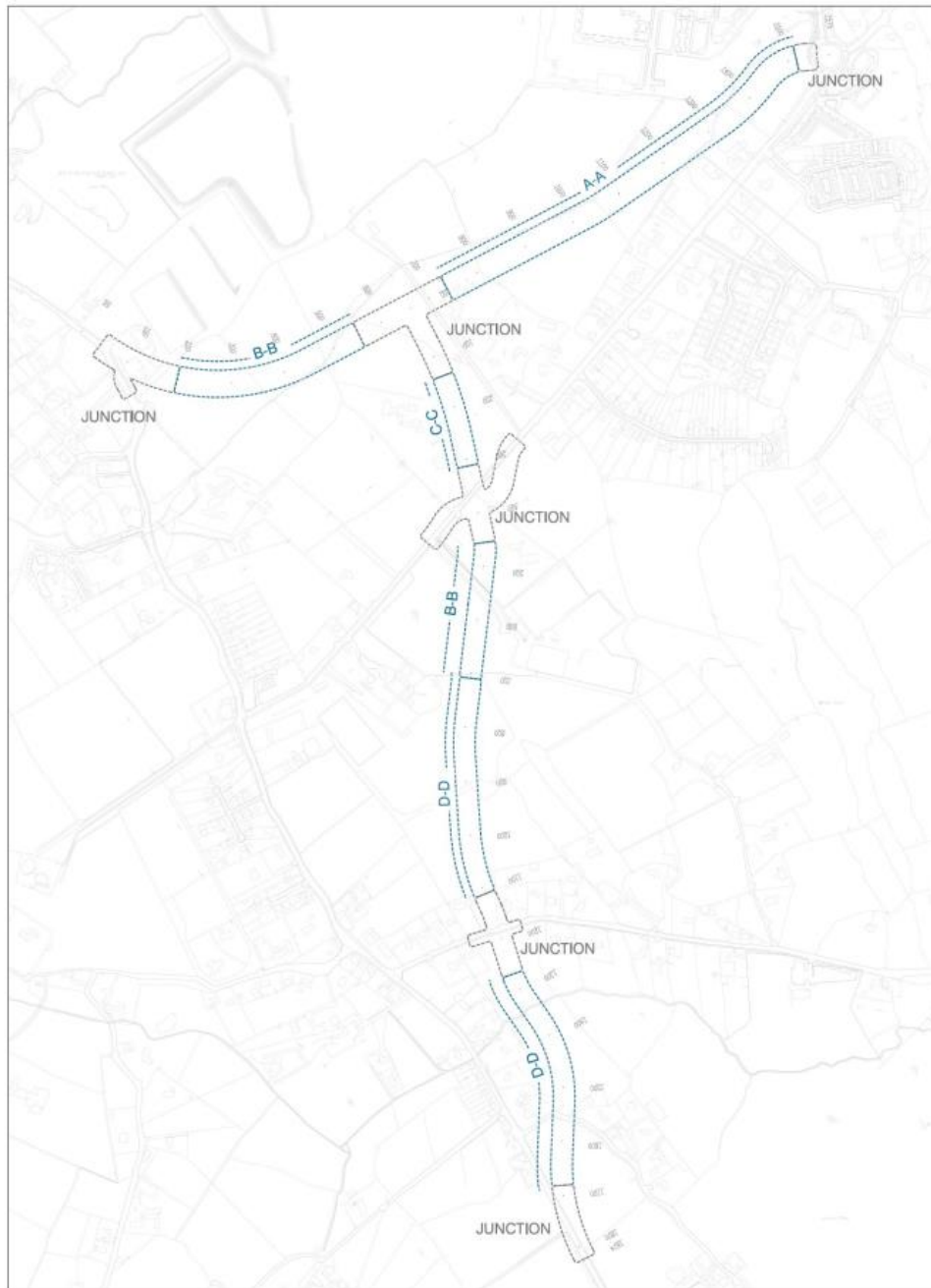


Figure 3-4 - Typical Cross Section along GDRS

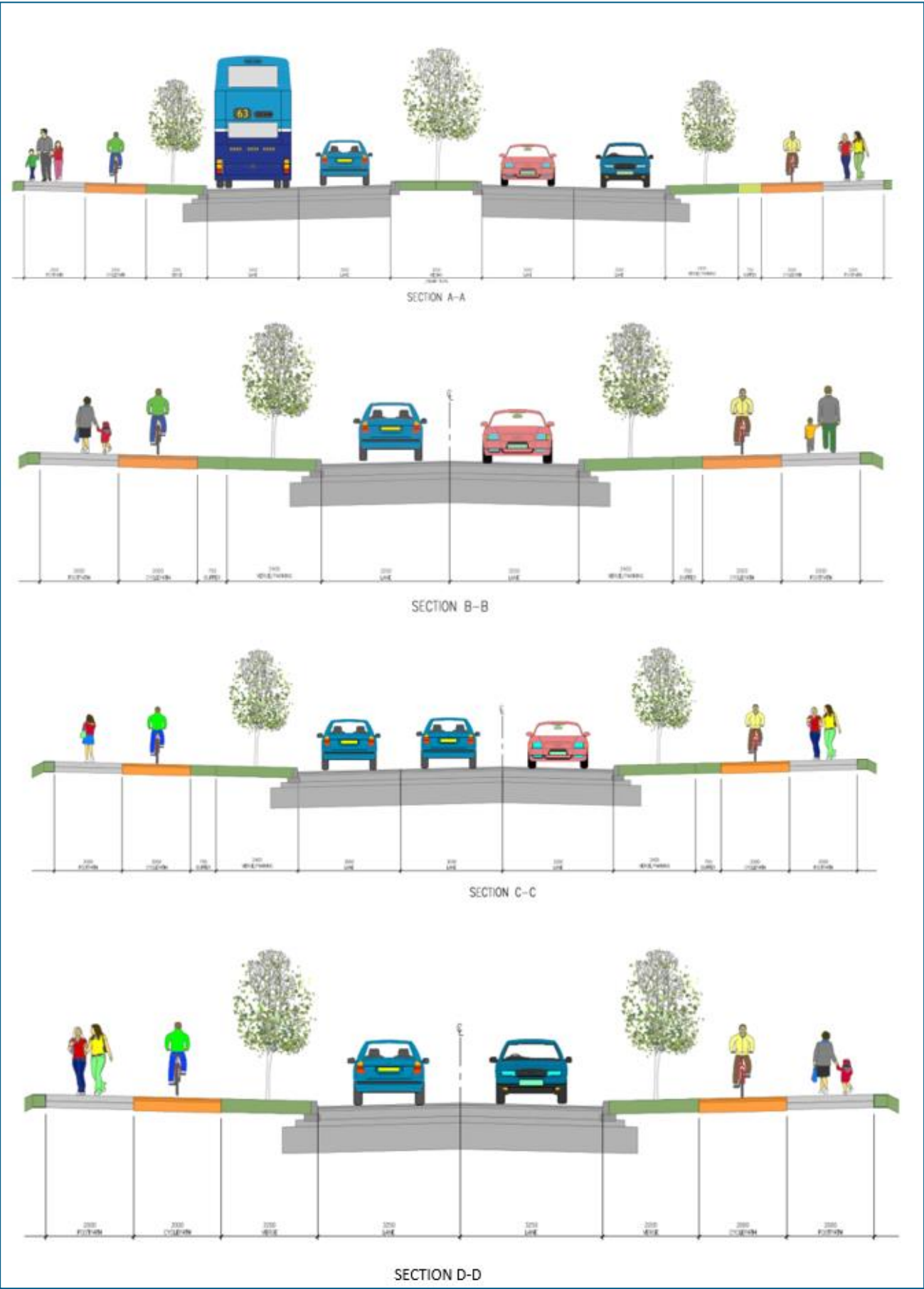


Figure 3-5 - GDRS Typical Sections Layouts

3.1.1. Glenamuck Road / Enniskerry Road Junction Upgrade Scheme

The upgrade of the Enniskerry Road / Glenamuck Road Junction Upgrade Scheme was approved by Dún Laoghaire-Rathdown County Council under Part 8 (DLRCC Ref - PC/IC/01/17) of the Planning and Development Regulations².

The approved Part 8 scheme incorporates the following:

- Glenamuck Road approach to junction: provision of left and right turning lanes
- Enniskerry Road - southern approach to junction – provision of new right turning lane
- Improved pedestrian crossings incorporated within signalised junction including new crossings on the northern and western sides of Enniskerry Road.
- Cycle lanes / cycle tracks on Glenamuck Road
- General upgrading of the junction to provide improved pedestrian and cycle facilities
- Removal of the pinch-point on Glenamuck Road adjacent to Cromlech Close
- Upgraded public lighting

The general junction arrangement is shown on Figure 3-6.



Figure 3-6 - Enniskerry / Glenamuck Road "Golden Ball" Jct

Figure 3.7 is an extract from the Local Area Plan, illustrates the alignment of these roads and the position of the development lands.

² <https://www.pleanala.ie/anbordpleanala/media/abp/cases/orders/300/d300731.pdf>

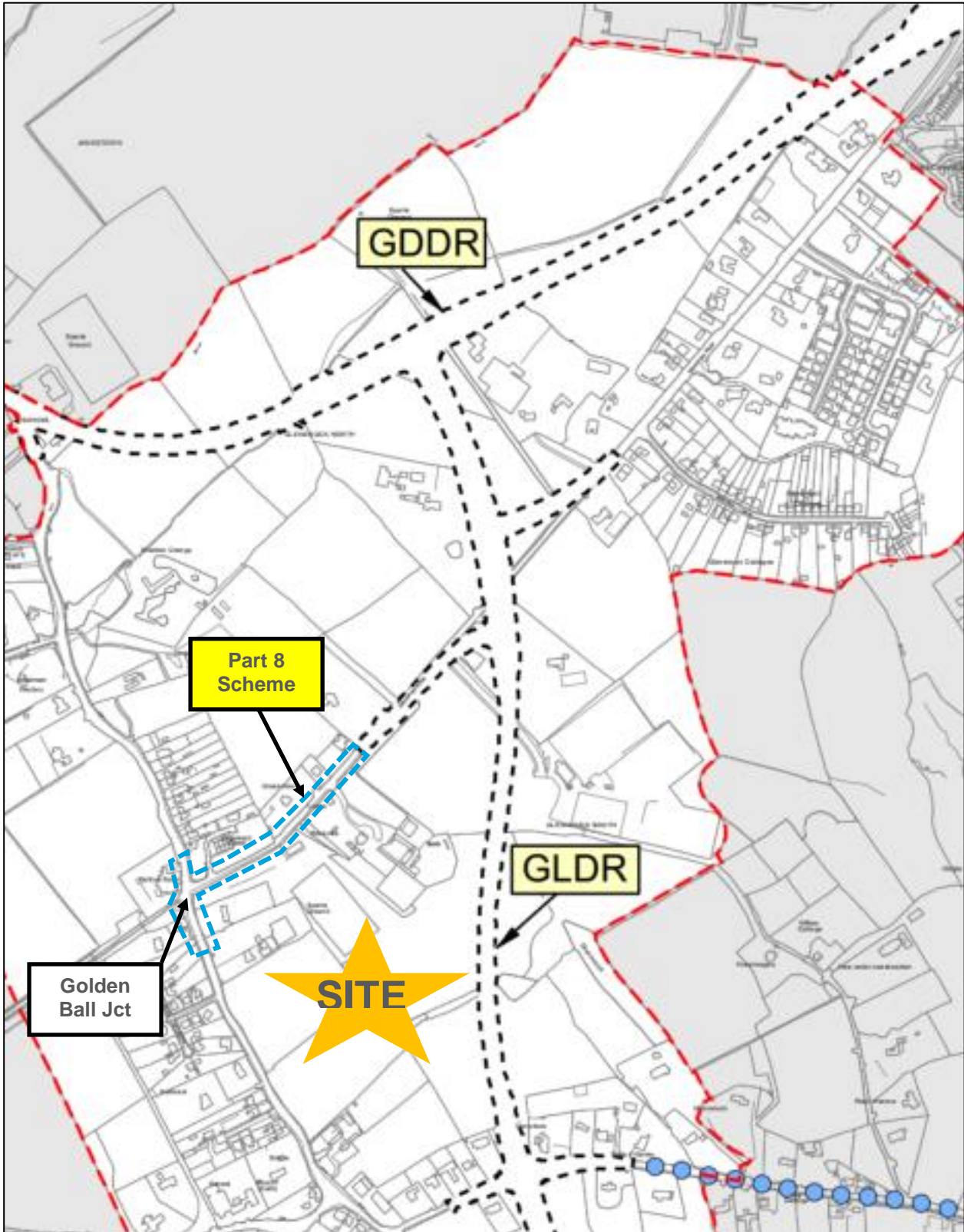


Figure 3-7 - GDRS Scheme in the context of the proposed development

The completion of the Distributor Roads will result in a significant reduction in traffic along Enniskerry Road and Glenamuck Road. Specific proposals including bus gates on Enniskerry Road and Glenamuck Road will copper fasten this reduction in traffic which will result in these roads become more conducive to pedestrian and cycle movement. In particular the provision of footpaths and cycle tracks along the full extent of Glenamuck Road as far as the Link Distributor Road and the upgrading of Enniskerry Road as a traffic calmed street, incorporating widened footpaths, to facilitate local pedestrian, cycle, bus and other vehicular movements will result in a significant change in the function and form of these roads and the reduction in volume and speed of traffic travelling on these roads.

In correspondence with Gerry D'Arcy DLRCC Roads and Transportation in February 2022 and again in May the following programme for delivery of the above schemes was confirmed

- DLRCC intends to deliver the GDRS and Part 8 scheme as one scheme under a single tender.
- The scheme(s) have all necessary Statutory Consents
- The scheme(s) has funding for delivery in place
- DLRCC are anticipating going out to Tender for Construction in Q2 2022
- DLRCC expect to be on site Q3-Q4 2022
- Programme 18 to 24 Months
- Scheme Complete circa Q3 -Q4 2024

The scheme would be delivered in one Phase. Based on knowledge of the area and construction impacts DLRCC expects that the first part to be delivered would be the GDDR so that traffic could avoid Kiltiernan Village and Enniskerry Road and Glenamuck Road and that following that the GLDR would be constructed. However, he noted that this would need to be agreed with the Contractor upon appointment.

3.2. Pedestrian and Cycle Network

Sitting within the heart of the LAP lands the site will benefit from the development of the wider walking and cycling network in accordance with the relevant objectives set out in the County Development Plan and the LAP through the delivery of the GDRS as outlined in the previous section that provides a very high level of service to encourage and facilitate walking and cycling.

The site is also located on a designated cycle route as set out in the Greater Dublin Area Cycle Network Plan that overlaps and complements the cycle route objectives of the County Development Plan. The site is located proximate to Route D1 on Enniskerry Road and Route D4 on Ballycorus Road. Glenamuck Road is designated as a feeder cycle route as shown in Figure 3-8.

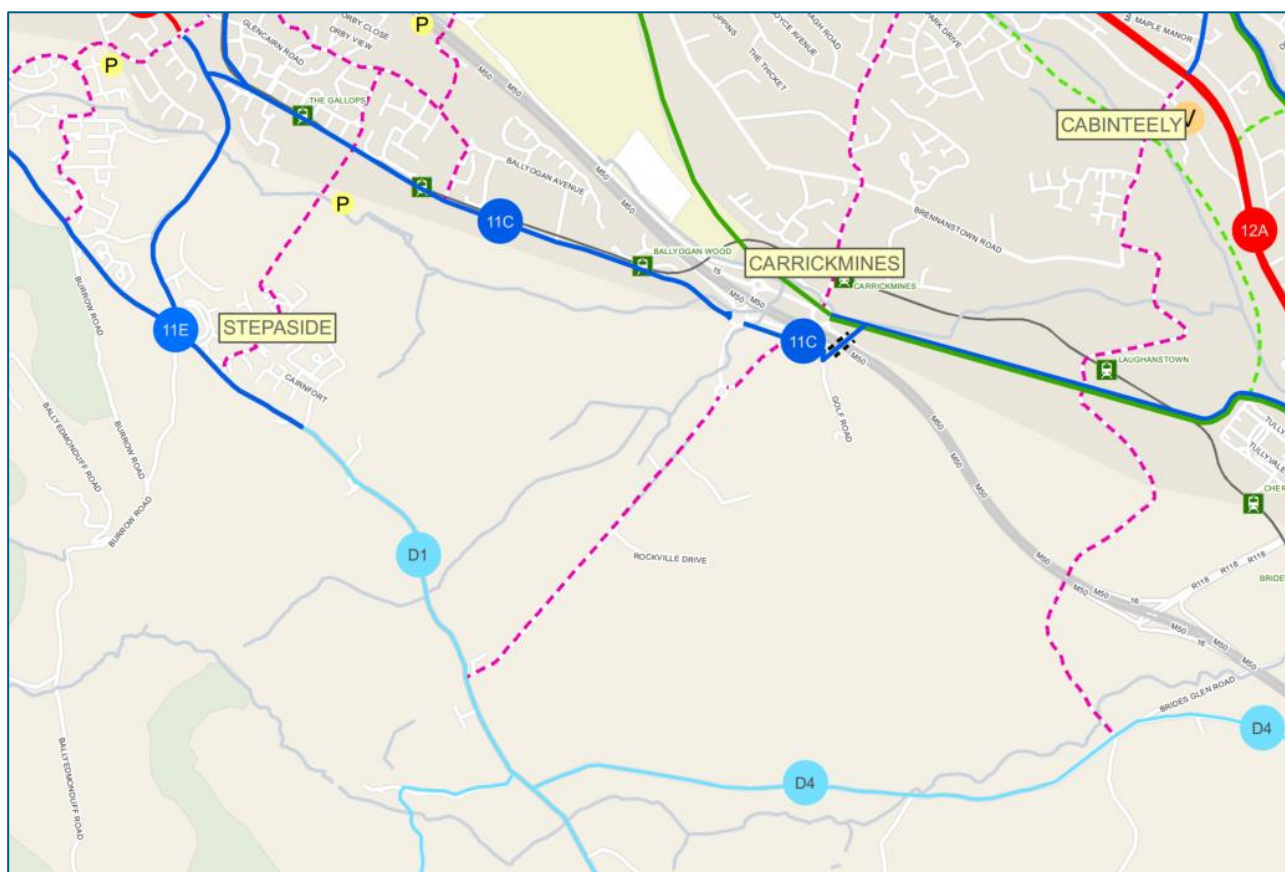


Figure 3-8 - Greater Dublin Area Cycle Network

On the completion of the Glenamuck District Roads Scheme (GDRS) the proposed development site will be directly connected to these improvements and the wider footpath and cycle track improvements along the distributor roads. In overall terms therefore the site is centrally located within the LAP lands so as to be fully integrated into the comprehensive walking and cycling network that will link the development to local amenities and to the wider amenities, services and public transport provision.

3.3. Public Transport

At a regional level the National Transport Authority (NTA) the ‘Transport Strategy for the Greater Dublin Area 2016 – 2035 provides the overall strategy for the sustainable development of the GDA region. This strategy sets out the transport objectives for the region in terms of bus, rail, walking, cycling and roads objectives. The development of the LAP lands to the potential provision of up to 3,000 residential units will result in a local population increase of over 8,000 people.

3.3.1. Bus Routes

The New Dublin Area Bus network was published by the NTA in September 2020 with implementation of the network commencing in 2021. Under this new network there are a number of proposed routes that pertain to the proposed development. They are listed below:

- L13: Kilternan - Ringsend Bus garage
- L26: Kilternan - Blackrock
- P13: Kilternan - UCD
- 88: Enniskerry - Mountjoy Square

The proposed local bus network under the New Dublin Area Bus network is shown in Figure 3-9.

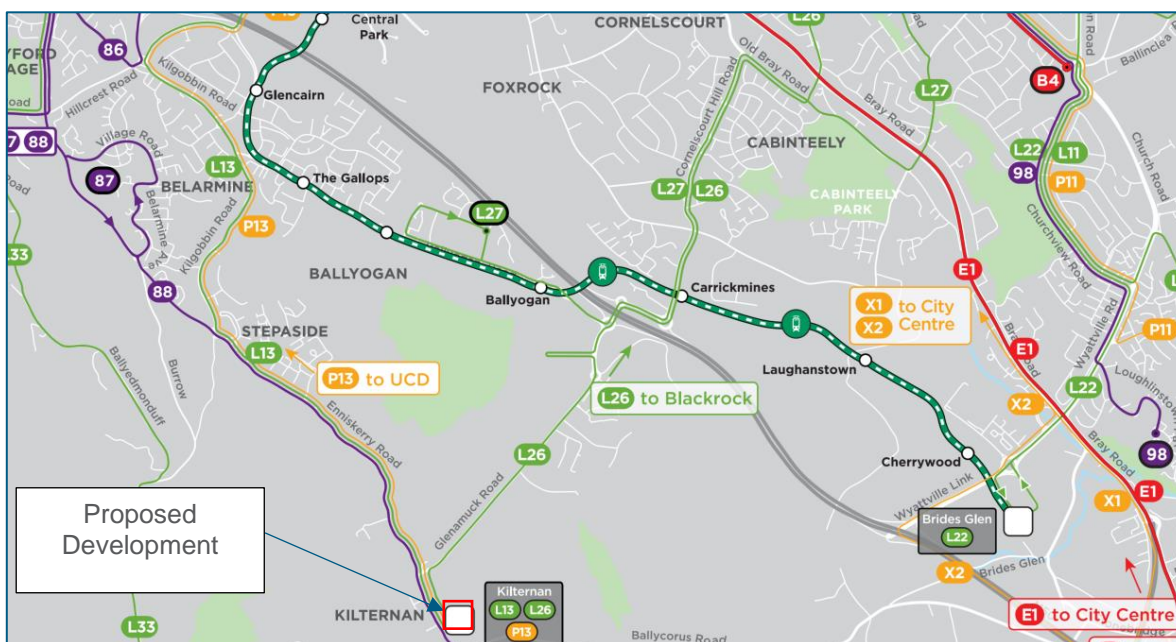


Figure 3-9 - Proposed Local Bus Network under the New Greater Dublin Area Bus Network

The nearest core bus corridor to the proposed development as proposed under Bus Connects is bus corridor 13, Bray to City Centre. The current preferred route runs along the eastern side of the M50 through Cabinteely and Cornelscourt as shown in Figure 3-10. The proposed L26 bus route links up with the core bus corridor 13.

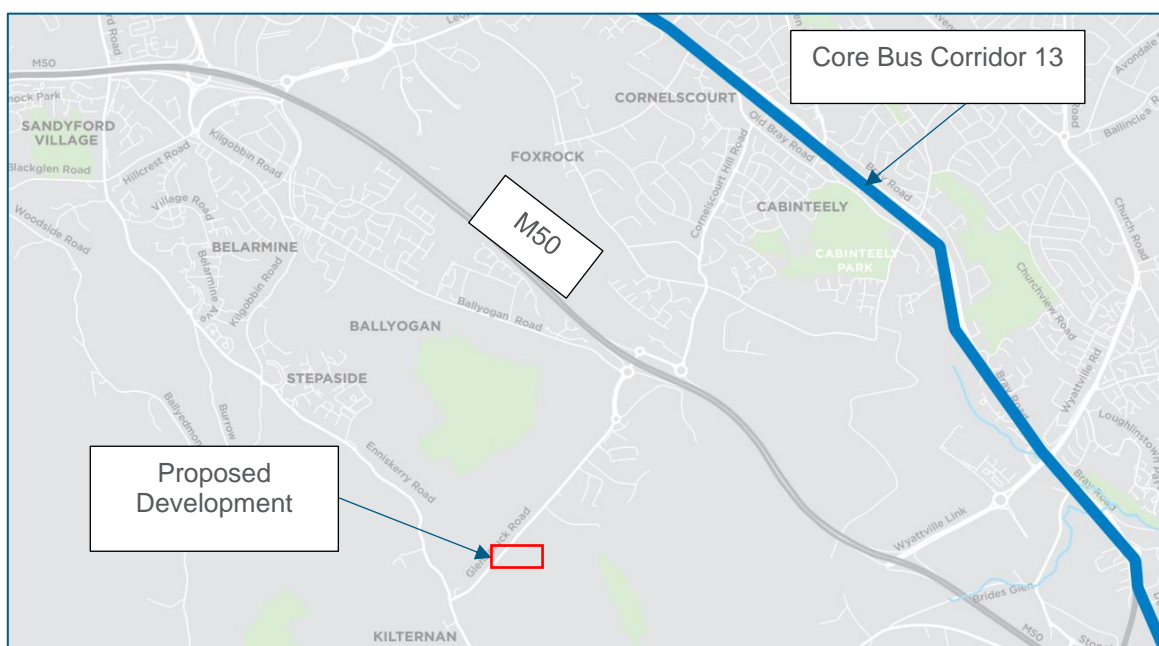


Figure 3-10 - Bus Connects: Core Bus Corridor 13

The scale of growth in the LAP lands will result in a demand for increased bus services and a corresponding substantial increase in the frequency and capacity of bus services serving Kiltiernan. The development site is ideally located within short walking distance to access bus services that operate on Glenamuck Road, serving the Ballyogan Luas stop and Enniskerry Road serving the City Centre and onwards to the north city. It is noted that the Bus Connect Network improvement will be subject to a second phase consultation process later this year. These proposals will include improvements to bus services in Kiltiernan which will be further improved in terms of frequency as the population grows in line with the planned local population increase to 8,000 people.

In terms of planned bus routes, the previous County Development Plan sets out objectives for Priority Bus Schemes including the following:

- Enniskerry Road - Glenamuck Road South - The Park - Ballyogan Luas Stop. This route runs immediately adjacent the site.
- Cherrywood to Blackrock via Wyattville Dual Carriageway.
- Cherrywood to Dún Laoghaire via Wyattville Dual Carriageway

These routes are illustrated in the Figure 3-11 which is an extract from supplementary map t1 from the previous development plan.

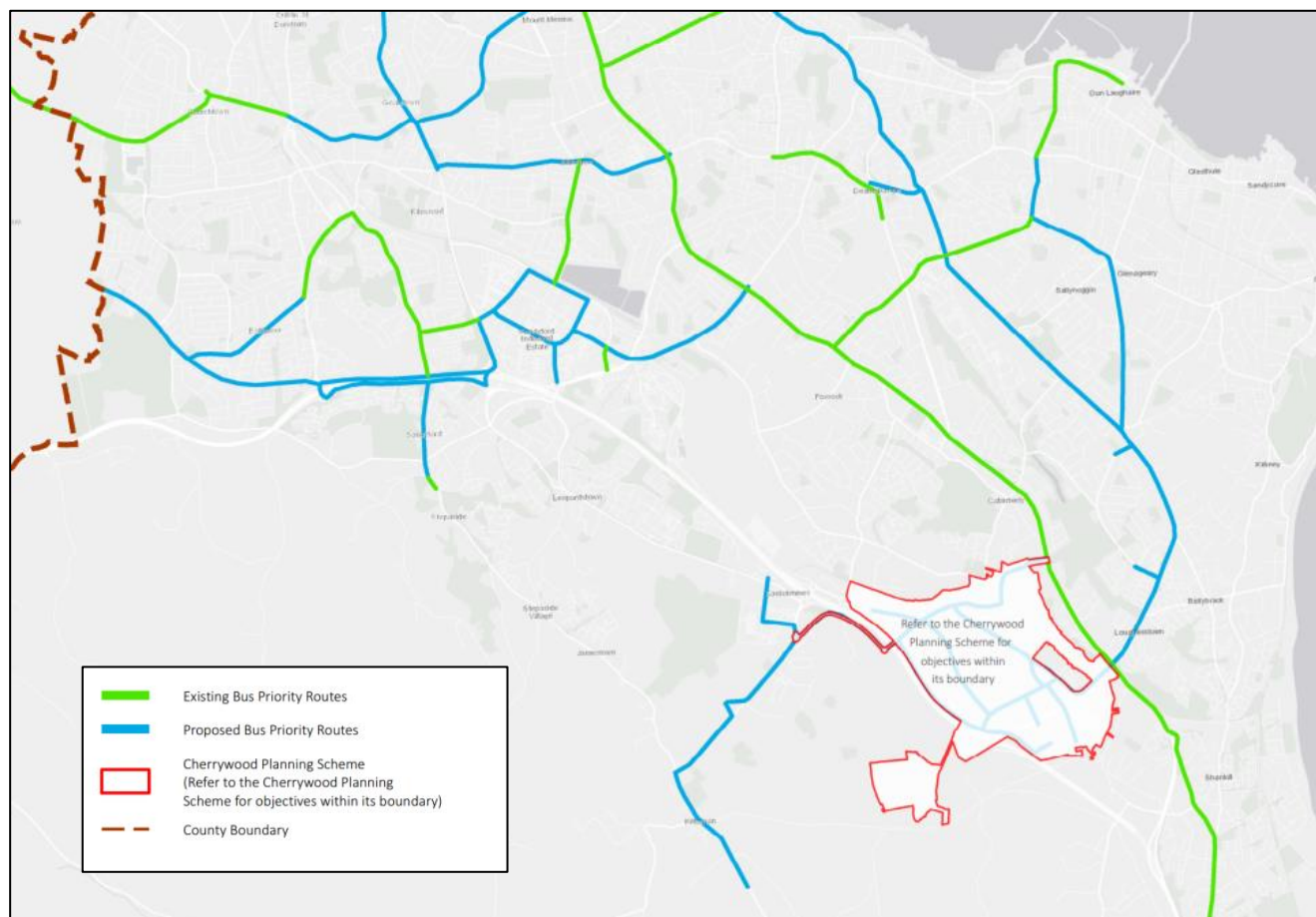


Figure 3-11 - Existing and Planned Bus Routes

Some of the measures outlined in the previous plan for the Enniskerry Road and Glenamuck Road are coincident with the bus priority measures in the GDRS that will be delivered by 2024 when that scheme is finalised.

3.3.2. LUAS and Metro

The current NTA approach for the upgrading the existing Luas Green Line to MetroLink involves a three-stage proposal as outlined below:

- First stage: This would comprise the development of MetroLink from Swords to Charlemont without connecting to the Green Line but continuing the required tunnel boring works to allow the future connection to the existing Luas line.
- Second stage: Incremental improvements to the Green Line to increase its capacity up to 30 trams per hour (55 metre long)
- Third stage: the connection made from the MetroLink tunnel termination point onto the Green Line.

3.4. Summary of Future Transport Proposal

As set out in the above section the delivery of the above transport infrastructure in the Kiltarnan area will radically transform the way people move about by providing significantly enhanced active and sustainable travel opportunities that has the potential to reduce single occupancy car journey with positive implications for mode share and the environment.

4. Objectives and Targets

4.1. Objectives and Targets

The objectives of the Mobility Management Plan are developed with the overall aim of promoting sustainable travel and reducing the number of single occupancy car trips associated with the residential development. The objectives of Kiltarnan Outline Mobility Management Plan are as follows:

Based on the best practice objectives / targets and actions should address the following elements:

- Achieve a high level of Community Awareness of the MMP.
- Encourage the development of a healthy, sustainable and vibrant local community through promotion of travel by sustainable modes.
- Ensure a high level of Community Participation in the development of the travel surveys to indicate participation.
- Improve conditions for pedestrians and cyclists travelling to and from the site.
- Develop on good urban design principles to enhance the connectivity of the site and maximise accessibility by sustainable modes.

Table 4-1 outlines tangible targets to be achieved in relation to the key objectives.

Table 4-1 - Objectives and Targets

Objectives	Residential Travel Plan Targets
Awareness	To provide information on sustainable travel to each resident upon occupation.
Participation	To develop a detailed residential travel plan within 9 months of first occupation.
Accessibility	measures implemented to encourage walking, cycling, public transport and car sharing from first occupation.
Maximise the Potential for Sustainable Travel	To promote and encourage physical measures implemented as part of the site layout to encourage sustainable modes of travel from first occupation.
Reduce Car Related Travel	To identify mode Share Targets to be agreed with Dun Laoghaire Rathdown County Council following travel surveys.

4.2. Mode Share Targets

It is anticipated that mode share targets will be agreed with Dún Laoghaire-Rathdown County Council, following an initial travel survey to be undertaken following occupation of the site. Targets identified will be set against the existing mode share established from the survey.

A timeframe will be set within which the targets should be achieved; however, the plan will be a lifelong document evolving with the development of the site and addressing any changes in travel behaviour.

5. Strategy and Measures

5.1. Introduction

This section of the MMP sets out the Strategy and Measures proposed for the mixed-use development at Kilternan.

Clearly, as the users of the development are currently unknown at this stage the MMP can only commit to promoting alternative modes of transport and providing the means for active and sustainable travel choices to be made.

The starting principle is that the design and layout of the development is based on DMURS principles that facilitates and encourages active and sustainable travel. This leads the adoption of more sustainable modes for travel. The MMP will develop on the physical interventions of the development proposals for the site layout. The physical interventions will be supported, and active and sustainable modal shift encouraged through the development of 'softer' measures.

This section describes the services to be provided and the 'in built' infrastructure measures (as part of the layout and design of the development) which are intended to encourage use of active and sustainable travel modes and complement the strategic aspects of the MMP.

The complementary measures will address the objectives, as set out in Section 4. These are to be delivered through a co-ordinated strategy delivered by the Management Company and involving the distribution of Travel Information Packs.

5.2. Strategy

Travel Information Packs will form part of the marketing material for the site and will be distributed to all new residents within the development at point of sale. These will be distributed by the Management Company. The details of the Travel Information Packs would be provided to Dún Laoghaire-Rathdown County Council (DLRCC). The Travel Information Packs would ideally contain the following information:

- Information about public transport and locations of bus stops;
- Information about walking and cycling routes;
- Information on active and sustainable transport measures facilitated by the development (i.e., bicycle parking, car sharing scheme, EV charging, etc.);
- Information on future public transport infrastructure; and
- Information on future walking and cycling infrastructure.

Through a monitoring and review process, the Management Company will also be responsible for ensuring that the measures proposed are implemented in the most effective way possible.

5.3. Measures

The following measures should be promoted to encourage walking as a mode of travel by future residents of the development.

5.3.1. Walking

There are many local, global, and personal benefits to walking, a few are listed following:

- W - Wake Up! - Studies have shown that individuals who walk to work, school or elsewhere are more awake and find it easier to concentrate;
- A - Always one step ahead - Walking makes people more aware of road safety issues and helps them develop stronger personal safety skills;
- L - Less congestion - If you leave the car at home and walk, there are fewer cars on the road which makes it safer for those who walk and cycle;
- K - Kinder to the environment - By leaving the car at home you are reducing the amount of CO2 produced and helping to reduce the effects of climate change and air pollution;
- I - Interpersonal skills - Walking can be a great way to meet other walkers, share the experience, and develop personal skills;

- N - New adventures - Walking is a great way to learn about your local environment and community. It's also a fun way to learn about the weather, landscape, and local ecosystems; and
- G - Get fit and stay active - Walking helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

Walking has the capacity to replace car based journeys of up to 3.5km. A high proportion of walking journeys may form the start or end of larger journeys comprising of bus or rail links; hence an attractive walking experience can play a large part in encouraging public transport patronage.

The site offers opportunities in terms of facilitating local trip making on foot, including access to public transport services.

5.3.2. Cycling

Research indicates that cycling is a viable mode of transport for residents wishing to undertake journeys of up to 10km. Some positive aspects of cycling are listed following:

- C - Cycling is a life skill - Cycling is a sustainable way of travelling but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community;
- Y - You save time & money - cycling reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- C - Confidence building - travelling as an independent cyclist can give people increased confidence proving beneficial in all aspects of life;
- L - Less congestion - If you leave the car at home and cycle, there are fewer cars on the road which makes it safer for other cyclists;
- I - Interpersonal skills - Cycling can be a great way to meet other cyclists and share the experience;
- N - New adventures - Cycling is a great way to learn about your local environment and community. It helps residents to understand where they live and how their actions affect their local environment; and
- G - Get fit and stay active - cycling helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

The provision of cycle facilities at the site will play a role in promoting residents to cycle to work, school, or elsewhere.

The following initiatives and incentives will encourage cycling within the development and within the wider area:

- The development will provide high quality, secure and sheltered cycle parking which will be easily accessible to residents;
- The development will provide cycle parking for visitors and publicise in welcome Travel Information Packs;
- Publicise the Government Bike to Work Scheme (www.biketowork.ie) in welcome travel packs;
- Provide information on walking and cycling distance, routes and journey times by bike or walking to key destinations in welcome travel packs for residents;
- Highlight the direct savings gained due to reduced use of private vehicles in welcome travel packs; and
- Publicise National Bike Week in welcome travel packs, see www.bikeweek.ie.

5.3.3. Public Transport

There are many benefits to taking public transport, some of which include:

- Personal Opportunities – Public transportation provides personal mobility and freedom;
- Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion;
- Reducing congestion – The more people who travel on public transport, especially during peak periods, the less people travelling by private car;
- Saving money – Taking public transport can work out to be cheaper than travelling by car and, in some instances, can save the cost of buying, maintaining and running a vehicle;
- Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car;

- Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car;
- Get fit and stay active - Walking to and from public transport helps residents incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind; and
- Less stress – Using public transport can be less stressful than driving, allowing time to relax, read, or listen to music.

The following initiatives and incentives can be used to encourage residents to take public transport:

- Encourage public transport use by publicising the benefits of smart travel cards to all residents in welcome Travel Information Packs;
- Publicise the availability of Real Time Information on the Bus Service Providers website and Bus Service Providers mobile app in welcome travel packs. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately;
- Publicise the availability of a National Journey Planner, which provides journey planning, timetable, and travel information from all licenced public transport providers across Ireland, in welcome travel packs. This Journey Planner is available on the Transport for Ireland website and as a mobile app;
- Provide maps in welcome travel packs of local bus routes, the nearest bus stops, and the length of time it takes to walk to them; and
- Promote Tax Saver Commuter tickets, which offer significant savings to individuals in marginal tax rate and levies on the price of their ticket, in welcome travel packs.

5.3.4. Travel Apps

The [Journey Planner App](#) from [Transport for Ireland](#) provides journey planning, timetable and travel information from all licenced public transport providers across Ireland. Download the [Real Time Ireland App](#), which integrates all real-time arrival information services from Dublin Bus, Bus Éireann, DART, Iarnród Éireann and Luas services.

For travel by bus, Luas, or DART, get a [Leap Card](#) for convenience and to save money. Remember, you can save even more if you use a Child Leap Card until you turn 19! You can download the Leap Card Top-Up App and instantly check your balance, top up your card.

All Irish taxis can be verified by using the [TFI Drive Check app](#) to make sure the taxi you are taking has been registered. The app also lets you email a friend with your trip details.

6. Implementation, Monitoring and Review

The MMP **strategy and measures** outlined will be implemented over a period of time which will be continuously monitored to ensure the MMP continues to deliver on its **objectives and targets**.

A key aspect of the MMP is the provision of Travel Information Packs for residents of the development. This will be undertaken by the Management Company acting as Travel Plan co-ordinator. The Travel Information Packs will contain at a minimum the information below:

- Information about public transport and locations of bus stops;
- Information about walking and cycling routes;
- Information about walking bus and cycling bus options for adult chaperoned active travel for school children;
- Information about car parking management;
- Information about local services and facilities that are within comfortable walking distance;
- Information on active and sustainable transport measures facilitated by the development;
- Information on future public transport infrastructure; and
- Information on future walking and cycling infrastructure.

Monitoring of the MMP will be important in understanding the changing nature of staff and resident travel habits and the effectiveness of the MMP initiatives. The monitoring process, which will be carried out by the Management Company, will involve annual travel surveys undertaken, starting one year from the initial post occupation travel surveys to assess changes to the mode share of trips to the development site over a three-year period. This will have a particular focus on the level of usage of the bicycle parking to determine whether and when additional spaces are required.

An annual monitoring report would be produced for the site by the Management Company, setting out the results of the travel surveys and highlighting any issues arising from the review of the MMP initiatives. The report would set out appropriate changes to existing initiatives if required in order to meet the MMP objectives.

Peter Foley
WS Atkins Ireland Limited
Unit 2B
2200 Cork Airport Business Park
Cork
T12 R279

Tel: +353 21 429 0300

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