



Mobility Management and Travel Plan

Cherry Orchard Point – Proposed Development at Sites 4 and 5,
Park West Avenue, Dublin 10

October 2023

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Comments

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1. Introduction

1.1 Introduction

This Mobility Management and Travel Plan has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) to accompany a planning application to Dublin City Council for a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

1.2 Contents of Plan

The contents of this Travel Plan include:-

- A proactive mobility management of transport at the development.
- A residential travel plan to support the reduced provision of car parking.

1.3 County Development Plan

The Plan has been prepared in accordance with Section 2.3 of Appendix 5 of the Dublin City Development Plan 2022 – 2028.

Part of Section 2.3 is reproduced below:

Mobility Management and Travel Plans will be required for developments of different types and scales, to be determined at pre-application stage in consultation with Dublin City Council. The plans will set out percentage targets for modal splits to be achieved over a specified time period and will outline the range of integrated measures that will be put in place to support mode shift. Where appropriate, the plans may also identify improvements to the local environment which will be implemented in tandem with the development to support sustainable travel by the users of and visitors to the development. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

Where a zero or reduced quantum of car parking is proposed for a residential development, a proactive mobility management strategy is essential at the early design stages to identify measures that will promote the use of sustainable modes within the development and ensure any associated infrastructure can be incorporated into the design. A Residential Travel Plan will be required to support the zero/ reduced provision of car parking to serve a development.

Table 15-1 in Appendix 15 of the Plan requires a Mobility Management Plan/ Travel Plan for developments with 20 or more residential units, over 100 employees and any development with zero / reduced car parking

The subject development comprises 708 Build-To-Rent apartments with Retail, Creche, 444 car parking spaces, 1,618 cycle parking spaces and an expected resident population of up to 2,247 persons.

1.4 Location

The two sites for the overall development, Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station as shown in Figure 1.

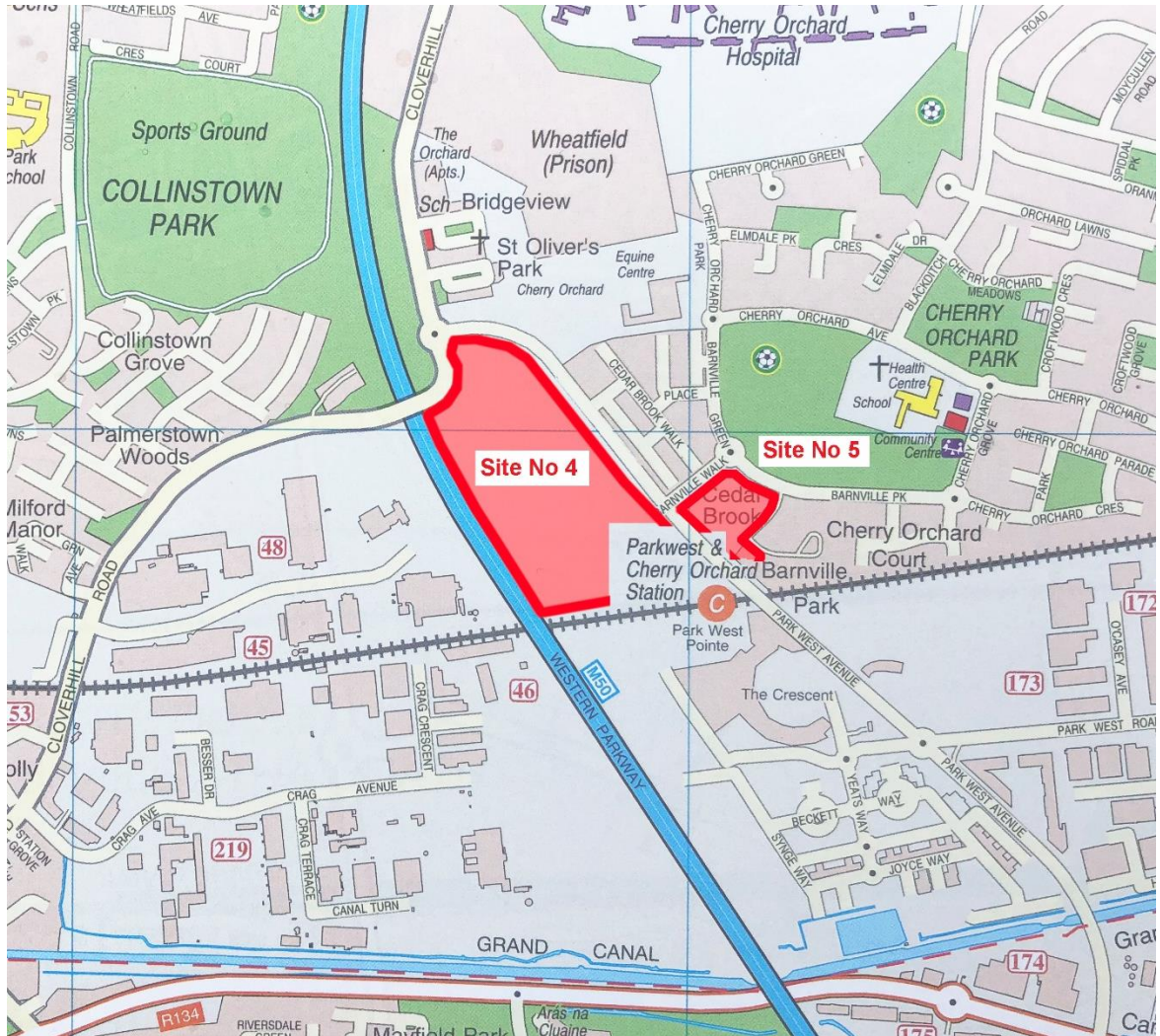


Figure 1 Location Map

1.5 Phasing

It is proposed that Sites 4 and 5 be developed in four phases as shown on Figure 2.



Figure 2 Project Phasing

2. Cherry Orchard Point

2.1 Accommodation – Phase 1 Site 4

Phase 1 on Site 4 (part) of Cherry Orchard Point residential development comprises:-

- A total of 708 residential apartments in 9 blocks.
- A total of 4,790 sqm non-residential development comprising
 - Supermarket (2,523 sqm).
 - Retail Units (373 sqm)
 - Creche with accommodation for 25 staff and 104 children (672 sqm)
 - Community Facilities (1,222 sqm)
- A total of 444 number car parking spaces comprising
 - 159 number privately managed at surface spaces for residents (including 9 number spaces for disabled).
 - 52 number on street surface spaces for residents and general use on Park West Avenue / New Street (including 2 number spaces for disabled).
 - 117 number spaces at lower ground / podium level (high density area) for residents (including 2 number spaces for disabled).
 - 92 number spaces at lower ground level for retail (including 8 number spaces for the disabled).
 - 7 number retail spaces on Park West Avenue (including a loading bay).
 - 6 number spaces for the Creche with 3 spaces at the rear allocated to staff and 3 spaces at the front designated for drop-off / collection.
 - 11 number on street spaces for car sharing (GoCar).
- A total of 222 number spaces will be equipped with fully functional EV Charging Point(s) and the remaining 222 spaces are designed to facilitate the relevant infrastructure to accommodate future EV charging.
- Motorcycle parking (22 spaces).
- A total of 1,618 number bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

The Phase 1 site layout is presented in Figure 3.

2.2 Future Development –Phase 2 Site 4

Future development of Phase 2 on Site 4 at Cherry Orchard Point is expected to comprise:-

- 53 residential houses.
- A total of 100 residential apartments in 6 blocks.
- A total of 105 number car parking spaces comprising
 - 53 spaces for houses (based on 1 space per house).
 - 50 number spaces for apartments (based on 0.5 spaces per apartment).
 - 2 number spaces for car sharing (GoCar)
- A total of 210 cycle parking spaces with 160 spaces for residents at the apartment and 50 spaces for visitors.

The preliminary Phase 2 site layout can be seen in Figure 3.

2.3 Future Development – Phase 3 Site 5

The future development of Phase 3 on Site 5 at Cherry Orchard Point is expected to comprise: -

- A total of 254 residential apartments in 6 blocks.
- A total of 1,200 sqm non-residential development comprising
 - Retail (800 sqm).
 - Community (400 sqm)
- A total of 132 number car parking spaces comprising
 - 127 number spaces for apartments (based on 0.5 spaces per unit).
 - 3 number spaces for retail (based on 1.0 space per 275 sqm).
 - 2 number spaces for car sharing (GoCar).
- A total of 544 cycle parking spaces with 533 spaces for residents and visitors at the apartment and 11 spaces for staff and customers at the retail.

The preliminary Phase 3 site layout can be seen in Figure 3.

2.4 Future Development – Phase 4 Site 4

The future development of Phase 4 on Site 4 at Cherry Orchard Point is expected to comprise:-

- Commercial units in 4 blocks (16,310 sqm).
- A total of 82 number car parking spaces (based on 1 space per 200 sqm GFA).
- A total of 300 cycle parking spaces with 218 spaces for staff and 82 spaces for visitors.

The preliminary Phase 4 site layout can be seen in Figure 3.



Figure 3 Site Layout - Overall Development

2.5 Surrounding Streets

Cherry Orchard Point is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue has a 9.0-metre-wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming. There are no parking restrictions.

2.6 Public Transport

Rail

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. See Figure 8.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9

Bus

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects.

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

2.7 Resident Population

The resident population at Cherry Orchard Point is expected to be some 2,247 persons in four sizes of units as calculated in Table 1.

Table 1 Calculation of Resident Population

Unit Size	Units	Persons
1-Bed (2 persons)	291	582
2-Bed (3 persons)	52	156
2-Bed (4 persons)	316	1,264
3-Bed (5P)	49	240
Total	708	2,247

3. Modal Split

3.1 Existing Mode Share

Information on existing mode share is based on data from Census 2016.

Updated information based on Census 2022 will not be available from the CSO until late 2023.

In the area of the subject site, the journey to work, school or college is dominated by the car (43.5%), followed by walk (21.0%) and public transport (20.5%).

Very few people travel by bicycle (3.8%) compared to other areas of the city (9.6%).

Rail users at Park West & Cherry Orchard Station represent a very low mode share of 2.0%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

Based on census returns, the existing mode share for the journey to work, school or college is at Park West & Cherry Orchard and in the wider city is presented in Table 2 below.

Table 2 Existing Mode Share

Existing Mode Share	Mode	Park West Cherry Orchard	City Development Plan
		LAP 2019	2022 - 2028
Private Vehicles	Car Driver	27.9%	
	Car Passenger	15.6%	29.0%
	Motorcycles	0.3%	
	Commercial	2.5%	
Public Transport	Bus	18.1%	54.0%
	Rail	2.4%	
Cycling		3.8%	6.0%
Walking		21.0%	11.0%
Not Stated		8.0%	-
Work from Home		0.4%	-
	Total	100.0%	100.0%

3.2 Target Mode Share

Based on the City Development Plan 2022 – 2028, the target modal split at Park West Cherry Orchard in 2028 for the journey to work, school or college is presented in Table 3.

Table 3 Target Mode Share

Mode	Dublin City 2028	Park West Cherry Orchard 2027
Walking	13%	16.0%
Cycling / Micro Mobility	13%	5.0%
Public Transport (Bus, Rail)	57%	44.0%
Private Vehicles (Car, taxi, goods, motorcycles)	17%	35.0%
Total	100.0%	100.0%

3.3 Measures

The range of integrated measures that will be put in place at Cherry Orchard Point to support mode shift are outlined in the following sections of this Plan.

4. Sustainable Travel Opportunities

4.1 Opportunities for Pedestrian Travel

“The Route to Sustainable Commuting” published by the National Transport Authority (NTA), formerly the Dublin Transport Office, describes acceptable walking distances for pedestrians without mobility impairment.

This document advises that 4,000 metres or approximately 50 mins is the preferred maximum walking distance.

There are a large number of facilities of all types, including residential, leisure, retail and commercial within the preferred maximum walking distance of 4km. These include Clondalkin, Liffey Valley Shopping Centre, Palmerstown, Chapelizod and Walkinstown. See Figure 4.

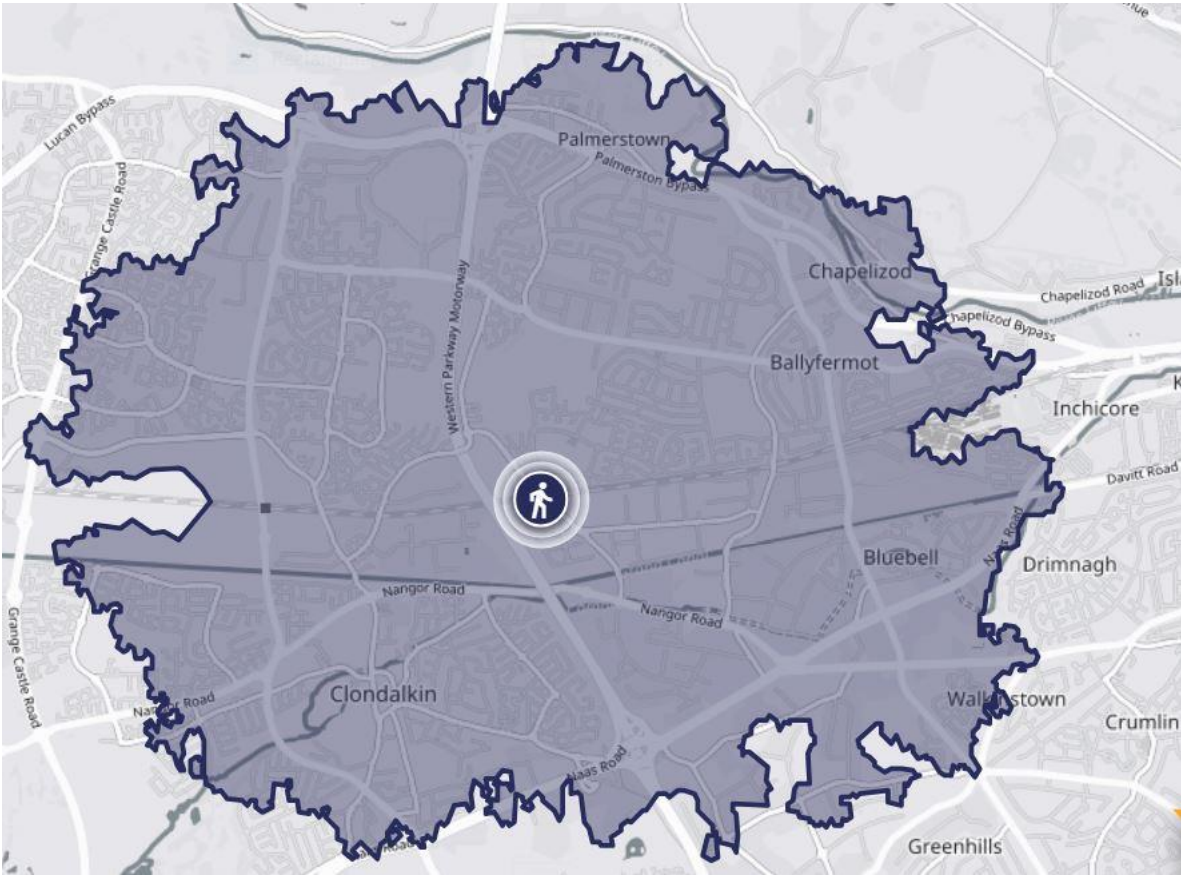


Figure 4 Walking Time from Cherry Orchard Point (50 mins)

4.2 Opportunities for Cycle Travel

In the area around Cherry Orchard Point, there are good quality cycle paths which have already been constructed along Park West Avenue. These cycle paths provide cycle connectivity between Cherry Orchard Point and the local road network.

Figure 5 below shows the proposed local cycle and lane network as taken from the National Transport Authority's (NTA) *Greater Dublin Area Cycle Network Plan*.

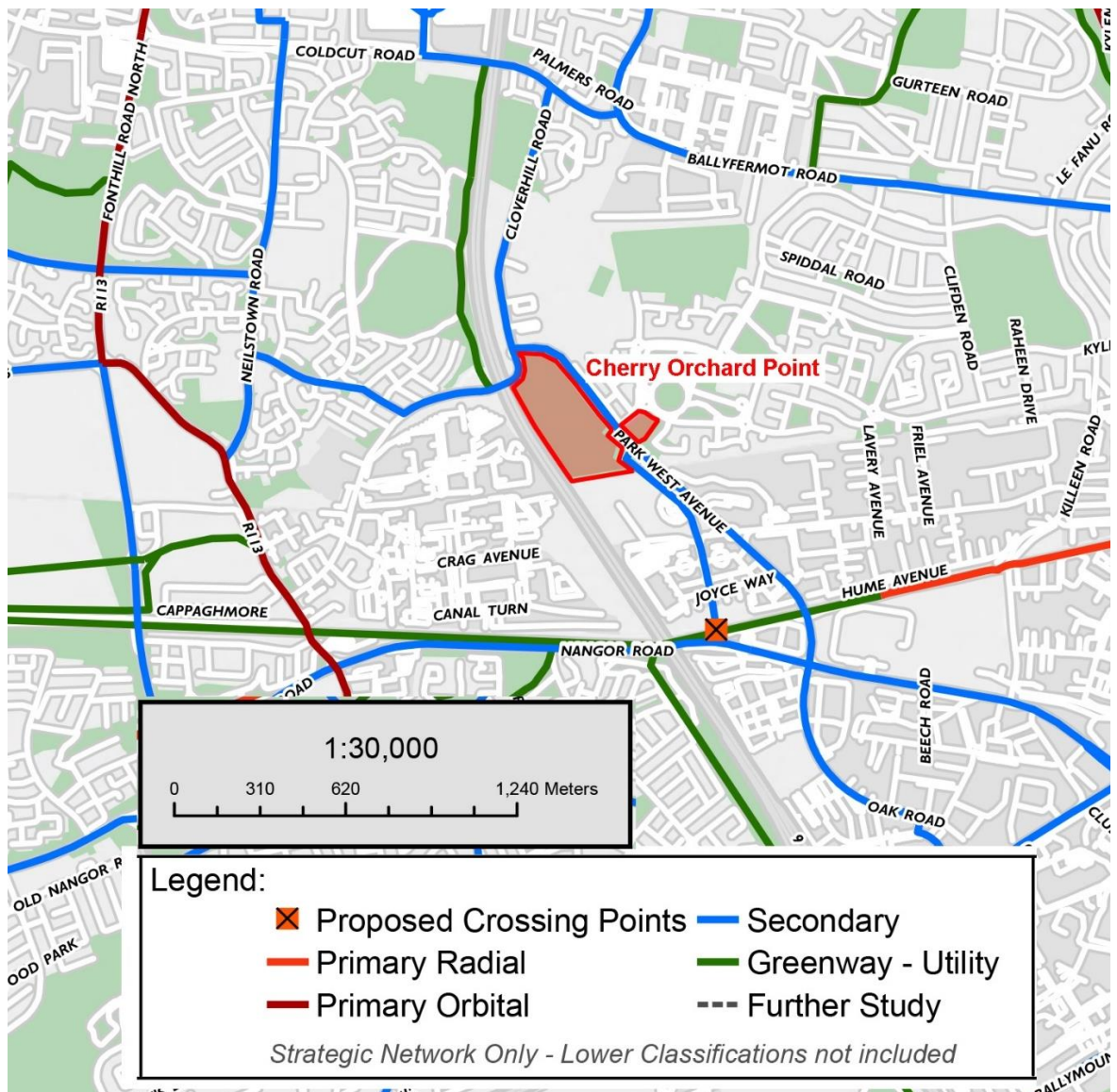


Figure 5 Local Cycle Infrastructure

(Extract from Draft-2021-GDA-Cycle-Network-Plan-Map-Set-1-8)

As can be seen from Figure 4 above, cyclists can benefit from the provision of cycle tracks on Park West Avenue and surrounding roads.

The NTA publication *“The Route to Sustainable Commuting”* mentioned above also describes acceptable cycling distances for cyclists without mobility impairment.

This publication advises that 10km is the maximum distance people will travel by bike. There are a large number of residential areas within 10km or c.30 min. bike ride from Cherry Orchard Point. Those traveling by bike could travel as far as Castleknock to the north, Tallaght to the south and The Liberties to the east and Adamstown to the west as illustrated in Figure 6.

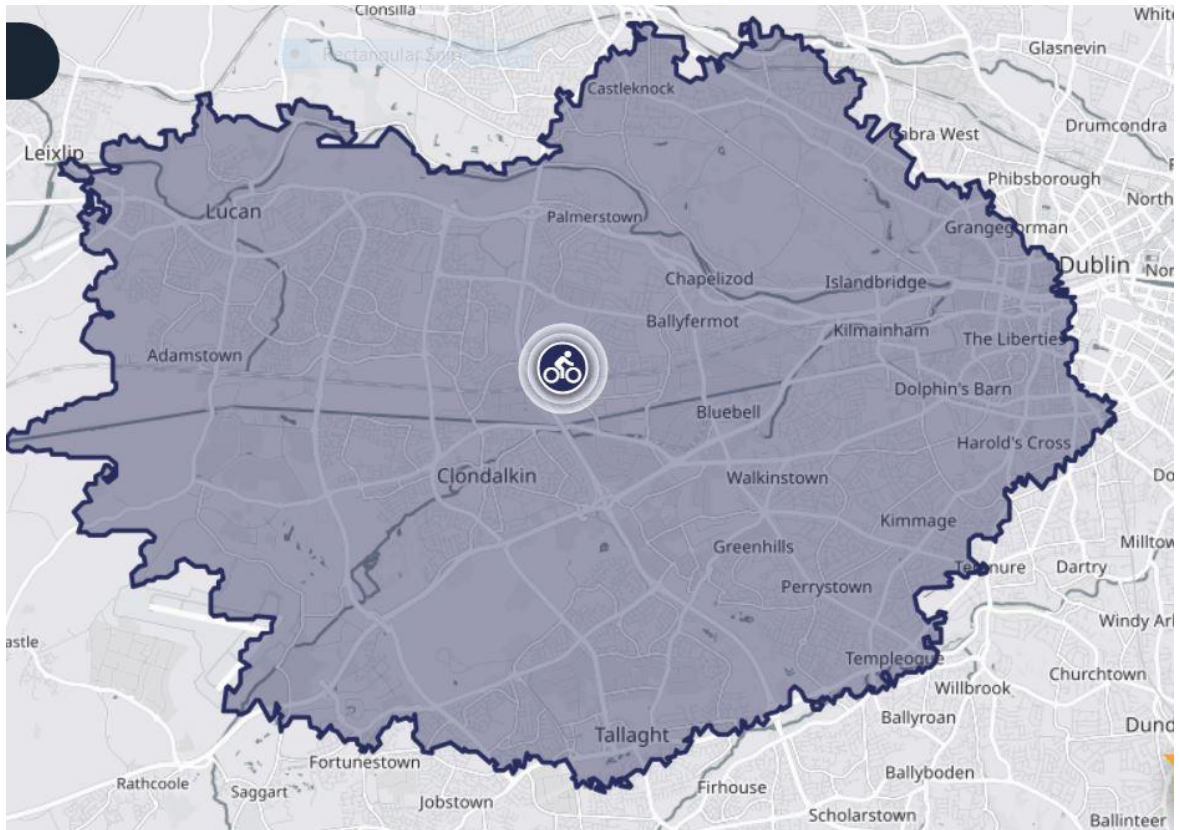


Figure 6 Cycle Time from Cherry Orchard Point (30 mins)

4.3 Opportunities for Travel by Public Transport

Due to its location on the Kildare Commuter Line, there are ample opportunities for travel by public transport from Cherry Orchard Point.

Figure 7 below shows the rail station and bus stops in the area of Cherry Orchard Point. Public transport services from these stops are described in the following sections.

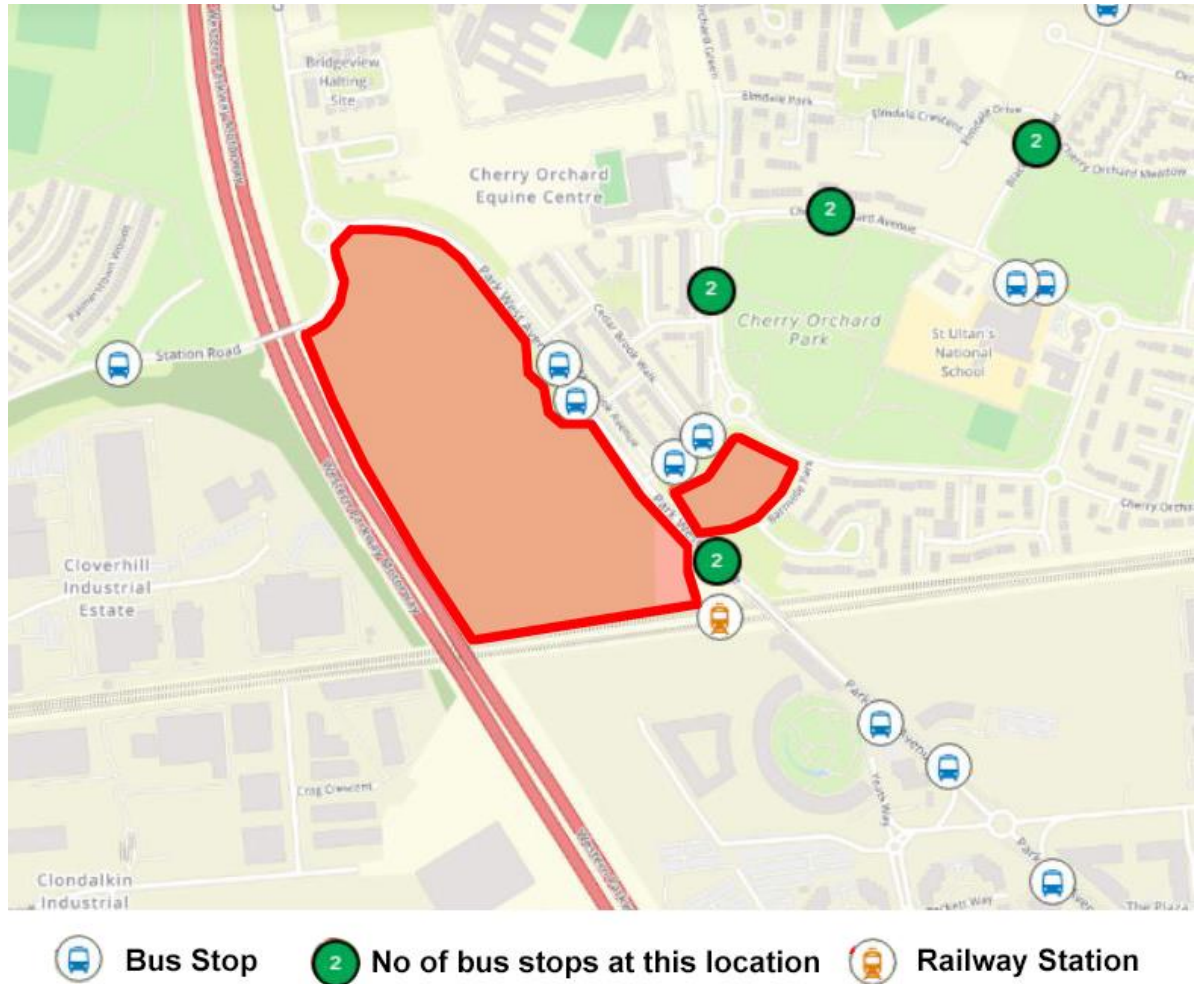


Figure 7 Bus Stops in the area of Cherry Orchard Point

4.4 Dublin Bus

Existing

Bus services in the area of the proposed development are a combination of historic services operated by Dublin Bus and new services provided under the auspices of Bus Connects.

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue, and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022. See Figure 8.

Route G1 is a 24-hour service which is part of the G spine. It links the site for the proposed development to New Wapping Street in the City Centre via Inchicore and to the Luas Red Line at the Red Cow. Services operate at 15-minute intervals in both directions.

Route 60 links the site to Sir John Rogerson’s Quay in the City Centre via Heuston Station and to the Luas Red Line at the Red Cow via Clondalkin. Services operate at 60-minute intervals in both directions.

Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Other contiguous services continue to be provided by Dublin Bus Route 151 along Nangor Road at a walking time of 16 minutes (1.3km) from the proposed development. Services operate at 20-minute intervals in both directions. Route 151 is due to be replaced by Routes D1 and D3 in April 2024.



Figure 8 Existing Bus Services

Future

Service improvements arising from the network redesign by Bus Connects in the Ballyfermot / Clondalkin area had only been partly implemented at the time of writing in September 2023.

Services G1 and 60 illustrated on Figure 9 are currently operational. In the near future, both are expected to be operated by the electric buses ordered by the NTA in June 2022.

Also in April 2024, services D1 and D3 on Spine Route D are expected to replace Dublin Bus Route 151 along the Nangor Road.

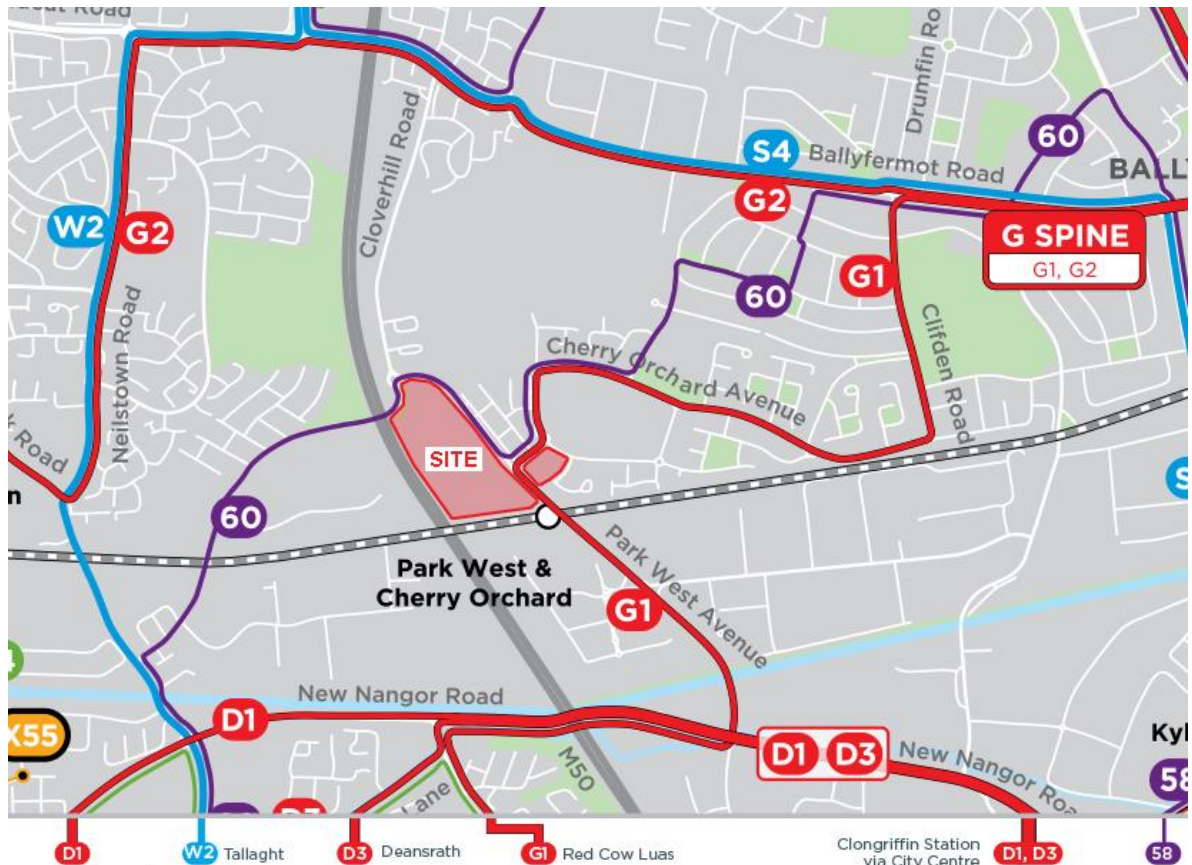


Figure 9 Future Bus Services

4.5 Rail

Existing

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. See Figure 10.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. There are 5 existing services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour 8 – 9 departing as Table 4.

Table 4: Train Departures to Heuston and Grand Canal Dock

Departure	Service
08.05	07.35 Newbridge – Heuston
08.15	07.17 Portlaoise – Heuston
08.29	08.17 Hazelhatch & Celbridge -Grand Canal Dock
08.40	08.12 Newbridge – Heuston
08.47	08.35 Hazelhatch & Celbridge -Grand Canal Dock

Commuter services in both directions from Park West & Cherry Orchard are presently provided by four / eight car 29000 class railcar sets each with capacity of 640/1,280 passengers per set or a 6-car High Capacity Inter City railcar set with a capacity of 406 passengers.

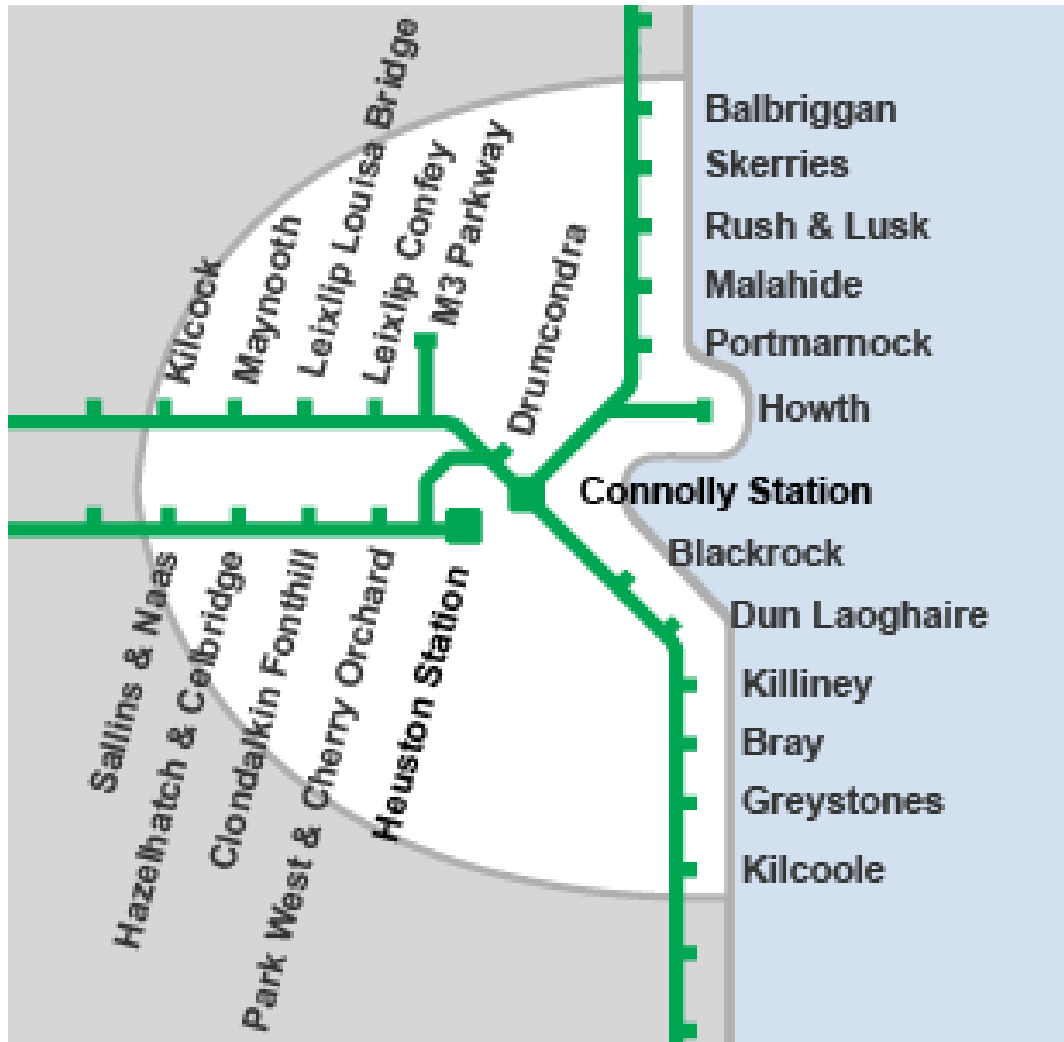


Figure 10 Commuter Rail Connections

(Note: A number of DART Stations are not shown for clarity)

Future

The DART Expansion Project proposed by Irish Rail will deliver new electrified rail services between the existing DART network in the City Centre City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity. An application for a Railway Order for the DART+ South West project was submitted to An Bord Pleanála in March 2023.

The DART + SouthWest project illustrated in Figure 11 will provide:

- An increase in train frequency from the current 12 trains per hour per direction to 23 trains per hour per direction on this corridor.
- A quadrupling of passenger capacity from 5,000 passengers per hour per direction to 20,000 per hour per direction.

Works at Park West & Cherry Orchard will include the erection of infrastructure to support the electrification of the commuter rail services through the station.

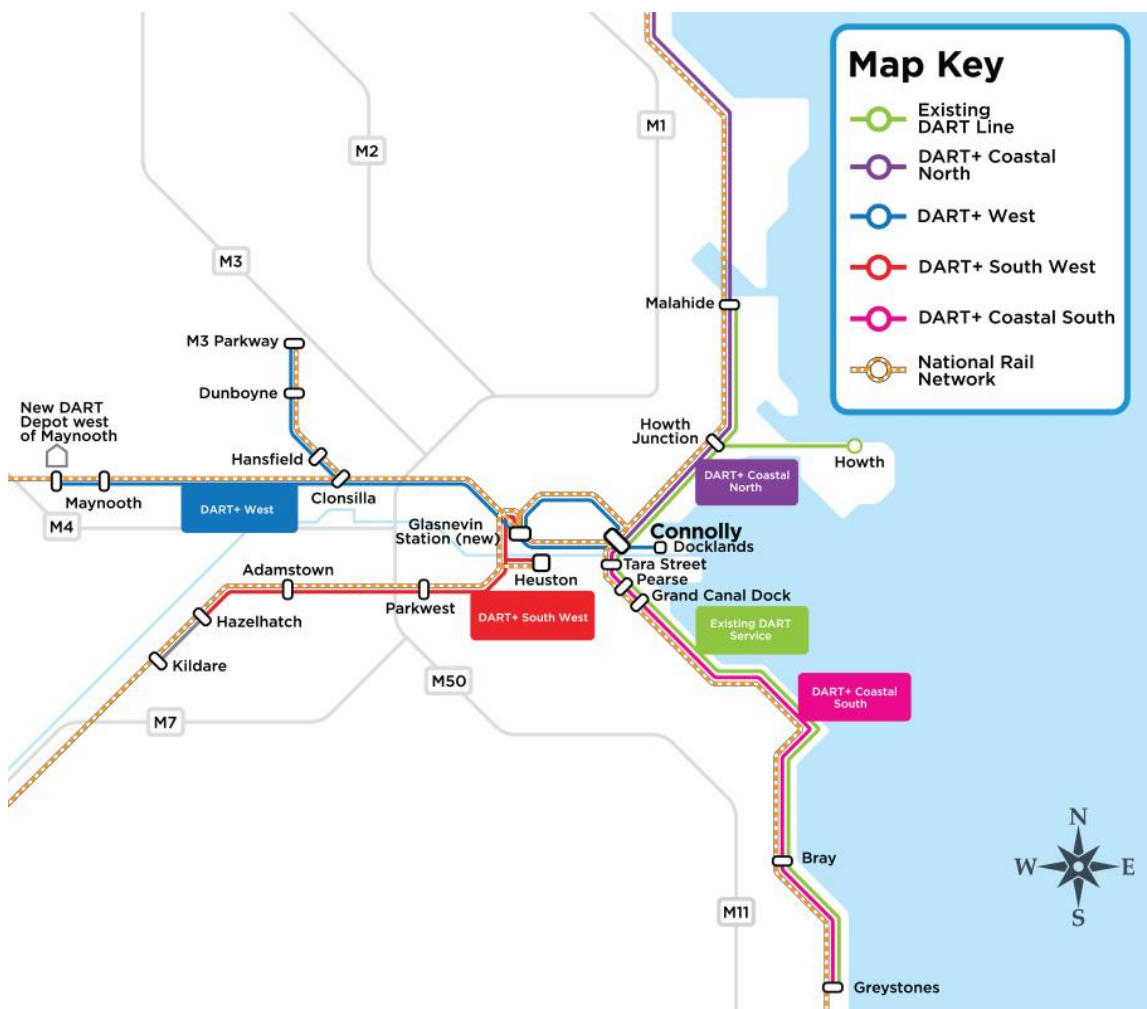


Figure 11 Extract from Irish Rail DART + Map

4.6 Car Club / Car Sharing

For residents of Cherry Orchard Point who do not own a car, Car Club / Car Sharing is available at Cherry Orchard Point (11 cars) and at The Crescent Building in the Park West Business Park. This base is located in the Information Centre car park off Yeats Way at a walk time of 8 minutes (600 metres) from the subject site.

Car Club / Car Sharing is a mode of car rental where people can rent cars for short, medium or long term use. The scheme operates on the basis that:-

- Cars are available 24/7.
- Cars can be booked at short notice.
- Cars can be parked without charge at Pay and Display spaces in Dublin City.
- Cars are newer than the average privately owned car.

4.7 Deliveries, Drop Off and Collection

The parking and loading along the Park West Avenue frontage of Cherry Orchard Point provide suitable facilities for a number of short-term transport related activities by residents at Cherry Orchard Point including:

- Drop Off / Collection by car or taxi.
- Moving In / Moving Out including furniture delivery and removal.
- Courier / Parcel Collections and deliveries.

5. Car Park Management Plan

5.1 Location and Allocation

All of the car parking spaces at Cherry Orchard Point are controlled by the Management Company. They are all numbered and allocated.

The locations, numbers and allocation of the spaces is shown on the architectural drawings included with the planning application.

A total of 444 number car parking spaces are provided comprising

- 159 number privately managed at surface spaces for residents (including 9 number spaces for disabled).
- 52 number on street surface spaces for residents and general use on New Street / Park West Avenue (including 2 number spaces for disabled).
- 117 number spaces at lower ground / podium level (high density area) for residents (including 2 number spaces for disabled).
- 92 number spaces at lower ground level for retail (including 8 number spaces for the disabled).
- 7 number retail spaces on Park West Avenue (including a loading bay).
- 6 number spaces for the Creche with 3 spaces at the rear allocated to staff and 3 spaces at the front designated for drop-off / collection.
- 11 number spaces for car sharing (GoCar).

A total of 222 spaces are equipped with fully functional EV Charging Point(s) and the remaining 222 spaces are designed to facilitate the relevant infrastructure to accommodate future EV charging.

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

5.2 Access and Access Control

Access to the car parking spaces is shown on the architectural and engineering drawings included with the planning application.

Tags are only issued to residents who have leased a parking space.

The provision of access to the residential spaces is for the benefit of the allocated user only and the permitted user should not lend, sell, or provide access to another vehicle unless a visitor without the written approval of the Management Company (said approval only being in exceptional circumstances). Otherwise, the use of the tag may be withdrawn.

5.3 Residents

Cars spaces are leased to residents by the Management Company. The duration of leases is for a minimum of 1 month and a maximum of 12 months, after which the lease can be renewed at the discretion of the Management Company and their agents, and subject to availability and demand, and strictly in accordance with the rules of the Car Park Management Plan in force at that time.

When a resident is allocated the use of a car space, the car space must be linked to a single vehicle only and the resident must be the owner, lessee or primary beneficial user of that vehicle.

Residents cannot park multiple vehicles in their designated parking space. Residents are not permitted to allow any other vehicles (whether owned by residents or not) to use their parking space.

5.4 Visitors

Parking for visitors to Cherry Orchard Point is in spaces allocated for visitor parking at ground level. Access to the space must be granted to the visitor by the resident and the allocated space must be free for the incoming visitor's car.

5.5 Disabled Spaces

Disabled car spaces are leased to disabled residents, upon presentation of a valid disabled parking permit, as issued by the Disabled Drivers Association on behalf of Department of Transport.

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

5.6 Electric Charging

222 of the 444 car parking spaces are provided with facilities for electric charging. The remaining 222 spaces have been designed to facilitate the relevant infrastructure to accommodate future electric charging.

5.7 Motorcycles

All motorcycles are required to be parked in the 22 designated motorcycle spaces. Clamping is in place for the parking of motorcycles in other areas of Cherry Orchard Point.

5.8 Inappropriate Parking

All vehicles must be properly parked within their designated bay. Consistent failure to do so, may result in the suspension or termination of the parking lease, at the discretion of the Car Park Manager and/or the Management Company.

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

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

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

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

5.9 Parking Control Measures

The following measures are in place in the car park at Cherry Orchard Point:-

- Numbering of car parking spaces, so as to permit their allocation to specific uses / users.
- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions.
- Enforcement of parking restrictions by means such as clamping and fines.
- Information on the use of alternative modes of transport, provided to development occupants and visitors by means of travel information via the Travel Plan's mobile app.

If deemed necessary by the Management Company, folding parking barriers or hinged bollards may also be installed within individual parking spaces.

5.10 Car Maintenance

Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds at Cherry Orchard Point. However, where a vehicle is immobile due to breakdown, temporary access will be permitted for recovery vehicles for the purpose of undertaking minor repair and/or recovery.

6. Mobility Management Measures

6.1 Introduction

The measures included in this Plan are a mixture of policies and incentives designed to support the reduced provision of car parking and promote the use of sustainable modes at Cherry Orchard Point.

The measures are designed to be implemented over a period of time ensuring that policies and incentives are implemented together.

The mobility management measures in this Plan can be grouped under the following headings:-

- Marketing and Communications.
- Cycling.
- Public Transport.
- Shared Transport.
- Car Sharing Club.
- Personalised Travel Plans.

6.2 Marketing and Communications

The Travel Plan at Cherry Orchard Point is co-ordinated by the Travel Plan Co-ordinator appointed by the Management Company. The function of the Travel Plan Co-ordinator includes updating and distributing information to the residents and staff.

Marketing and communication of the Travel Plan at Cherry Orchard Point is carried out primarily via the Travel Plan's mobile app. The information available includes:-

- A Mobility Access Map showing public transport facilities and safe walking / cycling routes.
- Sustainable Travel Information for new residents including the Mobility Access Map, the locations of public transport facilities and the location of cycle parking.
- Travel / mobility information such as maps, public transport routes, timetables etc.
- Details of travel options to and from Cherry Orchard Point as well as links to external websites relevant to travel at Cherry Orchard Point.

Detailed information on the availability, timetabling and cost of public transport services is also included on the Travel Plan's mobile app which links to the NTA's web-based journey planner facility.

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

6.3 Cycling

Residents

For residents who wish to cycle to and from Cherry Orchard Point, a total of 1,618 cycle parking spaces are provided for residents and visitors within the development. The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

Residents can contact the Travel Plan Coordinator for details. All cycle parking is free to residents and visitors.

A total of 1,618 number bicycle parking spaces with 1,552 spaces for residents and visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

Table 5 Cycle Parking for Residential – Blocks 5 - 10

Block No	Internal		External		Total
	Long Term	Long Term	Short Stay		
5A	58	15	8		81
5B	40	15	14		69
6A	104	38	23		165
6B	34	22	-		56
7A	68	22	23		113
7B	30	24	22		76
8A	120	30	5		155
8B	64	22	5		91
9A	48	32	5		85
9B	80	4	-		84
10A	56	22	20		98
10B	40	4	20		64
Total	742	250	145		1,137

Staff and Customers

For staff who wish to cycle to and from Cherry Orchard Point, cycle parking with a total of 66 cycle parking spaces is provided for non-residential uses including supermarket, retail, Creche and Community.

The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

Bike to Work Scheme

Staff and residents who are employees are encouraged to avail of the Cycle to Work Scheme (generally known as the Bike to Work Scheme) which is a tax incentive scheme designed to encourage employees to cycle to work. Under the scheme, an employer can pay for a new bicycle (including bicycle accessories) and the employee then repays the cost in regular instalments from their gross salary. Purchasers are not liable for PAYE, PRSI or USC on the repayments.

The National Transport Authority operate a national Journey Planner and the Travel Plan section of Cherry Orchard Point website provides a link to the NTA facility.

6.4 Public Transport

Details of the fares which can cover travel on one or more services i.e. bus / bus, bus / tram etc. are available on the residents' app.

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

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

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

Information on the operation of the TaxSaver Commuter Ticket Scheme is posted on the NTA website.

6.5 Shared Transport

Residents who need a car for the big shop, moving stuff, family gatherings or just a day trip can hire a car or van at one of the GoCar bases at Cherry Orchard Point or in the surrounding area. A total of 11 spaces are provided for car sharing (GoCar).

The basic requirements for Pay As You Go Driving are that a resident must :-

- Be at least 21 years of age.
- Have had a full driving license for at least 2 years.
- Have a debit / credit card in the driver's name.

Fuel is included with every trip and parking is free in Dublin City's Pay and Display spaces.

6.6 Personalised Travel Plan

Personal Travel Plans (PTP) for residents' use can be developed in conjunction with material and information published by the NTA.

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

For example, a person working in another suburb may travel to work by a certain mode because at times outside the working day they may be making linked trips (i.e. to the gym, to the supermarket, dropping off children to school).

For such a person, the PTP can assist the resident by identifying alternative working schedules to facilitate undertaking these secondary trip purposes without the need for a car.

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

7. Implementation, Monitoring and Review

The Travel Plan Co-ordinator for Cherry Orchard Point Travel Plan is:

Management Office,
Cherry Orchard Point,
Park West Avenue,
Cherry Orchard,
Dublin 24.

Tel : + 353-1-
e-mail : tpcoordinator@cherryorchardpoint.com.
Website : www.cherryorchardpoint.com

The Travel Plan Co-ordinator's role in the development, implementation and management of this Travel Plan includes:

- Preparation and distribution of Sustainable Travel Information
- Distribution of the Travel Plan to staff and residents.
- Promotion of the Travel Plan.
- Implementation of the Travel Plan
- Management of the Travel Plan.

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

- Liaison with Dublin Bus / local bus service providers.
- Collation and distribution of public transport information including timetable changes.
- Provision of information on car sharing.

8. Monitoring and Review

The monitoring and review of Cherry Orchard Point Travel Plan is undertaken on behalf of the Management Company by:

Management Office,
Cherry Orchard Point,
Park West Avenue,
Cherry Orchard,
Dublin 24.

Tel : + 353-1

e-mail : tpcoordinator@cherryorchardpoint.com.

Website : www.cherryorchardpoint.com

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

- Ongoing assessment of the objectives of the Travel Plan.
- Review of the Travel Plan.
- Review of car sharing including GoCar reports.
- Liaison with the Travel Plan Co-ordinator.

UK and Ireland Office Locations

