

TRANSPORTATION

Project

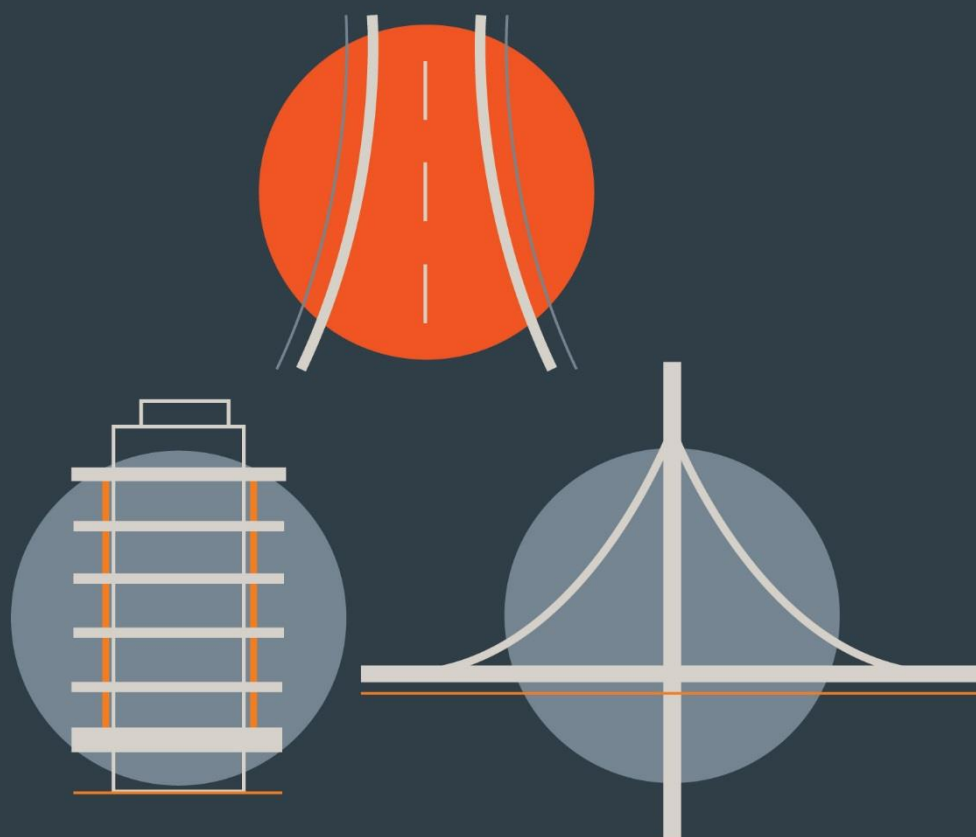
**White Pines East Residential Development
Stocking Avenue, Dublin 16**

Report Title

Mobility Management Plan

Client

Ardstone Homes Limited



DBFL CONSULTING ENGINEERS

Document Control

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CHAPTER 1

Introduction

1.1 CONTEXT

1.2 BACKGROUND

1.3 STRUCTURE OF REPORT

1.0 INTRODUCTION

1.1 CONTEXT

1.1.1 DBFL Consulting Engineers have been commissioned to prepare a Mobility Management Plan (MMP) for a proposed residential development on a greenfield site north of Stocking Avenue, Dublin 16. This site's location may be seen with reference to its surrounding area in the Site Location Map shown in **Figure 1.1** below

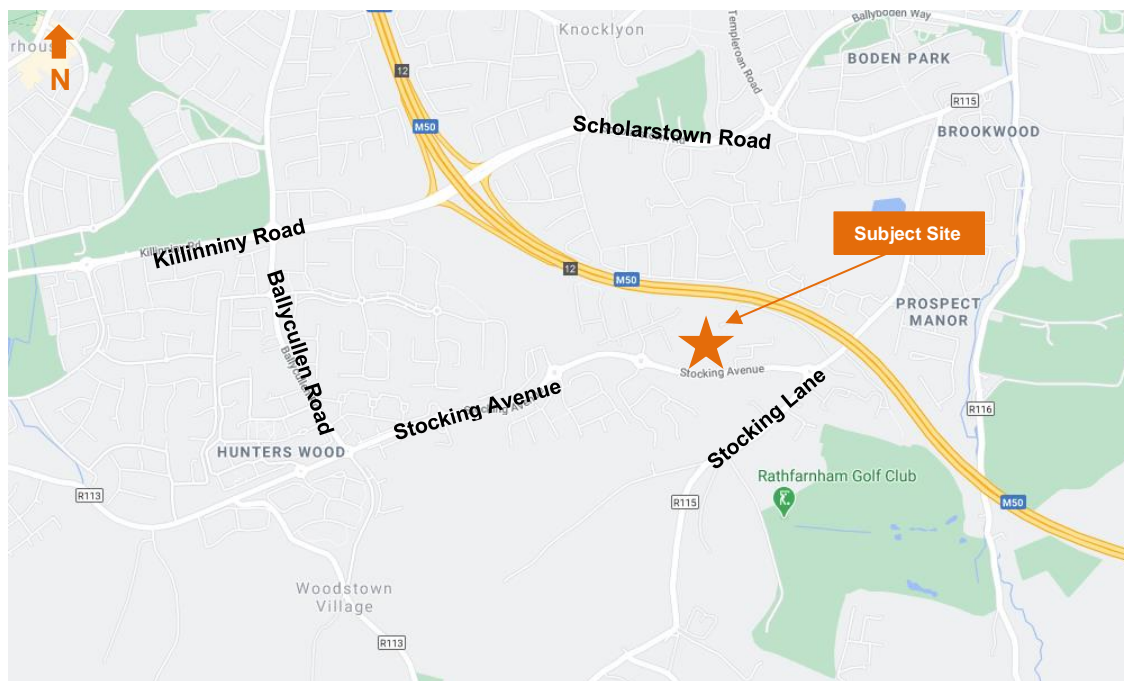


Figure 1.1: Site Location (Source: www.google.ie/maps)

- 1.1.2 The proposal is for a residential development of 241 units, 5 apartment blocks and three duplex blocks, located on lands to the northeast of the Stocking Avenue / White Pines Way / White Pines Crescent roundabout in Woodstown, Dublin, comprising 93 no. 1-bed units and 148 no. 2-bed units. The development also comprises 204 no. car parking spaces and 401 no. cycle parking spaces and will be accessed via Stocking Avenue located to the south of the subject development site. The development also includes a community centre of approx. 552 sqm.
- 1.1.3 This MMP has been prepared to guide the delivery and management of several coordinated initiatives which ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed residential accommodation development.

1.1.4 This framework document aims to inform two distinct audiences as follows;

- The appointed **Mobility Manager** who will be responsible for implementing and managing the MMP. Should the manager not be overly familiar with the MMP process they will find the process and context information as outlined in Chapter 2 invaluable. The MMP targets and measures introduced in Chapter 5 and Chapter 6 will be coordinated, administered and updated by the appointed Mobility Manager.
- The **Local Authority Officers** who will be eager to ensure that the MMP initiatives are appropriately ambitious, deliverable and implemented fully. The officers, who will be very familiar with the MMP process, will be predominately interested in the proposed MMP Targets (Chapter 5) and associated measures (Chapter 6).

1.2 BACKGROUND

1.2.1 This Mobility Management Plan (MMP) has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage sustainable travel practises at the proposed residential development located on Stocking Avenue, Dublin 16. This document aims to expand the awareness of and increase travel options for the residents and visitors at the site and the wider community.

1.2.2 The Plan will be used mainly by the appointed Mobility Manager who will be responsible for implementing and managing the MMP for the benefits of the residents and visitors who may be interested in reading this document to see how it directly affects them.

1.2.3 DBFL Consulting Engineers have prepared this MMP to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents and visitors travelling to/from the proposed development.

1.2.4 The purpose of the Mobility Management Plan is to:

- Provide a 'manual' and record for the Mobility Manager who will be appointed to oversee the implementation and development of the measures set out in the document,

- Provide a formal record for the local authority in regard to the type, scale and number of initiatives that the MMP initially proposes and subsequently their level of success in subsequent versions of the MMP which remains a 'live' document to be updated at least initially every 2 to 3 years following its implementation, and
- To provide a long-term strategy for encouraging residents and visitors to reduce their dependency on travelling by car in favour of more sustainable modes of travel.

1.2.5 The aims of the MMP Framework are:

- (a) To increase the awareness of residents and visitors to all the transport options available to them and to highlight the potential for travel by more sustainable modes, and
- (b) To introduce a package of both 'hard' (physical) and 'soft' (behavioural) measures that will facilitate travel by sustainable modes of travel to/from the subject development site.

1.3 STRUCTURE OF REPORT

- 1.3.1 Following this introduction, the MMP framework including the definition of an MMP, its objectives, the scope and process involved in compiling and implementing such a plan is outlined in **Chapter 2**.
- 1.3.2 The environment within which the proposed residential accommodation development MMP is placed, such as location and local transportation system is briefly outlined in **Chapter 3**.
- 1.3.3 The MMP context in terms of local travel trends are established in **Chapter 4**.
- 1.3.4 The MMP objectives and targets are established in **Chapter 5**.
- 1.3.5 In **Chapter 6** the measures and travel initiatives selected to encourage sustainable travel are discussed. These include Mode Specific Measures, Management Measures, Marketing Measures and Monitoring & Review Measures.
- 1.3.6 With the objective of establishing the basis for discussions with the local authority, from which an agreed MMP action plan can be adopted, **Chapter 7** presents a Preliminary Action Plan for the MMP at the residential accommodation development on Stocking Avenue.
- 1.3.7 The main conclusions and recommendations of the MMP are summarised in **Chapter 8**.



CHAPTER 2

Mobility Management Plan Framework

- 2.1 What is a Mobility Management Plan?**
- 2.2 What is a Residential Development MMP?**
- 2.3 Who is Involved?**
- 2.4 Objectives of an MMP**
- 2.5 MMP Process**
- 2.6 MMP Next Step**
- 2.7 Policy Framework**

2.0 MOBILITY MANAGEMENT PLAN FRAMEWORK

2.1 WHAT IS A MOBILITY MANAGEMENT PLAN?

- 2.1.1 The Dublin Transportation Office's (which was subsumed into the National Transportation Authority (NTA) in December 2009) 2001 publication entitled "*The Route to Sustainable Commuting*" defines an MMP as "... a package of measures put in place by an organisation to encourage and support more sustainable travel patterns ...".
- 2.1.2 The MMP can be developed for an individual site or group of sites and is designed specially to respond to a range of different site-specific land uses such as business (offices, retail, industrial etc.), residential and schools/ colleges/ universities.
- 2.1.3 Whilst the emergence and successful application of MMPs have only transpired over the last 15 years in Ireland, other countries have extensive experience in designing, implementing, marketing and monitoring the successful delivery of MMPs. Accordingly, MMPs are also known by a number of other names including;
- Travel Plans;
 - Green Travel Plans;
 - Sustainable Mobility Plans; or
 - Sustainable Commuter Plans.

2.2 WHAT IS A RESIDENTIAL DEVELOPMENT MOBILITY MANAGEMENT PLAN?

- 2.2.1 A Residential Development Mobility Management Plan is a package of measures designed specifically to reduce the number and length of car-based trips, while also encouraging more sustainable forms of travel and reducing the overall need to travel. It sets out objectives and targets to achieve sustainable travel patterns.
- 2.2.2 A successfully implemented MMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased

trips made by public transport, walking and cycling; and improve road safety and personal security (in particular for pedestrians and cyclists).

2.2.3 Mobility Management Plans to date have mainly focussed on the development of destination MMP's to encourage travel by sustainable modes for employment and school developments. Destination MMPs (employment, schools, buildings etc.) focus on a particular journey purpose while a Residential MMP is concerned with journeys made from a single origin (home) to multiple and changing destinations.

2.3 WHO IS INVOLVED?

2.3.1 A Mobility Management Plan impacts the following stakeholders who should all be involved in some form or manner:

- Local Authority Officers,
- Property developers,
- Facility Management Personnel,
- Future residents at sites,
- Residents in the community surrounding new housing developments with an MMP, and
- Transport Operators.

2.4 OBJECTIVES OF A MOBILITY MANAGEMENT PLAN

2.4.1 The principal objective of an MMP is to reduce levels of private car use in parallel with encouraging people to walk, cycle, use public transport, car share or even reduce the number of trips undertaken / required.

2.4.2 A comprehensive range of goals, and subsequent complementary secondary level objectives, can be identified with the purpose of achieving the ultimate objective of the MMP. This can be achieved through the delivery of a range of complimentary integrated initiatives which can positively influence travel behaviour and associated travel habits.

2.4.3 The specific objective(s) of an MMP can vary depending upon the organisation, site characteristics and specific land uses which vary with each site. Nevertheless, in the context of this MMP objectives can include;

a) For Residents –

- Address residents' need for access to a full range of facilities for education, work, health, leisure, recreation and shopping; and
- Promote healthy lifestyles and sustainable, vibrant local communities.

b) The Local Community –

- Reduce the traffic generated by the development for journeys on the external road network;
- Make local streets less dangerous, less noisy and less polluted;
- Enhance viability of public transport; and
- Improve the environment and the routes available for cycling and walking.

2.5 MOBILITY MANAGEMENT PLAN PROCESS

2.5.1 Once the decision has been made to produce an MMP the process of compiling the plan encompasses the 8 principal steps presented in graph in **Figure 2.1** below.

2.5.2 The MMP however remains an 'active' document which continues to evolve and develop during its lifecycle. Accordingly, once the initial eight steps have been successfully completed (including monitoring and reporting requirements), the process recommences with the identification of new actions and associated targets which instigates the second generation of the MMP. As a result, subsequent generations of the MMP can be incorporated into the management and operation of the residential development for as long as necessary or potentially even for the entire existence of the development.

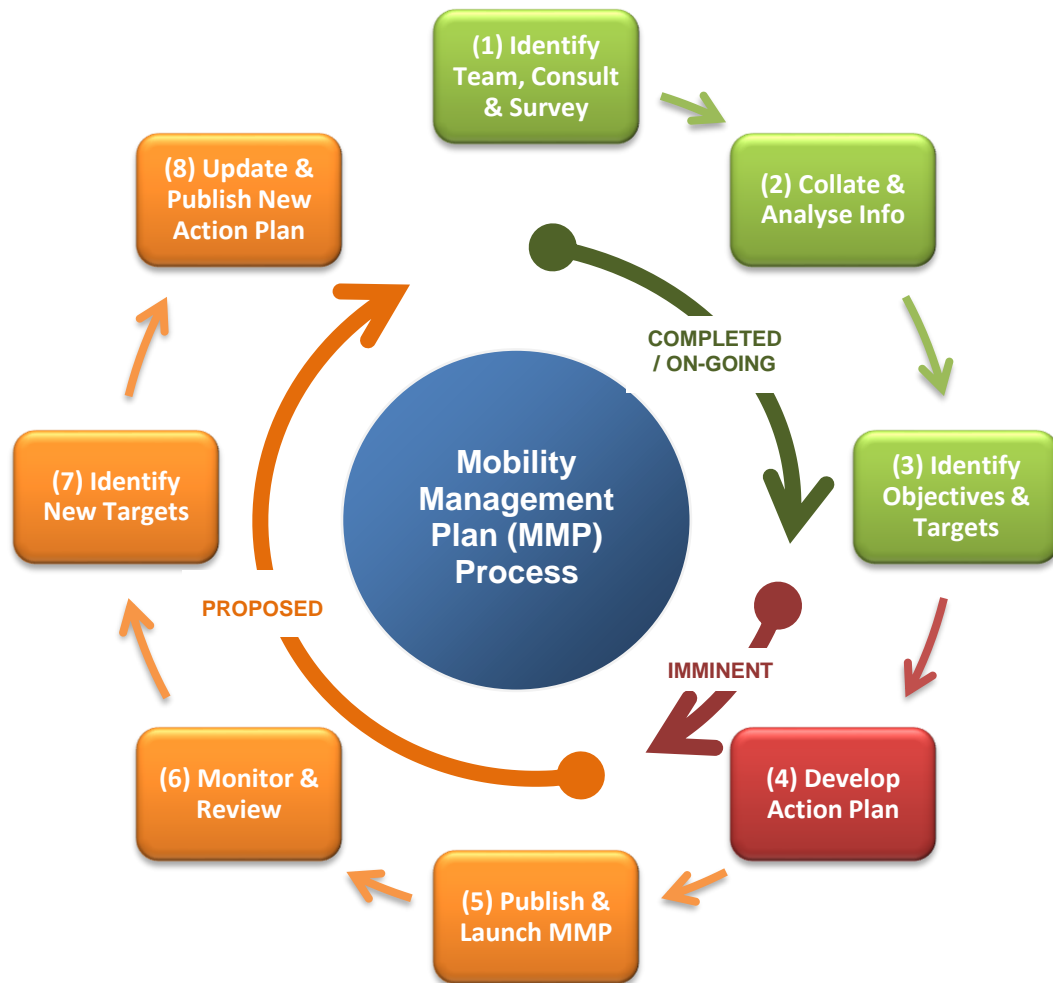


Figure 2.1: MMP Development Process and Status

2.5.3 Once the development's specific objectives are identified, "SMART" targets will both assist in defining the specific measures that are included and / or prioritised within the MMP (to reach the objective), and help with the monitoring and evaluation of the level of success achieved by the MMP. SMART targets, which can be agreed with the local authority should be;

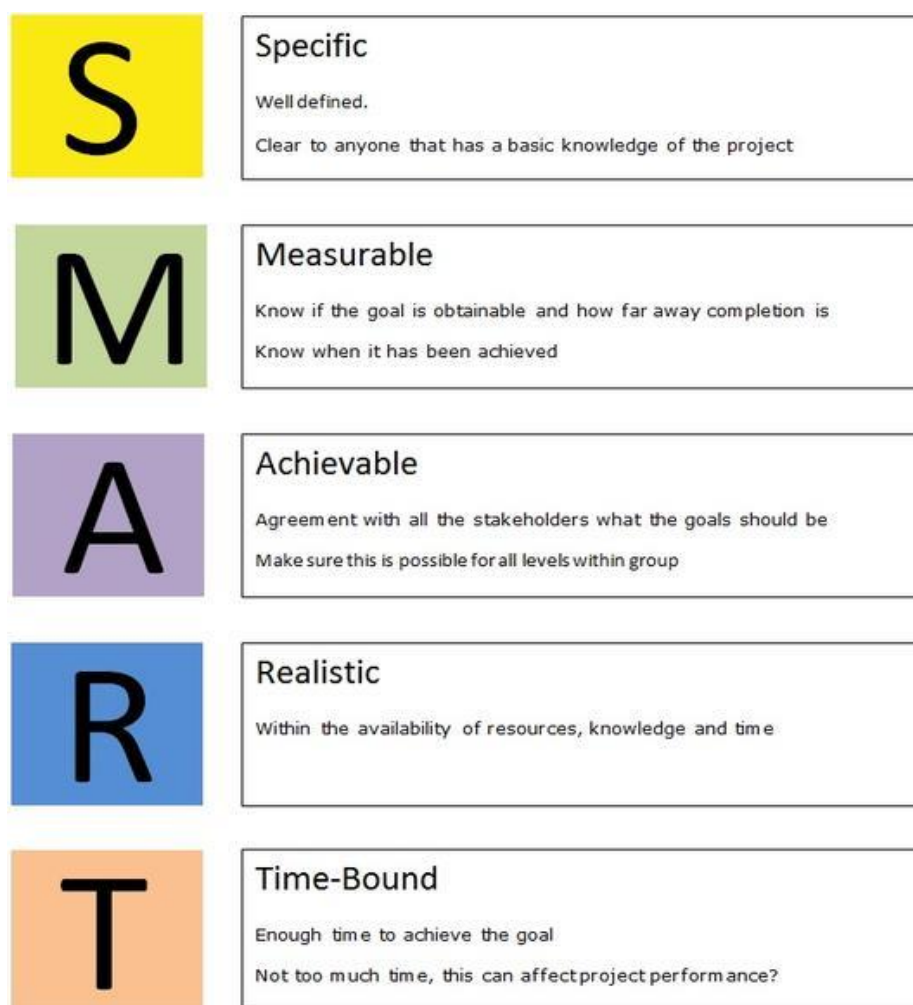


Figure 2.2: SMART targeting principles

2.6 MOBILITY MANAGEMENT PLAN NEXT STEP

2.6.1 In the context of the residential development's operational framework, the local receiving environment and the identification of the Preliminary Action Plan this document should form the basis by which;

- (a) The subject residential/commercial development's specific travel characteristics are outlined and presented to the local authority, and
- (b) Through a partnership approach between the developers and the local planning authority, the Preliminary Action Plan is explored and re-examined with the objective of reaching agreement upon the MMP's measures and subsequently the adoption of an 'agreed' MMP Action Plan with targets, initiatives, timescales, responsibilities and resources clearly outlined and approved by both parties.

2.6.2 To enable this process to commence it is proposed that this MMP document, as compiled by DBFL, is submitted to South Dublin County Council. At the request of the local authority, a meeting between the local authority officers and the developers can take place if required with the objective of formally agreeing an MMP action plan and associated targets for the subject residential/commercial development as proposed at the site on Stocking Avenue.

2.7 POLICY FRAMEWORK

2.7.1 The MMP for the White Pines East residential development is supported by comprehensive transport policy hierarchy in addition to being influenced directly / indirectly by other policy themes (e.g. environmental, health etc.) which generate a range of complementary policy instruments in addition to demands and pressures that clearly necessitate a change in existing travel behaviour. Commencing at EU level and subsequently transferred into national policy and regulations in Ireland, the hierarchy continues from regional (Greater Dublin Area) to sub-region (South Dublin County Council) and eventually arriving at site (or land use) specific policy objectives.

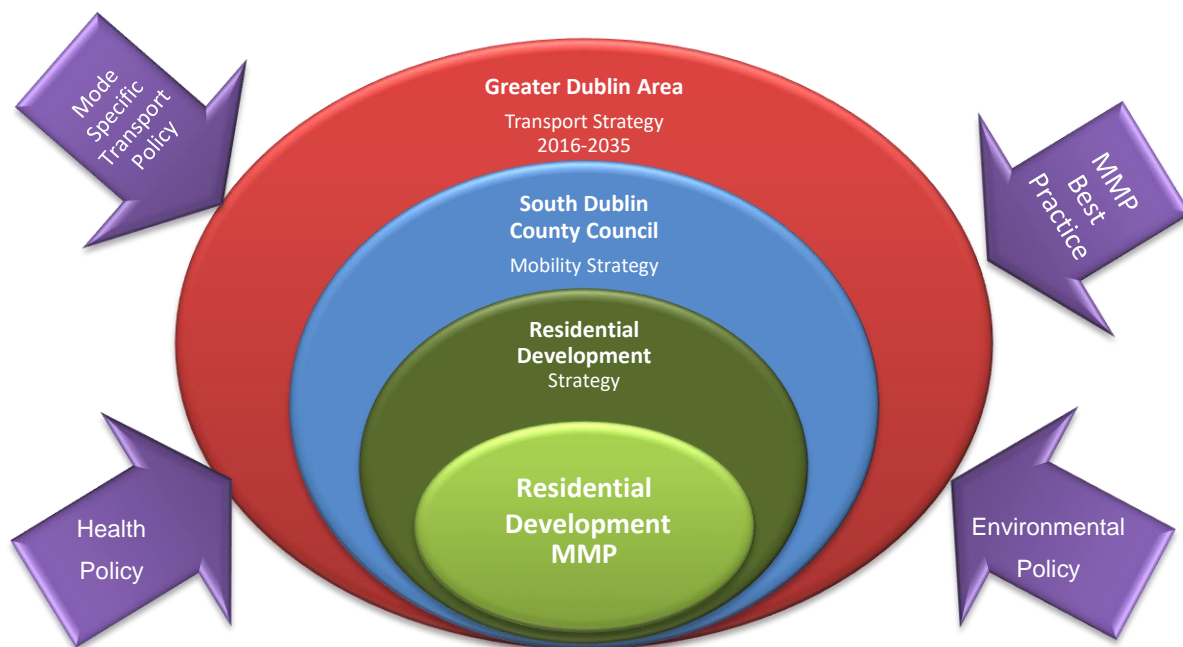
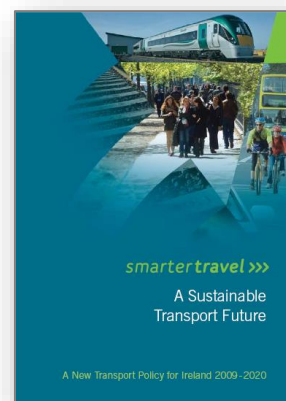


Figure 2.3: MMP Policy Framework and External Influences

National Smarter Travel Policy

2.7.2 'Smarter Travel - A Sustainable Transport Future', was published in February 2009, and represents a new transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport.



2.7.3 The policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, local air pollution, contribution to global warming, and the additional negative impacts to health through promoting increasingly sedentary lifestyles.

2.7.4 The following five key goals form the basis of the Smarter Travel policy document:

- Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks.
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.
- Improve security of energy supply by reducing dependency on imported fossil fuels.

2.7.5 These aims will be achieved through 49 specific actions, which can be broadly grouped into 4 key areas:

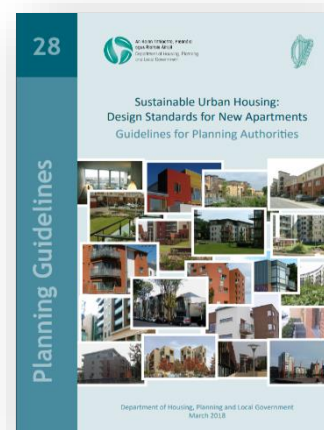
- Actions to reduce distance travelled by private car and encourage smarter travel,
- Actions aimed at ensuring that alternatives to the private car are more widely available,
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies, and
- Actions aimed at strengthening institutional arrangements.

2.7.6 The opportunities and potential benefits that could be achieved by the implementation of an MMP are considered under the policy goal of encouraging Smarter Travel.

2.7.7 The Smarter Travel policy also includes for a comprehensive range of supporting 'actions' including mode specific (e.g. walking, cycling and public transport etc.) and behaviour change initiatives which both encourage and provide for sustainable travel practices for all journeys.

Sustainable Urban Housing: Design Standards for New Apartments – March 2018

2.7.8 This guideline document was produced by the Department of Housing, Planning and Local Government and was updated with the latest version in March 2018. The purpose of this document is to set out standards for apartment developments, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.



2.7.9 With the demand for housing increasing, this means that there is a need for an absolute minimum of 275,000 new homes in Ireland's cities by 2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

2.7.10 These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for

individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'build to rent' or as 'shared accommodation'.

2.7.11 Cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

2.7.12 The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria. There are three types of locations set out that will determine the level of parking provided. The Central and/or Accessible Urban Locations comprise of apartments in more central locations that are well served by public transport. These locations have a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The Intermediate Urban Locations comprise of apartments in suburban/urban locations served by public transport or close to town centres or employments areas. These locations require that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum cap parking standard. The Peripheral and/or Less Accessible Urban Locations comprise of apartments located in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking should generally be required.

2.7.13 For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage.

Transport Strategy for the Greater Dublin Area

2.7.14 Published in 2016 the role of the strategic transportation strategy (2016 to 2035) is to establish appropriate policies and transport measures that will support the Greater Dublin Area in meeting its potential as a competitive, sustainable city region with a good quality of life for all. The strategy seeks to meet:

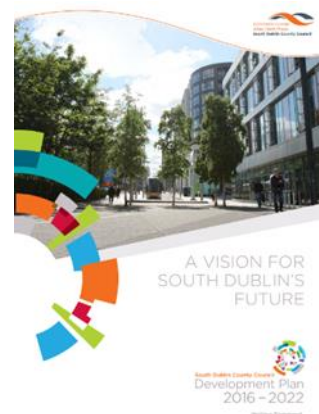


- Economic objectives by reducing delays and improving journey time reliability; Social objectives by improving safety, reducing travel related stress and reducing the adverse impacts of traffic on neighbourhoods; and
- Environmental objectives by giving priority to those means of travel that are less damaging to our natural and built environments.

2.7.15 The strategy acknowledges that there will be only limited enhancements to road capacity; accordingly, some measure of travel demand management (TDM) will be required in the form of (a) Control measures (b) Fiscal measures and (c) Other Complementary measures. One of the most important initiatives that are classified under the theme of Other Complementary measures are Mobility Management Plans.

South Dublin County Council Development Plan 2016-2022

2.7.16 Transport and mobility policy in South Dublin is guided by a comprehensive and coordinated set of national and regional policy documents. National and Regional policy recognises that current transport trends, in particular levels of car use, are unsustainable and that a transition towards more sustainable modes of transport, such as walking, cycling and public transport is required. There are concerns that if current trends continue, congestion will increase, transport emissions will grow, economic competitiveness will suffer and quality of life will decline.



2.7.17 The council will seek to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development.

2.7.18 The Council recognises that new development, both residential and commercial, permitted in line with this Plan will lead to additional trips being generated. The Council will work with the relevant agencies to seek to ensure that as high a proportion as possible would be conducted by sustainable means.

2.7.19 The following objectives have been set out within the plan in order to promote transport and mobility within the County:

TM1 Objective 1: To support and guide national agencies in delivering major improvements to the transport network.

TM1 Objective 2: To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services.

TM1 Objective 3: To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle.

TM1 Objective 4: To prioritise new road construction that provides access to new communities and development areas and supports the economic development of the County.

TM1 Objective 5: To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.

TM1 Objective 6: To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.



3.1 SITE DESCRIPTION

3.2 PROPOSED DEVELOPMENT

3.3 EXISTING TRANSPORT FACILITIES & SERVICES

3.4 PROPOSED TRANSPORT FACILITIES

3.0 SITE DESCRIPTION & EXISTING CONDITIONS

3.1 SITE DESCRIPTION

3.1.1 The subject site is located approximately 11km south-west of Dublin City Centre, 5km south-east from Tallaght Town Centre and offers good access to the M50 Motorway, via Junction 12, located to the north-west of the site. The subject site is bound to the south by Stocking Avenue and to the west by the residential development of White Pines Way. The site is situated in close proximity to the established residential area of Stocking Wood and Stocking Well to the west as well as Woodstown Village, Knocklyon which is approximately 1.8km north-west of the development site

3.1.2 The general location of the subject site in relation to the surrounding road network is illustrated in **Figure 3.1** below, whilst **Figure 3.2** shows the indicative extent of the subject site lands.

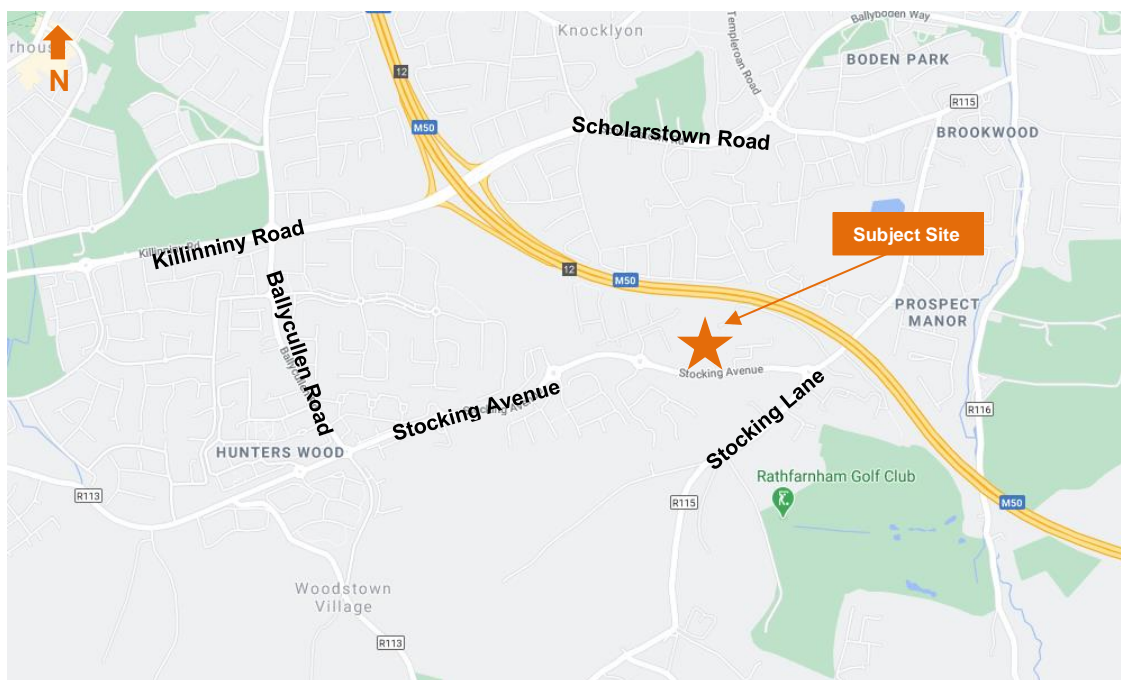


Figure 3.1: Site Location (Source: www.google.ie/maps)



Figure 3.2: Indicative Site Boundary (Source: www.google.ie/maps)

3.2 PROPOSED DEVELOPMENT

- 3.2.1 The proposal is for a residential development of 241 units, 5 apartment blocks and three duplex blocks, located on lands to the northeast of the Stocking Avenue / White Pines Way / White Pines Crescent roundabout in Woodstown, Dublin, comprising 93 no. 1-bed units and 148 no. 2-bed units. The development also comprises 204 no. car parking spaces and 401 no. cycle parking spaces and will be accessed via Stocking Avenue located to the south of the subject development site. The development also includes a community centre of approx. 552 sqm.
- 3.2.2 Further details of the development proposals, including the site layout drawing, are illustrated in the architects' scheme drawings as submitted with this planning application.

3.3 EXISTING TRANSPORT FACILITIES & SERVICES

Road Network

- 3.3.1 Stocking Avenue runs in an east-west direction along the southern site boundary, comprising a two-way single lane carriageway with 3.75m wide traffic lanes in both directions in the vicinity of the site. Stocking Avenue is subject to a speed limit of 50kph with street lighting provided on both sides and traffic calming features in the form of road humps located at intervals along the carriageway.
- 3.3.2 Stocking Avenue connects to a four-arm roundabout junction with Stocking Lane (R115) approximately 300m to the east to the development site.
- 3.3.3 Approximately 1.2km to the west of the subject site, Stocking Avenue connects to a roundabout junction with Hunters Road and Ballycullen Road, which provides onward connections to the M50 Motorway Junction 12 north-west of the site. The M50 Motorway provides strategic network access across the Greater Dublin Area and onward links to the M1 Motorway Northbound and the M11 Motorway Southbound, via Blanchardstown and Sandyford.
- 3.3.4 Stocking Lane (R115) extends in both northern and southern directions, towards the city centre of Dublin (via Ballyboden) and the Dublin Mountains, respectively.
- 3.3.5 Ballycullen Road extends from the roundabout with Stocking Avenue north towards Firhouse Road (R114). It crosses Killinniny Road (R113) at a 4-arm signalized junction, continuing east onto R113, then changing to St. Colmcille's Way where access is provided to the M50 (northbound and southbound) via Junction 12, while to the west access can be gained to Tallaght and south west Dublin.
- 3.3.6 **Figure 3.1** below illustrates the location of the subject site within the context of the existing road network.



Figure 3.1: Existing Road Network (Source: www.google.ie/maps)

Existing Pedestrian and Cycling Facilities

3.3.7 A segregated cycle track and footpath is provided on both sides of Stocking Avenue between the development site and the Stocking Lane /Stocking Avenue junction to the east. Similarly, to the west of the development site a segregated cycle track and footpath are provided on both sides of Stocking Avenue, up to the junction with Ballycullen Road and Hunters Road, as shown in **Figure 3.2** and **Figure 3.3** below.



Figure 3.2: Pedestrian/Cycle Facilities on Stocking Avenue Looking West



Figure 3.3: Stocking Avenue Looking East

- 3.3.8 The Stocking Avenue / White Pines Way/ White Pines Crescent Roundabout was upgraded by applicant under SD14A/0222 to better reflect DMURS guidelines, to provide a safer environment for pedestrians and cyclists while also reducing traffic speeds (i.e. widening the shared pedestrian/cycle crossings, reducing the carriageway widths and reducing the circulating width around the roundabout).
- 3.3.9 In addition to the aforementioned cycle facilities on Stocking Avenue, a segregated southbound cycle tracks is provided on Ballycullen Road, as shown in **Figure 3.4**, while northbound cyclists are required to use the northbound bus lane.

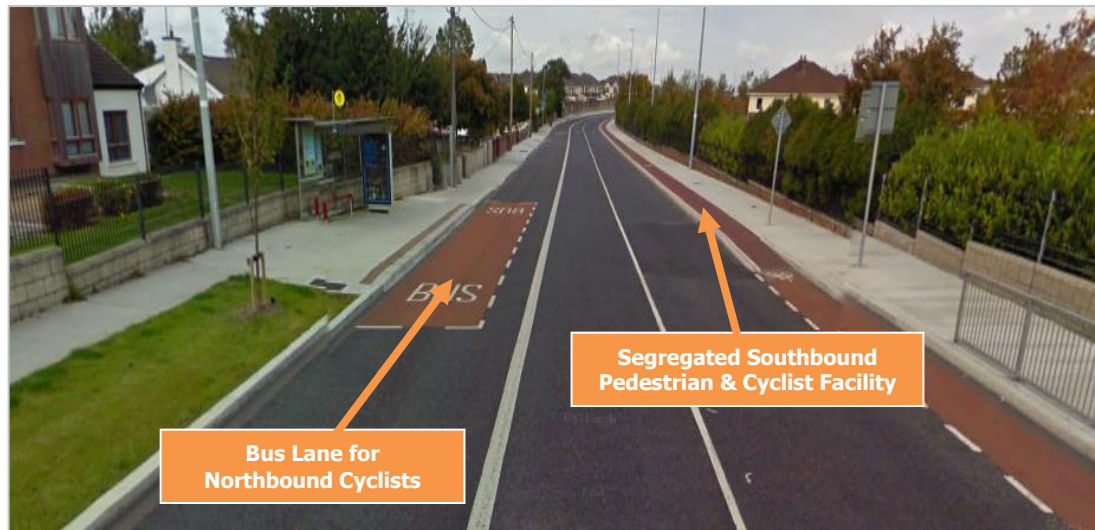


Figure 3.4: Cycling Facilities on Ballycullen Road

3.3.10 Furthermore, there are a variety of cycle facilities available on the surrounding network as illustrated below in **Figure 3.5** which shows the National Transport Authorities' (NTA) Greater Dublin Area Existing Cycle Facilities.

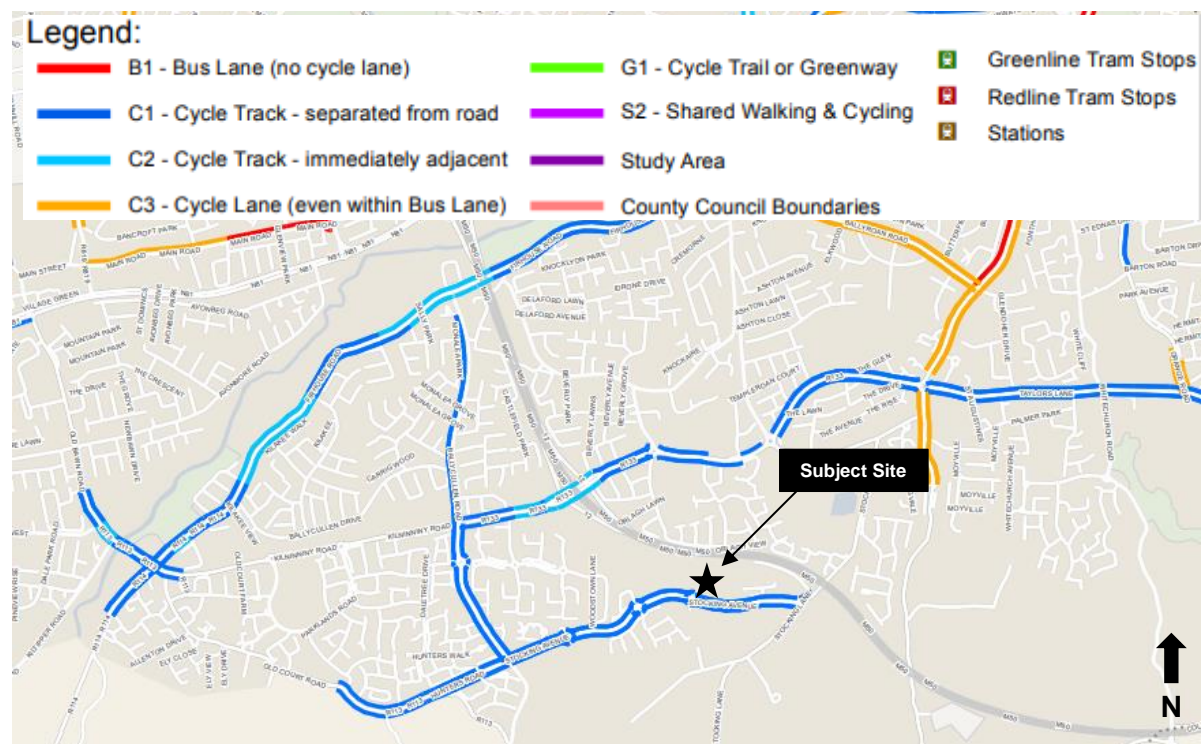


Figure 3.5: Existing Cycle Facilities (Extract of Sheet E6 GDA Cycle Network Plan)

Site Accessibility - Walking

3.3.11 Existing walking time isochrones from the development site are shown in **Figure 3.6**, which illustrates the high levels of accessibility for pedestrians walking to/from the site. The walking time isochrones illustrates that food supermarkets and St Colmcille's Community School are within a **30 minute** walking distance, and Sancta Maria College, Ballyroan Boys National School, Scoil Naomh Padraig and Colaiste Eanna C.B.S are within a **45 minute** walking distance.

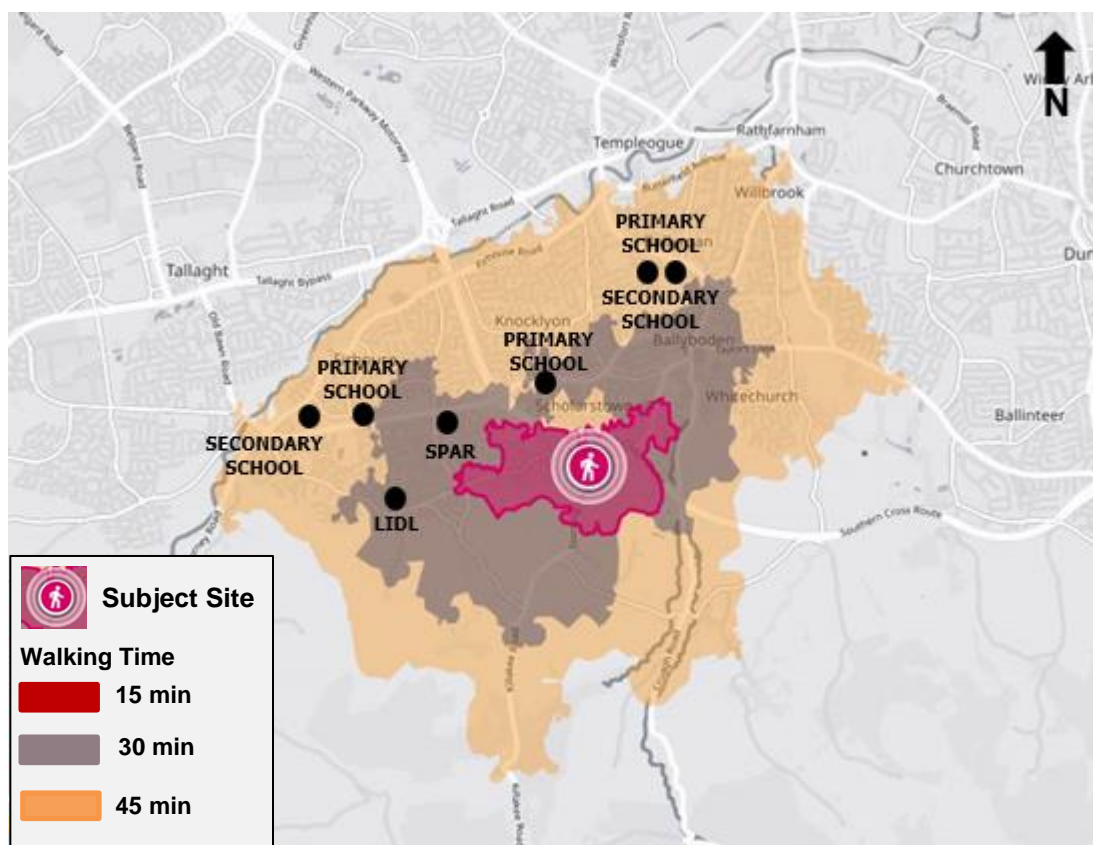


Figure 3.6: Walking Isochrones from the Subject Development Site (Source: Traveltime.com)

Site Accessibility - Cycling

3.3.12 The cycling time isochrones from the development site were created and are shown in **Figure 3.7** below, which illustrates that Tallaght is within a **15 minute** cycling distance from the subject site, whereas, Rathfarnham, Dundrum, Saggart are within a **30 minute** cycling distance and Brittas, Clondalkin, Sandyford, Blackrock and Dublin City Centre are within a **45 minute** cycling distance from the proposed development site entrance.

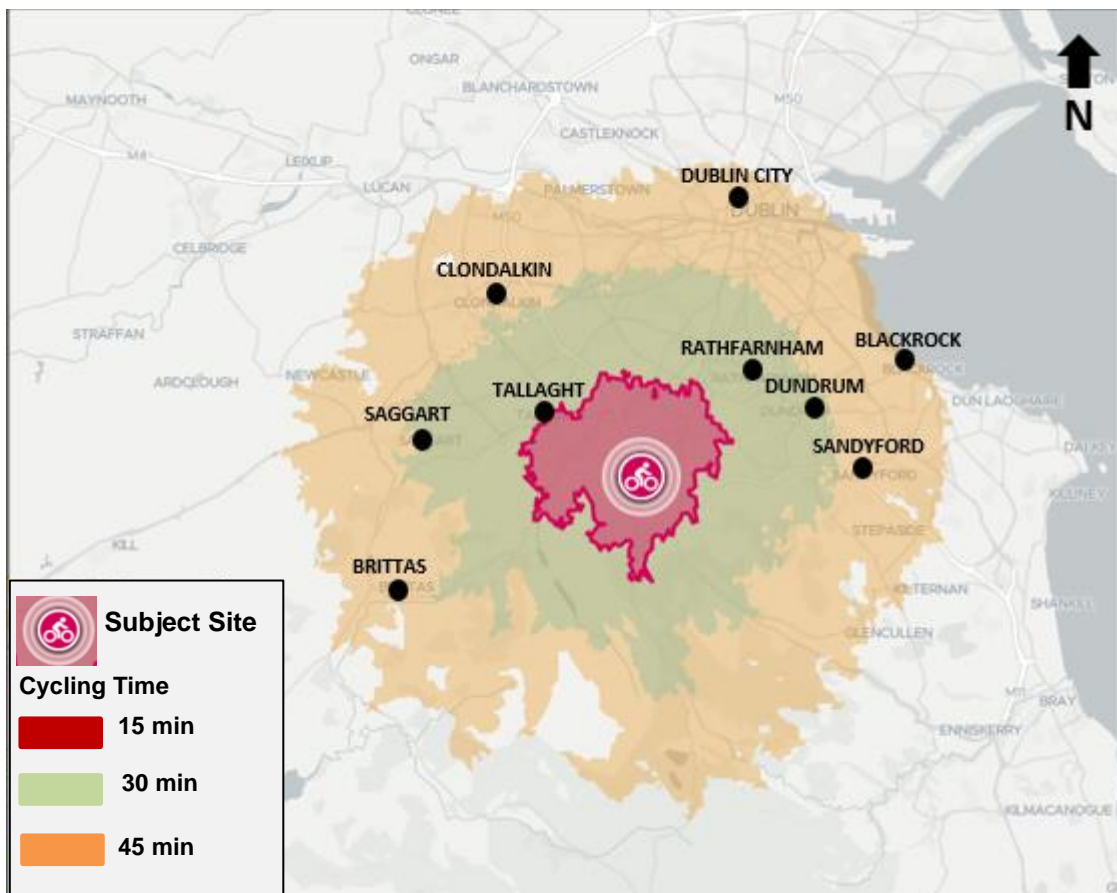


Figure 3.7: Cycling Isochrones from the Subject Development Site (Source: Traveltime.com)

Site Accessibility – Public Transport & Walking

3.3.13 Regarding public transport accessibility, the subject site currently benefits from bus services in close proximity to the site as outlined in the previous section. In order to obtain realistic journey times, the following maps give travel times during AM peak time hours, in this case 8.00am on a Tuesday. The public transport time isochrones from the development site were created and are shown in **Figure 3.8** below, illustrates that Tallaght, Rathfarnham, Rathmines and Portobello are within a **30 minute** public transport distance and Crumlin, Dundrum and Dublin City Centre are within a **45 minute** public transport distance from the proposed development site entrance.

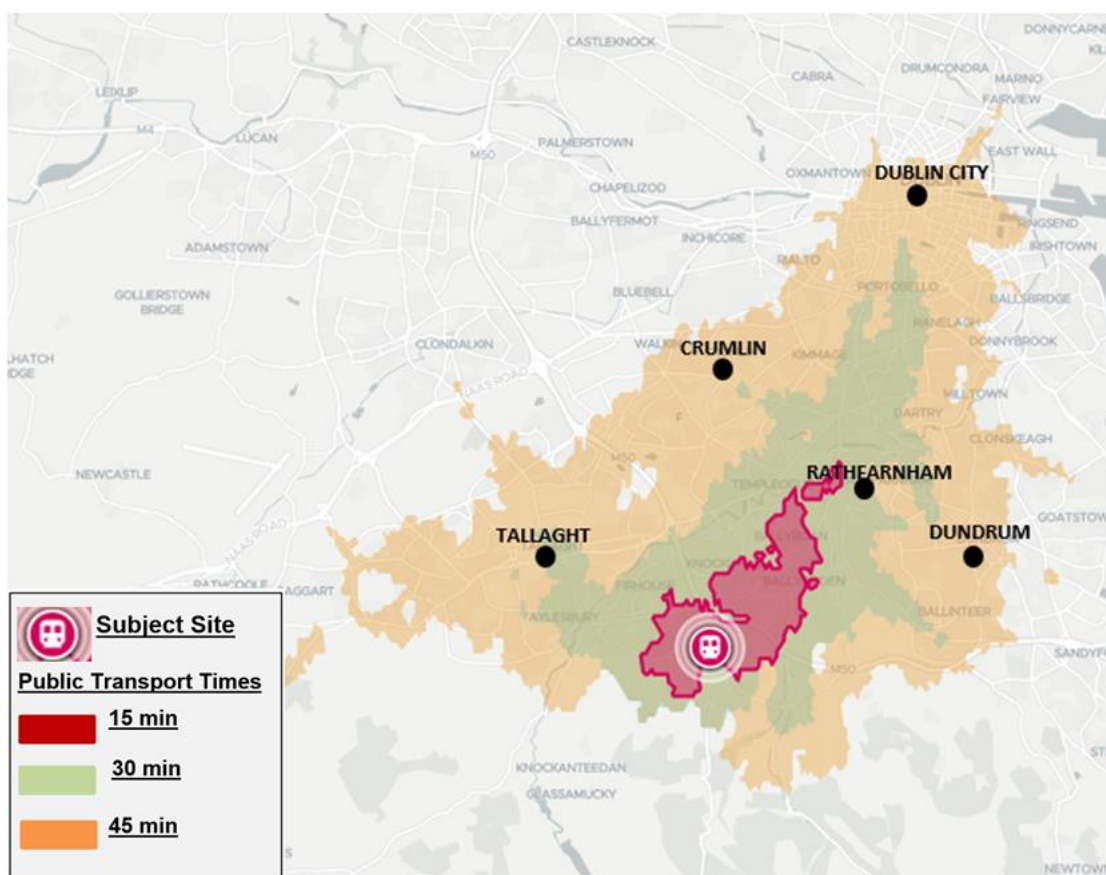


Figure 3.8: Public Transport Isochrones from the Subject Development Site

(Source: Traveltime.com)

Public Transport – Bus

3.3.14 Dublin Bus Route 15b travels along Stocking Avenue with bus stops located to the south boundary of the site along Stocking Avenue (approx. 1min walking). Dublin Bus Route 15 travels along Ballycullen Road with bus stop facilities available approximately 1.2km to the west of the subject site. Dublin Bus Route 65b travels along Ballycullen Road with bus stop facilities available approximately 2.0km to the northwest of the subject site. Go Ahead Bus Route 161 travels along Edmondstown Road with bus stop facilities available approximately 1.2km to the east of the subject site. Go Ahead Bus Route 175 travels along Scholarstown Road with bus stop facilities available approximately 1.8km to the northwest of the subject site. **Figure 3.9** below provides details of the above bus routes and the closest bus stop opportunities available to the subject development site.



Figure 3.9: Existing Dublin Bus Routes and walking distance from Bus Stops

(Source: www.google.ie/maps)

3.3.15 All of the routes operate daily as summarised in **Table 3.1**. Route 15b, which travels along Stocking Avenue directly passing the subject development site provides convenient connections to and from Rathfarnham, Rathgar, City Centre and Grand Canal Dock. Additional areas can be accessed via the number 15 route with connections to/from Knocklyon, Templeogue, Rathgar,

City Centre, Fairview, Coolock and Clongriffin available. Route 65b offers connections to/from the City Centre, Rathmines, Terenure, Templeogue, Old Bawn and Citywest. Route 161 offers connections to/from Dundrum, Nutgrove, Ballyboden and Rockbrook. Route 175 offers connections to/from Citywest, Old Bawn, Marley Park, Dundrum and UCD.

Route Number	Route	Monday – Friday	Saturday	Sunday
15	Clongriffin - Ballycullen Rd	8 - 12	15	15
15b	Grand Canal Dock (Benson St.) - Stocking Ave	15	15	20 - 30
65b	Poolbeg St. - Citywest	60	60	60
161	Dundrum - Rockbrook	8 Times Daily	-	-
175	Kingswood Ave. - UCD	20 -30	40 - 60	60

Table 3.1: Dublin Bus Service Average Frequency (In minutes)

3.4 LOCAL AMENITIES

- 3.4.1 The proposed development site is well placed in terms of proximity to local amenities including schools such as Edmondstown National School, Rockbrook Park School, St Colmcille's Community School, Sancta Maria College, Ballyroan Boys National School, Scoil Naomh Padraig, Colaiste Eanna C.B.S, Firhouse Educate Together National School, South Dublin Music School, Firhouse Community College and Holy Rosary Primary School. Additionally, the site is also conveniently situated close to Woodstown Shopping Centre and LIDL approximately 1.8km to the north-west.
- 3.4.2 In terms of leisure facilities, the subject site is approximately 950m and 2.3km to the east of Rathfarnham and Edmondstown Golf Clubs respectively, while Firhouse Community & Leisure Club is situated approximately 2.5km west of the development site. There are a number of health care facilities in close proximity to the site, including medical clinics in Woodtown village centre and Ballycullen west of the development, while the Bloomfield Health Service is located in the vicinity of the development to the east. **Figure 3.10** below show indicatively the subject site's location in relation to the aforementioned local amenities. There is a proposed retail unit, White Pines Retail, that is currently under construction and when completed will be situated approximately 100m west of the development site.

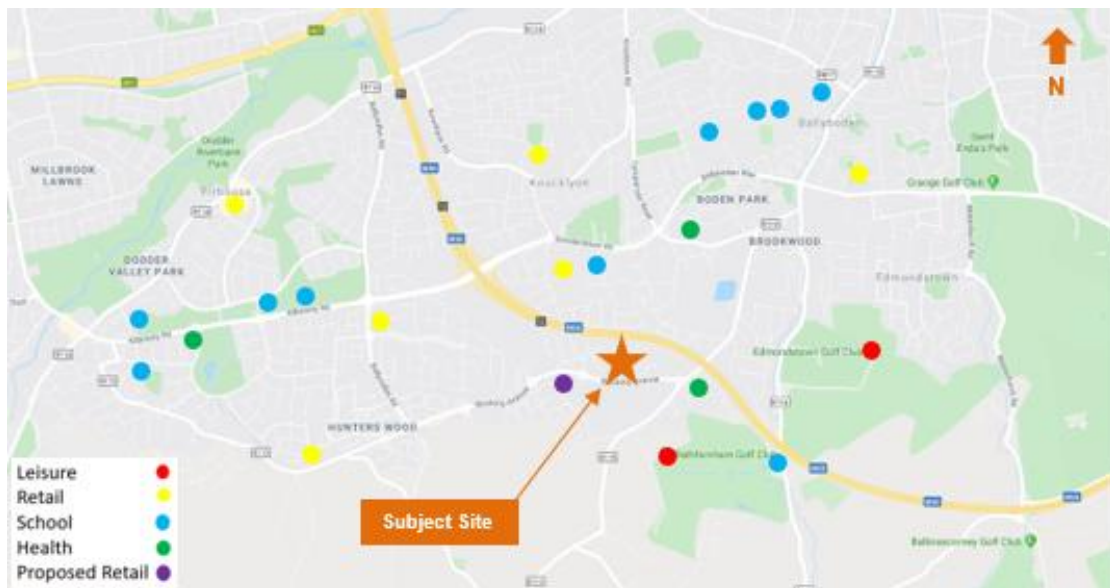


Figure 3.10: Subject Site Area Local Amenities

3.4.3 **Figure 3.11** below illustrates the walking and cycling linkages from the subject site to the amenities within the surrounding area as well as the travel time for these modes.

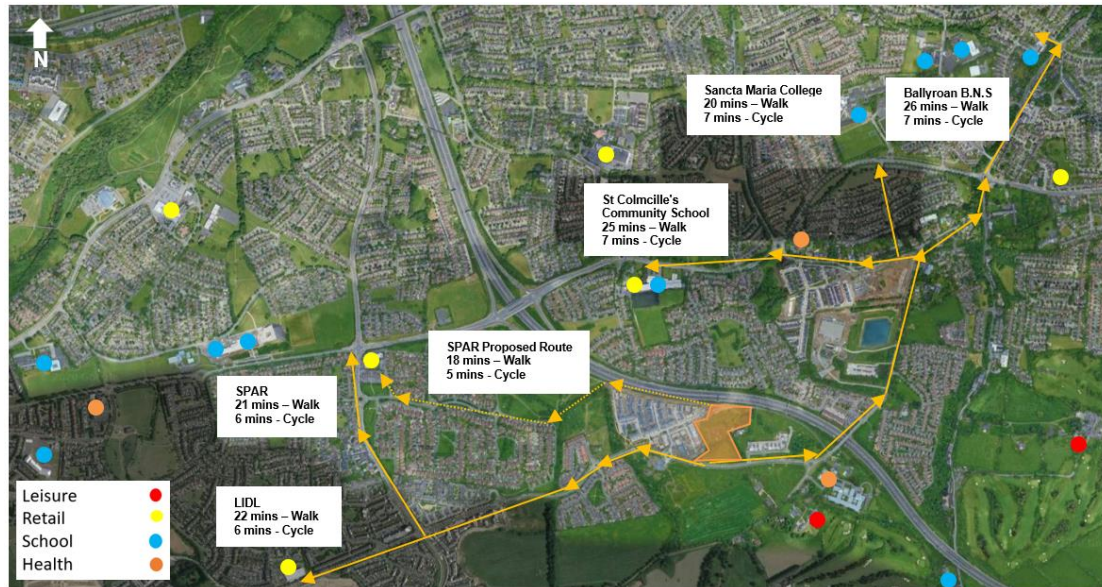


Figure 3.11: Subject Site Area Local Amenities

3.5 PROPOSED TRANSPORT FACILITIES

Ballycullen-Oldcourt Local Area Plan Transport Initiatives

3.5.1 The Ballycullen-Oldcourt LAP (2014) includes proposals for the provision of road infrastructure upgrades along with upgraded/new pedestrian and cycle facilities within the LAP area as shown in **Figure 3.12** and summarised as follows:

- Roundabouts along Stocking Avenue to be upgraded to signal controlled junctions;
- The construction of the "Oldcourt Main Link Street" which will serve the subject development and future developments within the Oldcourt Lands. It will connect Bohernabreena Road to the west with Oldcourt Road to the east;
- Pedestrian/Cycle Connections linking the subject site with the neighbouring residential areas to the west; and
- Pedestrian Crossing facilities at various locations along Stocking Avenue.

3.5.2 It is noted that the Stocking Avenue roundabout, located to the southwest of the site is indicated in the LAP to be removed or signalised. However, this roundabout was upgraded as part of the planning application SD14A/0222, to better reflect DMURS guidelines, providing a safer environment for pedestrians and cyclists while also reducing traffic speeds. Based on discussions with SDCC Roads Department throughout the pre-planning stages, it is understood that the roundabout would not be removed/signalised in the near future.

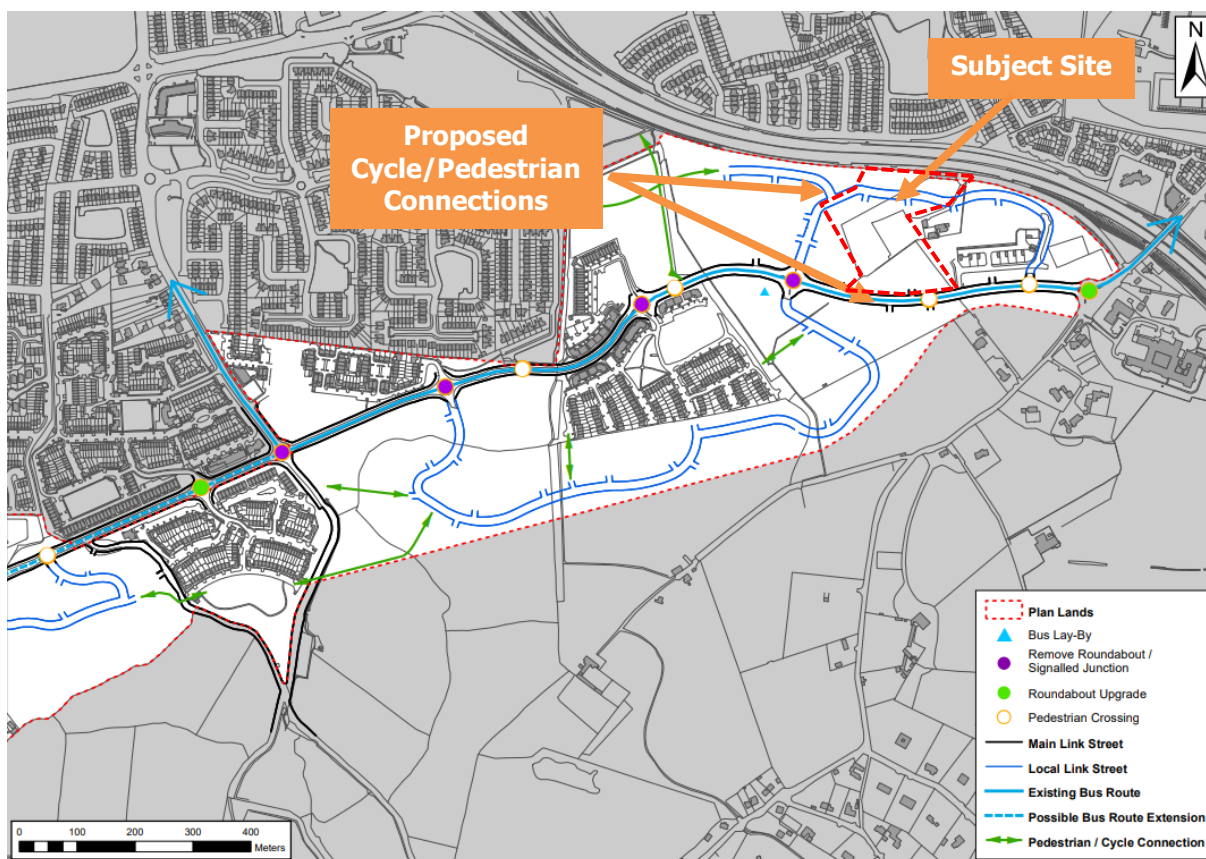


Figure 3.12: Infrastructure Proposals (Extract from Ballycullen – Oldcourt LAP)

GDA Cycle Network Proposals

3.5.3 The subject site is located within the "Dublin South West Sector" as outlined within the Greater Dublin Area Cycle Network Plan (published by the NTA in 2013). The Sector *"extends outward from the twin corridors of Camden Street and Clanbrassil Street in the city centre, through the inner suburbs of Rathmines and Harold's Cross, to serve the areas of Terenure, Kimmage, Walkinstown, Tallaght, Firhouse and Rathfarnham."*

3.5.4 There is a feeder route proposed along Stocking Avenue which will provide a connection to Secondary Route SO6 to the west and Secondary Route 10 to the east. According to the GDA, the proposals include upgrades to the Orbital Cycle Route SO6 between Scholarstown and Old Bawn via the Ballycullen area and upgrades to the Radial Cycle Route 10 along from Portobello Bridge on the Grand Canal along Rathmines Road and Rathgar Road to Terenure Cross.

3.5.5 In the vicinity of the subject site, the Plan proposes the following route additions as indicated on **Figure 3.13** below:



Bus Connects

3.5.7 Under the BusConnects proposals, the following routes will serve Ballycullen and the subject site and are shown below in **Figure 3.14**:

- 3.5.8 The number 85 bus route, proposed under BusConnects, runs from Tallaght to the City Centre via Ballyboden, Rathfarnham, Harold's Cross and on to Parnell Square. This route is proposed to operate with a frequency of 10-15 minutes along Stocking Avenue and is directly adjacent the subject development site (approx. 1 min walk). This new bus route provides the subject development site with direct access to Tallaght, a

proposed transport hub/key interchange between several radial and orbital services, along with the LUAS Red Line which offers an alternative means of travelling to the city centre.

- 3.5.9 The A1 bus route runs from Ballycullen to Beaumont via City Centre. This route is proposed to run along Ballycullen Road, approximately 1.2km west of the subject development, with services proposed to operate with a 10-15 minutes frequency.

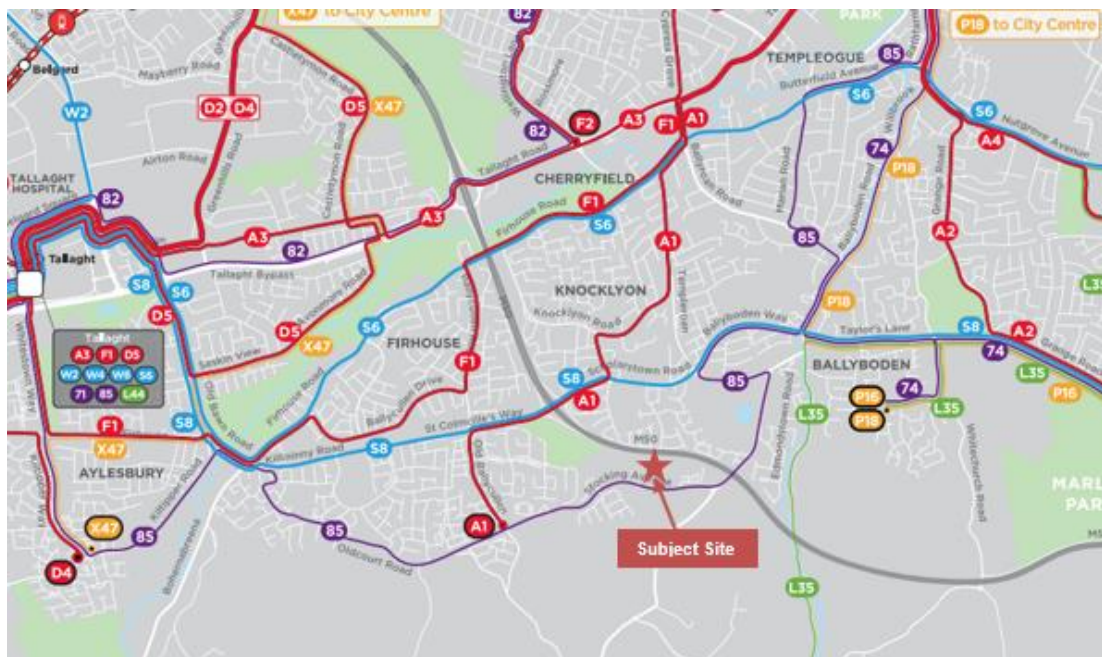


Figure 3.14: Proposed BusConnects Services *(Extract: BusConnects' Revised Bus Network 2019, Big Picture Map)*



CHAPTER 4

Commuter Trends & Transport Needs

4.1 INTRODUCTION

4.2 SUBJECT SITE PROPOSED MODAL SPLIT

4.0 COMMUTER TRENDS & TRANSPORT NEEDS

4.1 INTRODUCTION

- 4.1.1 It is important where feasible to establish travel trends and area specific transport needs when initially developing an MMP. The subject site is located within a primarily residential area although there are other land uses nearby within walking distances such as schools, retail, employment and leisure.
- 4.1.2 This parking provision for the Apartment (PRS/BTR) Units will be below the recommended SDCC Parking Standard (1 parking spaces per unit), as a provision of 0.80 parking spaces per unit is proposed. This parking provision has been determined with reference to the Sustainable Urban Housing Design Standards guidance which promotes reduced car parking provision within appropriate locations where adequate public transport is available. Accordingly, this MMP has the aim of encouraging sustainable travel to and from the site.
- 4.1.3 The subject development site is well placed in terms of the availability of local amenities. There are a number of schools within walking distance of the subject site including Coláiste Éanna C.B.S., Ballyroan Boys National School, St Colmcilles Community School, Scoil Naomh Padraig, Sancta Maria College and Edmondstown National School. Furthermore, the subject site benefits from good access to leisure facilities such as public parks, GAA Clubs, and retail facilities.
- 4.1.4 It is necessary to predict the nature of the proposed traffic to / from the site and investigate whether it is possible to influence the modal split of the commuters from the proposed development.
- 4.1.5 Varying demographic profiles that have an immediate impact on the traffic network are commuters commuting to / from home as well as other journeys such as school pick up / drop off and shopping trips. These can have their trip patterns influenced. Visitors are more difficult to influence in their trip patterns as they can be unpredictable.
- 4.1.6 In general, the current modal split for the Greater Dublin Area is indicated in the figure below (source: National Household Travel Survey 2018): -

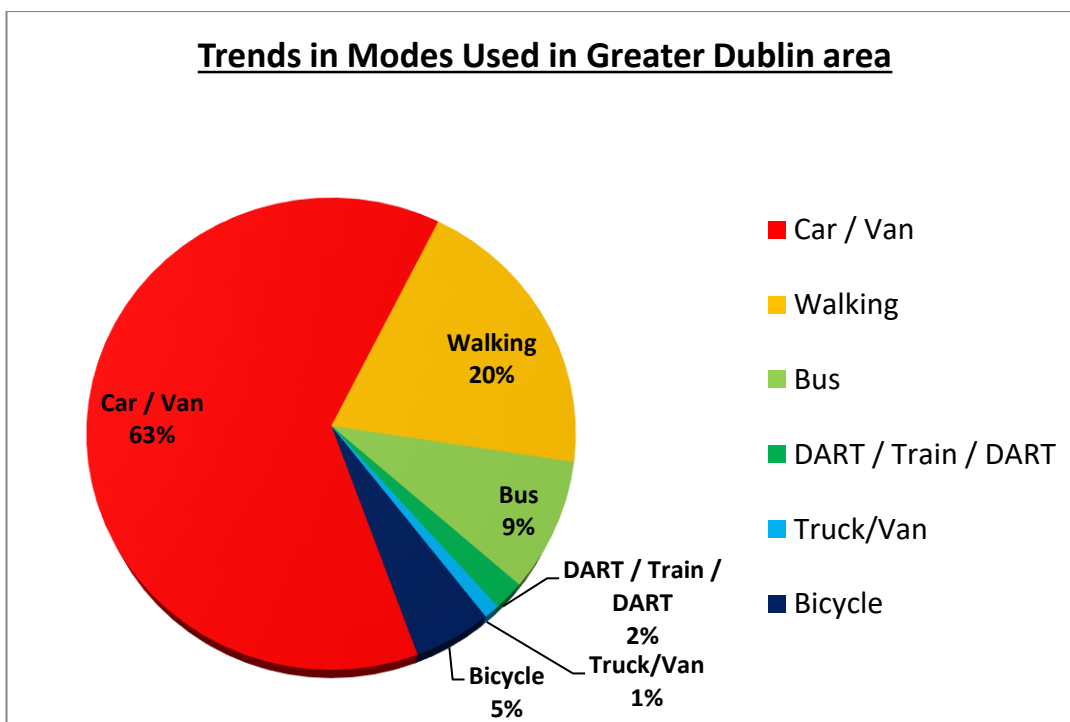


Figure 4.1: Current Modal Split in Greater Dublin Area (2012) (source: www.nationaltransport.ie)

4.1.7 The above modal split data has been investigated further with **Table 4.1** below summarising the modal split based on the types of trips undertaken (i.e. shopping, leisure, work, education etc.). The above data reflects existing trip-based information for residential households.

	Work/ Business	Education	Shopping	Social	Return home	Personal	Other
Truck/Van	2%	0%	0%	0%	1%	0%	0%
DART/Train/ LUAS	3%	0%	1%	2%	2%	1%	2%
Bus/Coach	12%	10%	7%	7%	9%	5%	4%
Car	65%	62%	65%	64%	62%	44%	82%
Bicycle	7%	4%	1%	5%	5%	3%	4%
Walk	11%	23%	24%	22%	20%	48%	7%

Table 4.1: Purpose of Trip based on Modal Split in Greater Dublin Area (2018) (source: www.nationaltransport.ie)

4.2 SUBJECT SITE PROPOSED MODAL SPLIT

4.2.1 It is considered that an appropriate aim of the MMP would be to minimise the level of car trips from the subject site and promote sustainable modes of travel. '*Smarter Travel - A Sustainable Transport Future*' outlines that a national transport policy exists to set a maximum of 45% of trips to be car-based by 2020, which sets an initial target for this MMP's travel trends to be analysed against. The key target of this MMP will therefore achieve a minimum modal split of 60% of all trips undertaken to and from the development by sustainable modes of travel. The MMP would subsequently seek to transfer any potential 'car' based trips onto the following modes / travel options:

- Bus
- Cycle
- Walking, and
- Car Sharing

4.2.2 In order to develop an understanding for the existing travel trends within the area of the subject development site, the 2016 CSO travel data was reviewed. This data illustrates how residents within the surrounding residential estates are travelling to work/college or school. **Figure 4.3** below illustrates the existing baseline modal split trends within the surrounding Small Areas of the subject site. This was chosen to provide travel trends for these areas as a collective within the Central Statistics Office's SAPMAP using 2016 census data. The area from which data is derived for this analysis is shown in **Figure 4.2** below.

4.2.3 The local residential areas analysed include the following:

- 1 – White Pines / Stocking Well
- 2 – Stocking Wood
- 3 – Abbots Grove / Dalriada
- 4 – Woodstown Abbey
- 5 – Woodstown Vale
- 6 – Woodstown Meadow
- 7 – Woodstown Park
- 8 – Woodstown Gardens
- 9 – Woodstown Crescent
- 10 – Wood Town

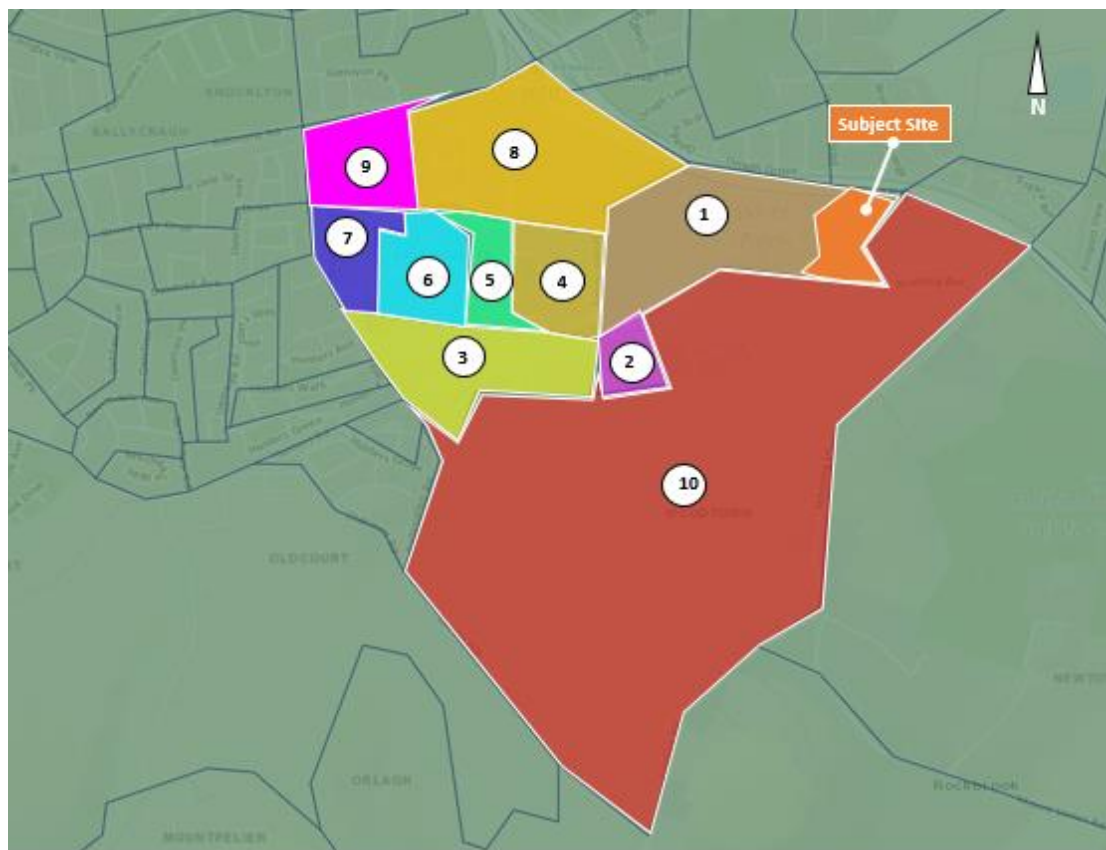


Figure 4.2: 2016 CSO SAPMAP Surrounding Small Areas

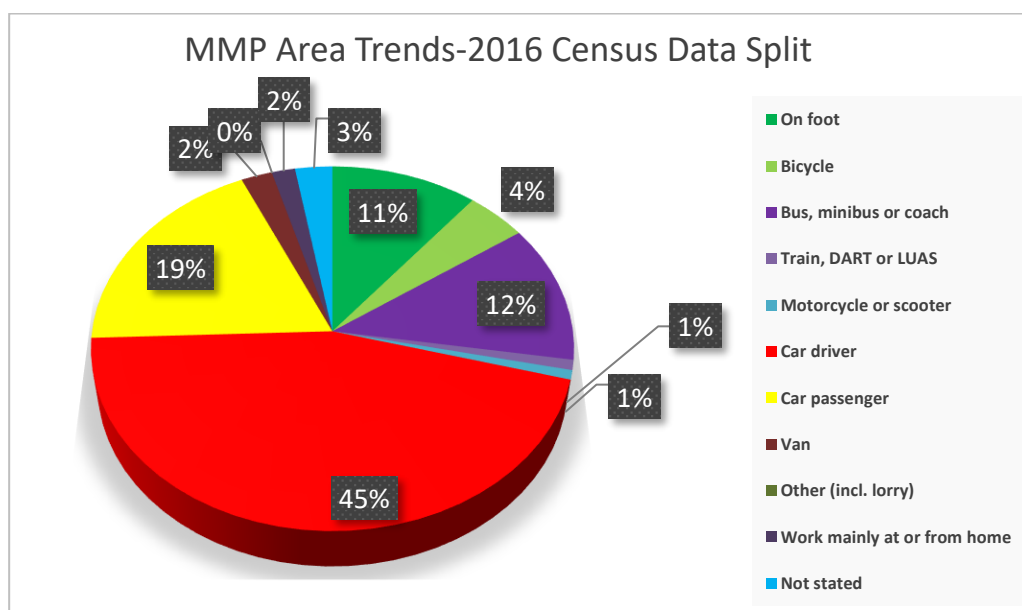


Figure 4.3: 2016 Modal Split for the Electoral Division Area

- 4.2.4 **Figure 4.3** above highlights the existing travel trends within the residential areas surrounding the site. This graph shows the overall travel trends for trips both to Work and to School/College combined. The modal split observed shows that a high percentage of trips are currently undertaken by sustainable travel modes, which helps form a baseline for sustainable travel trends to be based upon.
- 4.2.5 **Figure 4.4 and Figure 4.5** below illustrates the MMP 1st Year Target and 5-year Modal Split Target respectively, which have been set out for the proposed development site.

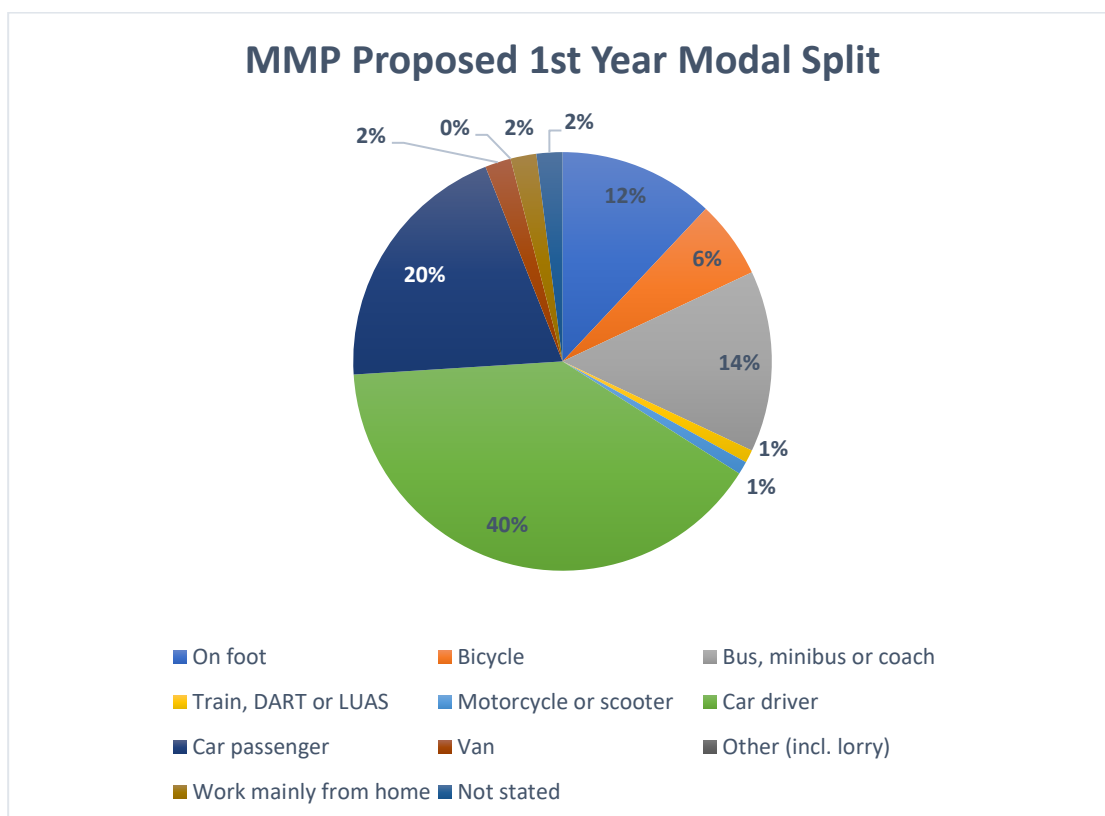


Figure 4.4: MMP 1st Year Modal Split Target

- 4.2.6 **Figure 4.4** shows a slight adjustment from base travel trends observed in **Figure 4.3**, with the strategy in place to create a modal split shift towards more sustainable options such as walking, cycling and buses for trips undertaken to work, school and college. Bus and cycling trips undertaken for these purposes would supplement vehicle trips, and allows the development to meet *SmarterTravel*/national transport policies which state "a maximum of 45% of trips are to be car-based by 2020."

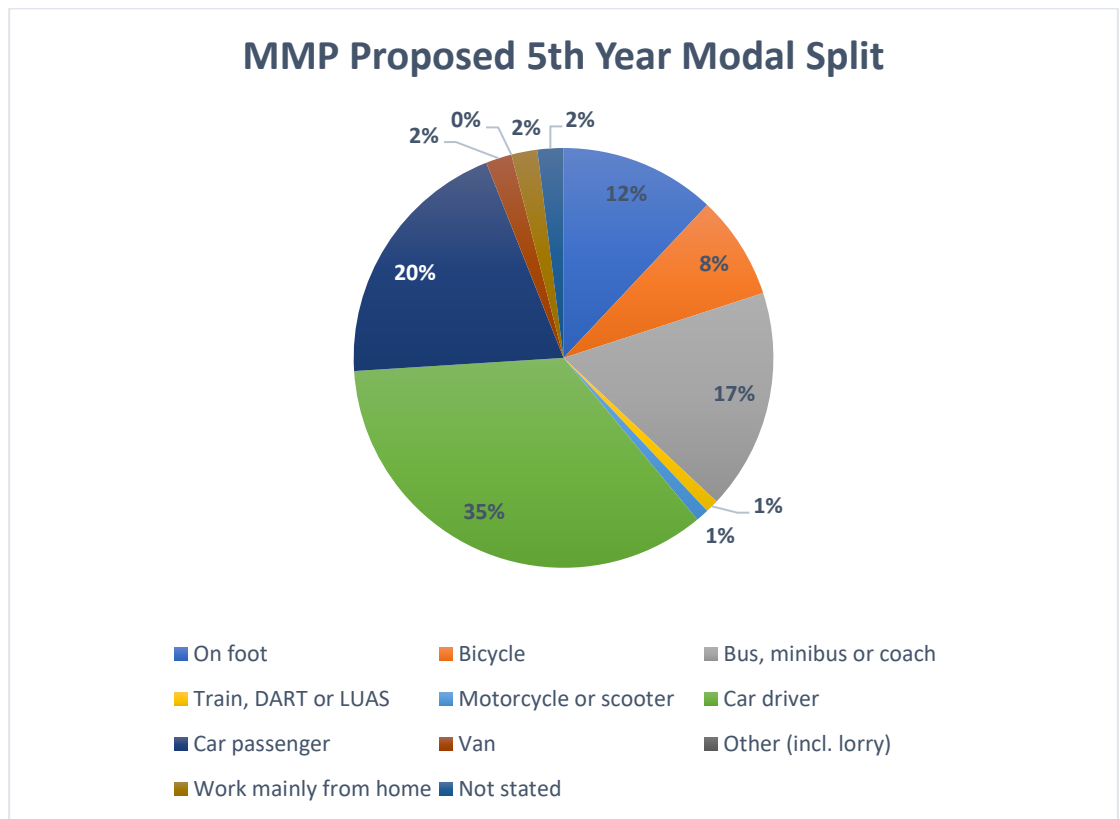


Figure 4.5: MMP 5-Year Modal Split Target

4.2.7 **Figure 4.5** above shows a modal split which moves further away from private car reliance for trips, and aims to further reduce car based trips undertaken, in accordance with *SmarterTravel* policies. These trips are supplemented with public transport trips, walking and cycle trips, as upgrades and changes to these networks are likely to have been undertaken in this future scenario, facilitating the residents to take up these modes of transport more comfortably.

4.2.8 **Table 4.2** outlines the proposed target modal splits as reference above.

Mode of Travel	Local Area Mode Split (Census, 2016)	MMP 1 st Year Target (2022)	MMP 5-year Target (2027)
On Foot	11%	12%	12%
Bicycle	4%	6%	8%
Bus/Minibus/Coach	12%	14%	17%
Train/DART/LUAS	1%	1%	1%
Motorcycle/Scooter	1%	1%	1%
Car Driver	45%	40%	35%
Car Passenger	19%	20%	20%
Van	2%	2%	2%
Other (incl. lorry)	0%	0%	0%
Work mainly at/from home	2%	2%	2%
Not Stated	3%	2%	2%

Table 4.2: MMP Year 1 and Year 5 Targets



5.1 INTRODUCTION

5.2 MMP OBJECTIVES

5.3 MMP ACTIONS & TARGETS

5.0 OBJECTIVES & TARGETS

5.1 INTRODUCTION

- 5.1.1 In order to measure the ongoing success of the Mobility Management Plan and its various measures, it is important that a series of objectives are set in conjunction to a range of associated targets. The proposed objectives and targets are set out in this section of the MMP.

5.2 MMP OBJECTIVES

- 5.2.1 The overall aim of this MMP is to reduce the dependency on the use of the private car by increasing residents and visitors awareness to the other travel alternatives available.
- 5.2.2 To support this principal objective, several sub-objectives have been set out:
- (a) Minimise private car use by encouraging people to walk, cycle, use public transport, car share;
 - (b) Raise awareness amongst all residents and visitors to the sustainable transport options available to them;
 - (c) Encourage the use of sustainable modes of transport;
 - (d) Encourage the most efficient use of cars and other vehicles;
 - (e) Reduce any transport impacts of the development on the local community;
 - (f) Promote walking and cycling as a health benefit to residents;
 - (g) Managing the ongoing development and delivery of the Mobility Management Plan with future residents;
 - (h) Promoting smarter education and living practices that reduce the need to travel overall; and
 - (i) Promote healthy lifestyles and sustainable, vibrant local communities.
- 5.2.3 The above objectives can be achieved through the integrated provision of hard and soft initiatives. Soft measures include the distribution of important information regarding:
- Route, timetable and ticketing information for bus and train services;

- The location and most convenient routes to / from local services (e.g. shops, medical facilities and schools etc.);
- Cost data comparing public transport and private car journeys; and,
- The health benefits of walking and cycling to include safety advice.

5.2.4 While 'harder' measures include:

- Car Parking Provision and Management Strategy
- Car Pooling
- Bike Rental Schemes

5.2.5 Without such information, some people may choose the perceived option available to them which is often perceived to be the car, even if from a cost and duration of journey perspective this may not be the case.

5.2.6 Similarly, if a resident is unaware of the availability of local shops and services, they may choose to travel a greater distance than necessary in order to access a service.

5.2.7 Accordingly, the objectives of this MMP can therefore be summarised as follows:

- Consider the needs of residents in relation to accessing facilities for education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances; and
- Develop good urban design by ensuring permeability of the development to neighbouring areas and provision of cycle facilities including storage.

5.3 MMP ACTIONS & TARGETS

5.3.1 Targets are important as they give the MMP direction from its inception, providing measurable goals. When setting site-specific targets, it is important that they are 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound) in order that the outcome can be quantified and an assessment of what the MMP has or will achieve can be made.

5.3.2 Since the overall aim of the MMP is to minimise reliance upon the private car, it is appropriate to set a target which relates to this objective. It is

also necessary to collect data to identify and understand the baseline travel habits, against which the MMP's progress can be measured. It is recommended that residents' questionnaires are circulated once the site reaches 90% occupancy. These questionnaires will establish the baseline travel data for the subject site.

5.3.3 The Mobility Management Plan's initial actions (**A**) are set out below:

A1 – The appointment of a Mobility Manager prior to occupation of the site;

A2 – Provision of an MMP website and app that includes information on all travel opportunities from the site that is made available to all residents prior to site occupation;

A3 – In consultation with key stakeholders including the local authority, continually develop, implement, monitor, evaluate and review the progress of the MMP towards achieving the targets;

A4 – To undertake a baseline travel survey when 90% of the residential units are occupied;

A5 – To Establish Car Parking Strategy/Plan

A6 – To update modal split targets which can be reviewed once the baseline travel characteristics are established.

5.3.4 The Mobility Management Plan's principal targets (**T**) are set out below:

T1 – To support the residential development as a sustainable development;

T2 – To provide sustainability in all ways including cost, health and environment – reducing the impact on traffic congestion and air quality;

T3 – To achieve a 95% resident awareness of the MMP and its aims and objectives;

T4 – To facilitate and encourage greater use of sustainable transport modes (walking, cycling, public transport) in preference to the use of the private car;

T5 – Achieve the identified modal split travel targets.

- 5.3.5 The above targets will be achieved by introducing an integrated package of measures that focus on promoting travel to and from the proposed development by sustainable modes of transport as a viable alternative to the private car. These means and supporting strategies will seek to encourage residents and visitors to consider lower carbon travel alternatives in everyday journeys. The interim mode split targets for the subject site are set out in **Table 5.1**.

Mode of Travel	Local Area Mode Split (Census, 2016)	MMP 1 st Year Target (2022)	MMP 5-year Target (2027)
On Foot	12%	12%	12%
Bicycle	4%	6%	8%
Bus/Minibus/Coach	12%	14%	17%
Train/DART/LUAS	1%	1%	1%
Motorcycle/Scooter	1%	1%	1%
Car Driver	44%	40%	35%
Car Passenger	20%	20%	20%
Van	2%	2%	2%
Other (incl. lorry)	0%	0%	0%
Work mainly at/from home	2%	2%	2%
Not Stated	2%	2%	2%

Table 5.1 Interim Mode Share Targets for the residential development

- 5.3.6 The above targets are intended to be both realistic and aspirational and to act as a motivation for the MMP in general whilst remaining attainable. These targets are subject to ongoing revision following the completion of the baseline surveys (and subsequent surveys) once the site is occupied and the input of the MMP's key stakeholders.



CHAPTER 6

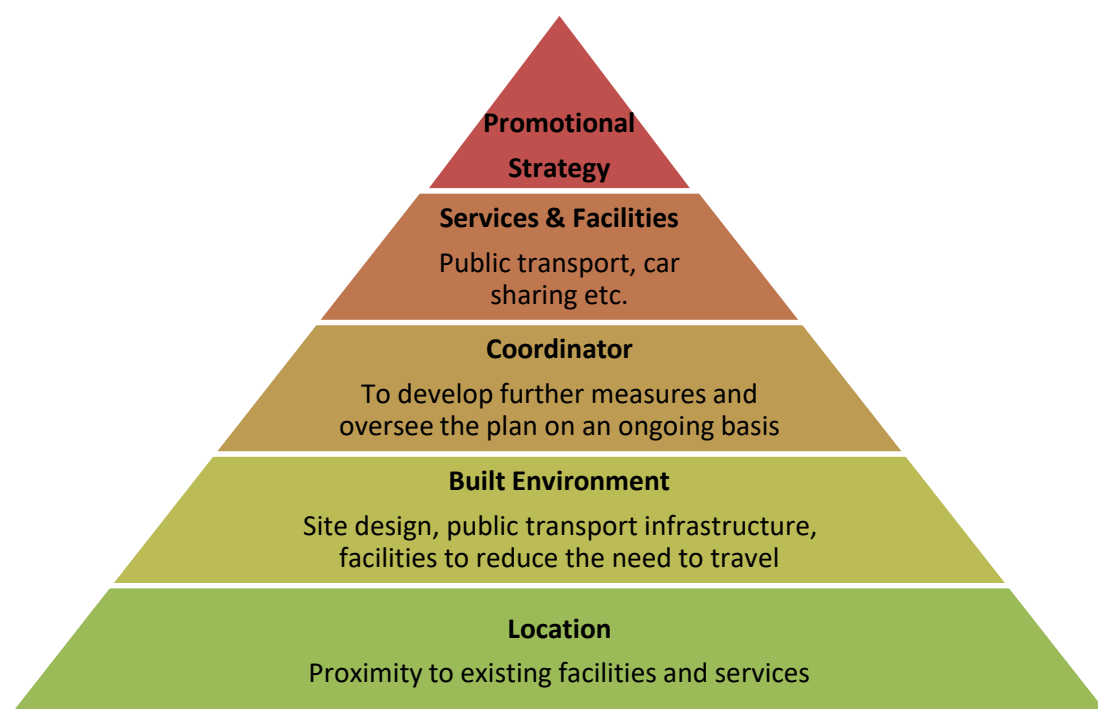
MMP Measures

- 6.1 INTRODUCTION**
- 6.2 MODE SPECIFIC MEASURES**
- 6.3 MANAGEMENT &
MONITORING MEASURES**
- 6.4 MARKETING & PROMOTION
MEASURES**

6.0 MMP MEASURES

6.1 INTRODUCTION

- 6.1.1 Mobility Management Plans have a wide range of possible “hard” and “soft” tools from which to choose from with the objective of influencing travel choices. The following section introduces potential strategy measures that could be considered at the subject residential development. The range of initiatives discussed here is by no means exhaustive, but is indicative of the kind of measures available and the processes and resources required to implement them.
- 6.1.2 The 5 tier Travel Plan Pyramid below has been developed to illustrate the key elements of a successful Mobility Management Plan. (Reference: *Good Practice Guidelines: Delivering Travel Plans through the Planning System*, DfT (UK), 2009)



- 6.1.3 Accordingly, the MMP is organised as a series of integrated sub-strategies covering the different modes of travel and associated management and awareness related issues to all modes.
- 6.1.4 Shown in **Figure 6.1** is the Action Plan Strategies to be set out for the proposed residential and commercial development.

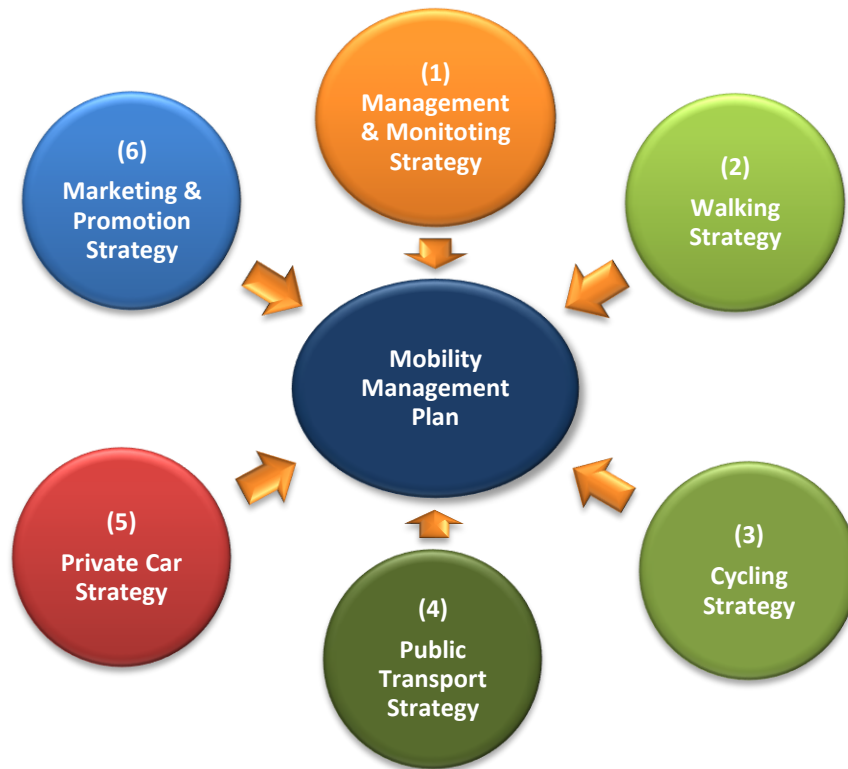


Figure 6.1: MMP Action Plan Strategies

6.2 MODE SPECIFIC MEASURES

6.2.1 The following initiatives could be promoted to enable the objectives to be fulfilled, to encourage the best choice of travel other than private car.

- a) Walking – provision and upgrading of footpath and crossing facilities.
It is noted that the Stocking Avenue/White Pines Way/White Pines Crescent roundabout has recently been upgraded to improve pedestrian and cyclist safety through the reduction of vehicular speeds
- b) Cycling – Upgraded cycle lanes, discounted cycle purchase, bike service workshops, cycle training, Bleeper Bike provision;
- c) Public Transport (Bus) – discounted travel tickets
- d) Car Parking Management Strategy

6.2.2 These mode specific measures are discussed in more detail in **Appendix A** which is appended with this document.

6.3 MANAGEMENT & MONITORING MEASURES

- 6.3.1 In order to ensure the success of a Mobility Management Plan, defining a **Management Structure** is critical to its effective implementation. Therefore, a Mobility Manager must be appointed. This will ensure the ongoing success of the MMP.
- 6.3.2 A programme of monitoring has been designed to generate information by which the success of the MMP can be evaluated. This will be the responsibility of the Mobility Manager.
- 6.3.3 The MMP information will be reviewed and updated regularly. This is achieved by research into the travel options and liaising with the residents to determine the most appropriate and useful information to communicate. The Mobility Manager will also be responsible for managing the annual review of the MMP including the surveys to be undertaken by the residents.
- 6.3.4 Details of these measures can be found in **Appendix B** of this document.

6.4 MARKETING & PROMOTION MEASURES

- 6.4.1 The Mobility Manager will be involved in the promotion of the MMP and to make residents aware of its existence.
- 6.4.2 The most important and cost-effective measure to be introduced as part of this MMP is the 'Welcome Travel Pack', which will be issued to all new residents of the site when they move in.
- 6.4.3 The Pack will contain information about all modes of transport available for journeys to and from the site. It includes information related to journeys to a number of local destinations which are considered to be key to residents. These include colleges, local shops, health facilities, and bus stops within the local area.
- 6.4.4 Information within the Pack will include details of the listed destinations and the services and facilities they offer. In addition, contact details of the Mobility Manager will be provided. The Pack will also give details of safe pedestrian and cycle routes from the site, fare and timetable information for public transport.

- 6.4.5 A simple cost-benefit analysis of public transport versus the use of the private car will also be set out in the Travel Pack. This, along with all of the information contained within the Pack will be available prior to occupation and will be reviewed annually and updated as necessary.
- 6.4.6 The methods of the marketing measures are set out in **Appendix C** of this document.



CHAPTER 7

Preliminary Action Plan

- 7.1 Overview**
- 7.2 Management & Monitoring Strategy**
- 7.3 Walking Strategy**
- 7.4 Cycling Strategy**
- 7.5 Public Transport Strategy**
- 7.6 Private Car Strategy**
- 7.7 Marketing & Promotion Strategy**

7.0 PRELIMINARY ACTION PLAN

7.1 OVERVIEW

- 7.1.1 The coordinated application of the following 6 integrated sub-strategies ensures that the success of the MMP will be a product of the sum of all sub-strategies.
- 7.1.2 The following sections consider each specific sub-strategy within which details of the proposed actions are identified for the period of this plan. The proposed timescale of each MMP initiative are categorised as Completed, Short Term (1 year), Medium Term (3 years) or Long Term (5 years).

7.2 MANAGEMENT AND MONITORING STRATEGY

MMP Management

- 7.2.1 The development, implementation and coordination of the MMP in the short, medium and long term require management support and resources if it is to be successful in achieving its long-term aspirations and targets. Funding for many of the specific actions will need to be assigned appropriate budgets. Some of the measures may in the longer-term result in cost savings. The role of management will also actively seek a partnership approach with other organisations as part of the continued development of the MMP.

MMP Monitoring

- 7.2.2 It is essential that the continued rollout and subsequent impact of the MMP initiatives is monitored on a regular basis for the following principal reasons;
- To demonstrate that the various targets are being achieved (or not met, at which point the measures being used should be reviewed) as people only value what they can measure and relate to,
 - To ensure that the MMP continues to receive the support of senior management, staff and its partners (internal and external),
 - To show that both financial and resource input is being utilised to maximum effect.

- 7.2.3 In order to ensure that the MMP is responsive to emerging opportunities and operational requirements, the status of the principal management and monitoring focused initiatives of the MMP are outlined in **Table 7.1** below.

Table 7.1 Preliminary Schedule of MMP Management & Monitoring Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 years)		
MMS 1	Appointment of a Mobility Manager	-	✓	-	-		
MMS 2	Establish Parking Management Strategy	✓	-	-	-		
MMS 3	Establish MMP Steering Group and meeting / reporting arrangements						
MMS 4	Nominate MMP 'Champion' and role (Senior Management)	-	✓	-	-		
MMS 5	Establish MMP 'Charter' and confirm senior management support for:						
	MMS 4a – MMP memorandum of understanding	-	✓	-	-		
	MMS 4b – Identify and agree MMP objectives		✓	-	-		
	MMS 4c – Review and establish MMP targets		✓	✓	✓		
MMS 6	In partnership with Local Authority review funding opportunities and potential budgets for:		✓				
	MMS 5a – Setting up and launching MMP		✓	-	-		
	MMS 5b – Annual MMP management costs		-	-	-		
	MMS 5c – Participation in calendar of events	-	-	✓	✓		
	MMS 5d – MMP incentives		-	✓	✓		
	MMS 5e – MMP facilities		✓	✓	-		
	MMS 5f – MMP training requirements			-	-		
MMS 7	Establish 'External' engagement contacts and collaboration programme.	-	✓	-	-		

MMS 8	Agree Monitoring and Reporting Programme with respect to;						
	MMS 7a – Resident Travel Surveys		✓	-	✓		
	MMS 7b – Roll out / uptake of MMP initiatives	-	-	✓	✓		
	MMS 7c – MMP Budgets		✓	✓	✓		
	MMS 7d – MMP performance (KPI's)		✓	-	-		
MMS 9	Facilitate the establishment and operation of mode specific 'user' groups (e.g. walking, cycling etc.)	-	-	✓	-		
MMS 10	Review travel practises by trip purpose and implement policy to encourage sustainable travel practices.	-	-	-	✓		
MMS 11	Appoint a resident 'Champion' for each mode specific 'user' group (e.g. walking, cycling, public transport etc.)	-	-	-	✓		
MMS 12	A Sustainable Travel Pack to be provided to new residents	-	✓	✓	-		

7.2.4 The identified Management and Monitoring strategy promotes a total of 22 measures. The implementation schedules of these measures are outlined in the graph in **Figure 7.1** below.

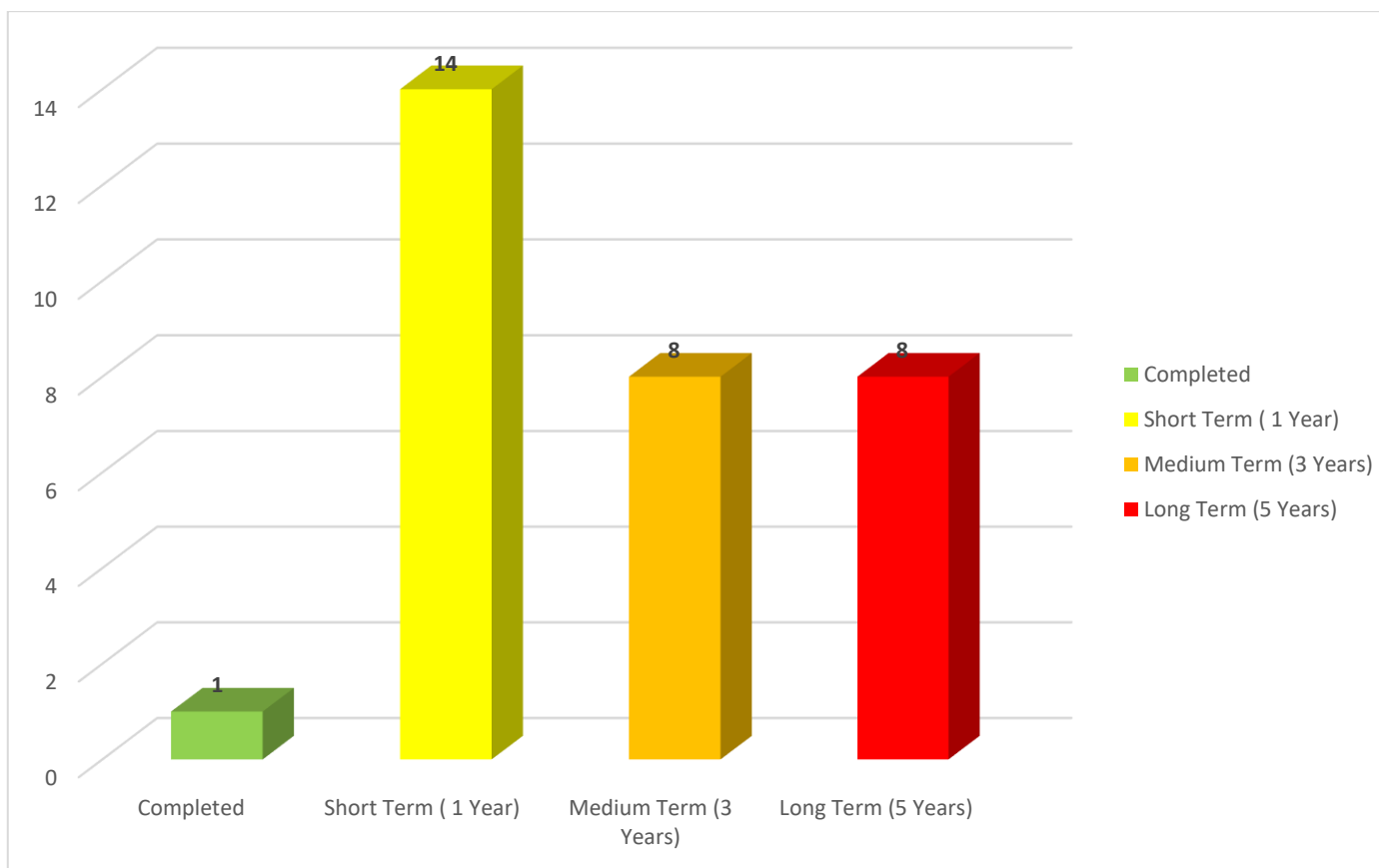


Figure 7.1 Roll-out of MMP's Management & Monitoring Initiatives

7.3 WALKING STRATEGY

7.3.1 The status and preliminary scheduling of the principal walking focused initiatives of the MMP are outlined in the **Table 7.2** below.

Table 7.2 Preliminary Schedule of MMP's Walking Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 Years)		
WS 1	Develop a 'Walking' Accessibility Sheet for the site.	-	✓	-	-		
WS 2	Create a calendar of 'Walking' Events and incentives.	-	-	-	✓		
	WS 2a - Walk to college/work week	-	-	-	✓		
	WS 2b - Pedestrian Training	-	-	-	✓		
	WS 2c - Travel diary with incentive / awards scheme	-	-	-	✓		
	WS 2d – Coordinated with PT events	-	-	-	✓		
WS 3	Set up a 'buddying' scheme to address any personal security issues of walking.	-	-	✓	-		
WS 4	Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet walking and accessibility requirements for;	-	-	-	✓		
	WS 4a - Internal routes on-site	-	-	-	✓		
	WS 4b - External routes to key off-site destinations	-	-	-	✓		
WS 5	Develop a 'Walking' Fact Sheet	-	✓	-	-		

7.3.2 The MMP's Walking Strategy promotes a total of 9 measures. The preliminary implementation schedule of these walking initiatives is outlined in the graph in **Figure 7.2** below.

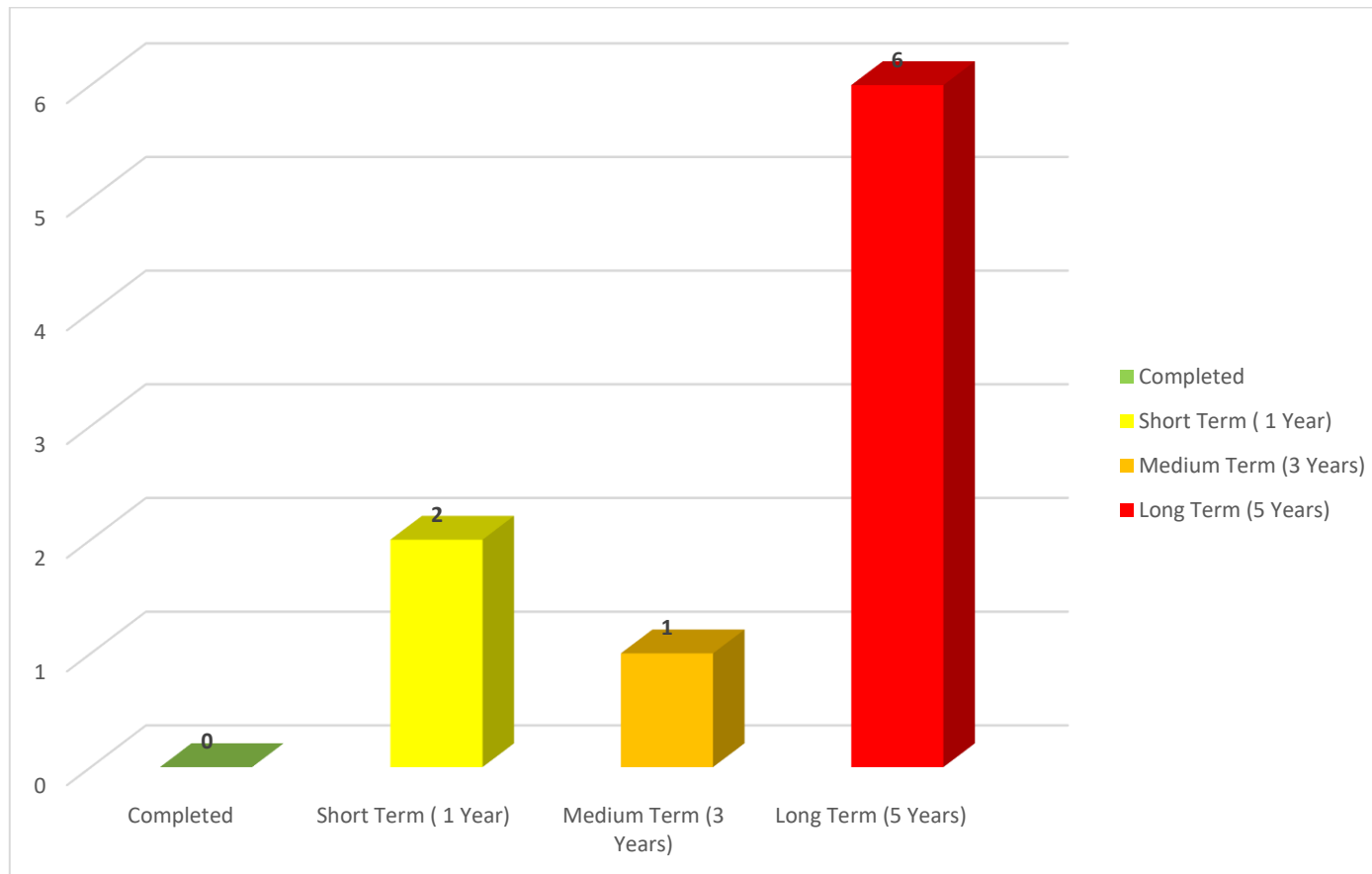


Figure 7.2 Roll-out of MMP's Walking Initiatives

7.4 CYCLING STRATEGY

7.4.1 The status and preliminary scheduling of the principal cycling focused initiatives of the MMP are outlined in **Table 7.3** below.

Table 7.3 Preliminary Schedule of MMP's Cycling Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 Years)		
CS 1	Set up a 'buddying' scheme to address personal security issues of cycling	-	-	-	✓		
CS 2	Establish a Bike Users Group	-	-	-	✓		
CS 3	Develop a 'Cycling' Accessibility Sheet for the site	-	✓	-	-		
CS 4	Create a calendar of 'Cycling' Events and incentives	-	-	✓	-		
CS 5	Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet cycling requirements for external routes to key off-site destinations	-	-	-	✓		
CS 6	Provide cycle training	-	-	-	✓		
CS 7	Travel diary with incentive / awards scheme	-	-	-	✓		
CS 8	Bike service / maintenance workshops	-	-	✓	-		
CS 9	Discounted cycle purchase incentives	-	-	✓	-		
CS 10	Provision of bike sharing scheme	-	✓	-	-		

7.4.2 The MMP's Cycling Strategy promotes a total of 10 measures. The preliminary implementation schedule of these cycling initiatives is outlined in the graph in **Figure 7.3** below.

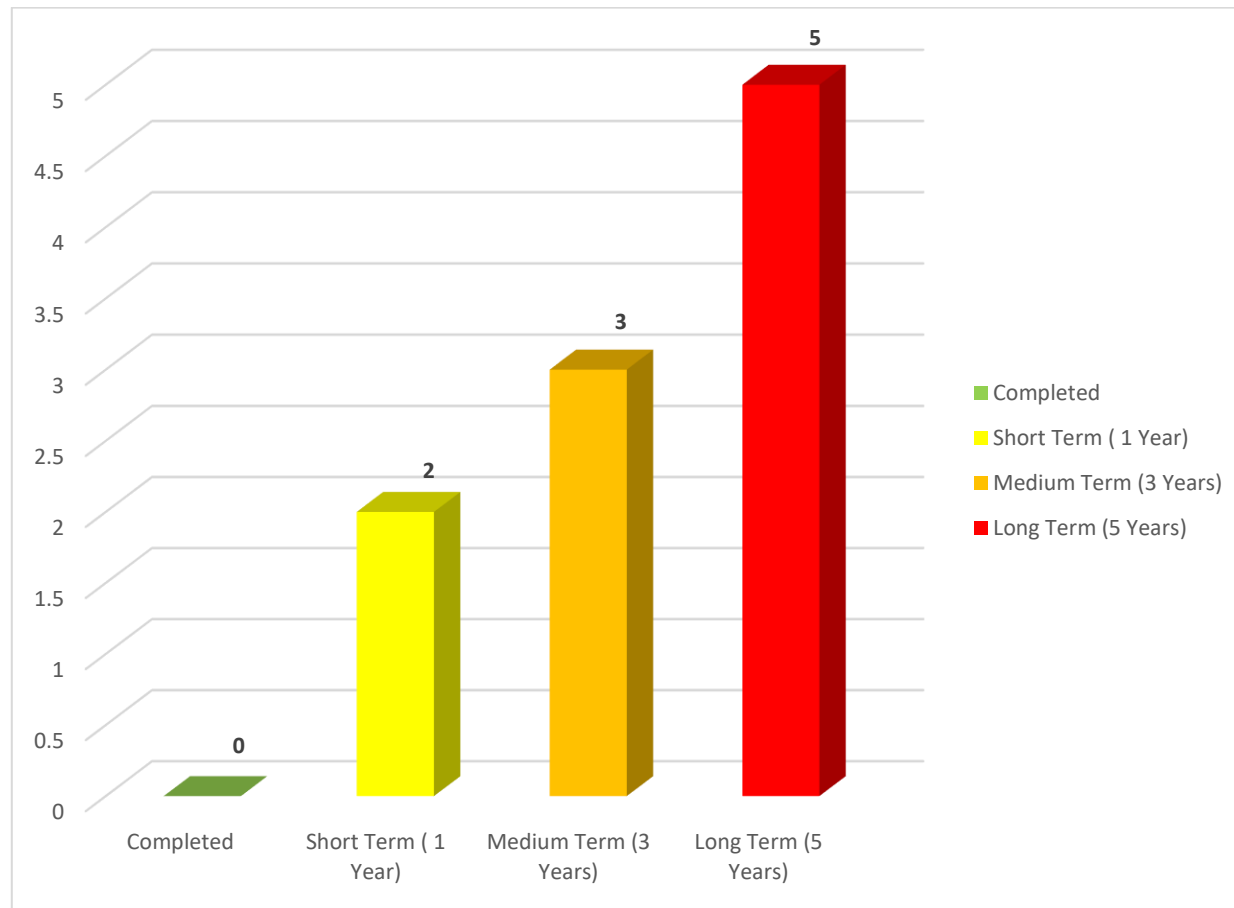


Figure 7.3 Roll-out of MMP's Cycling Initiatives

7.5 PUBLIC TRANSPORT STRATEGY

7.5.1 The status and preliminary scheduling of the principal public transport focused initiatives of the MMP are outlined in **Table 7.4** below.

Table 7.4 Preliminary Schedule of MMP's Public Transport Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 Years)		
PTS 1	Explore the opportunities of;						
	PTS 1a - maintaining the existing bus services	-	✓	-	-		
	PTS 1b - Enhancing the catchment of these services	-	-	-	✓		
PTS 2	Investigate the option to enable residents to purchase both annual and monthly TaxSaver tickets on a monthly basis	-	✓	-	-		
PTS 3	Establish a Public Transport Users Group	-	-	-	✓		
PTS 4	Develop a 'Public Transport' Accessibility Sheet for the site	-	✓	-	-		
PTS 5	Develop a 'Public Transport' Fact Sheet	-	✓	-	-		
PTS 6	Create a calendar of 'Public Transport' Events and incentives	-	-	-	✓		
PTS 7	In partnership with NTA & Dublin Bus and the local authority, ensure all local bus stops display up to date timetables, fare and route information	-	-	✓	-		
PTS 8	Encourage the use / initiatives for buses where feasible for a range of different travel purposes	-	✓	-	-		
PTS 9	Promote the availability of the TaxSaver scheme	-	✓	-	-		
PTS 10	Explore the potential of a Travel Diary with incentive / awards scheme	-	-	-	✓		

7.5.2 The identified Public Transport strategy promotes a total of 11 measures. The implementation schedule of these measures is outlined in the **graph in Figure 7.4** below.

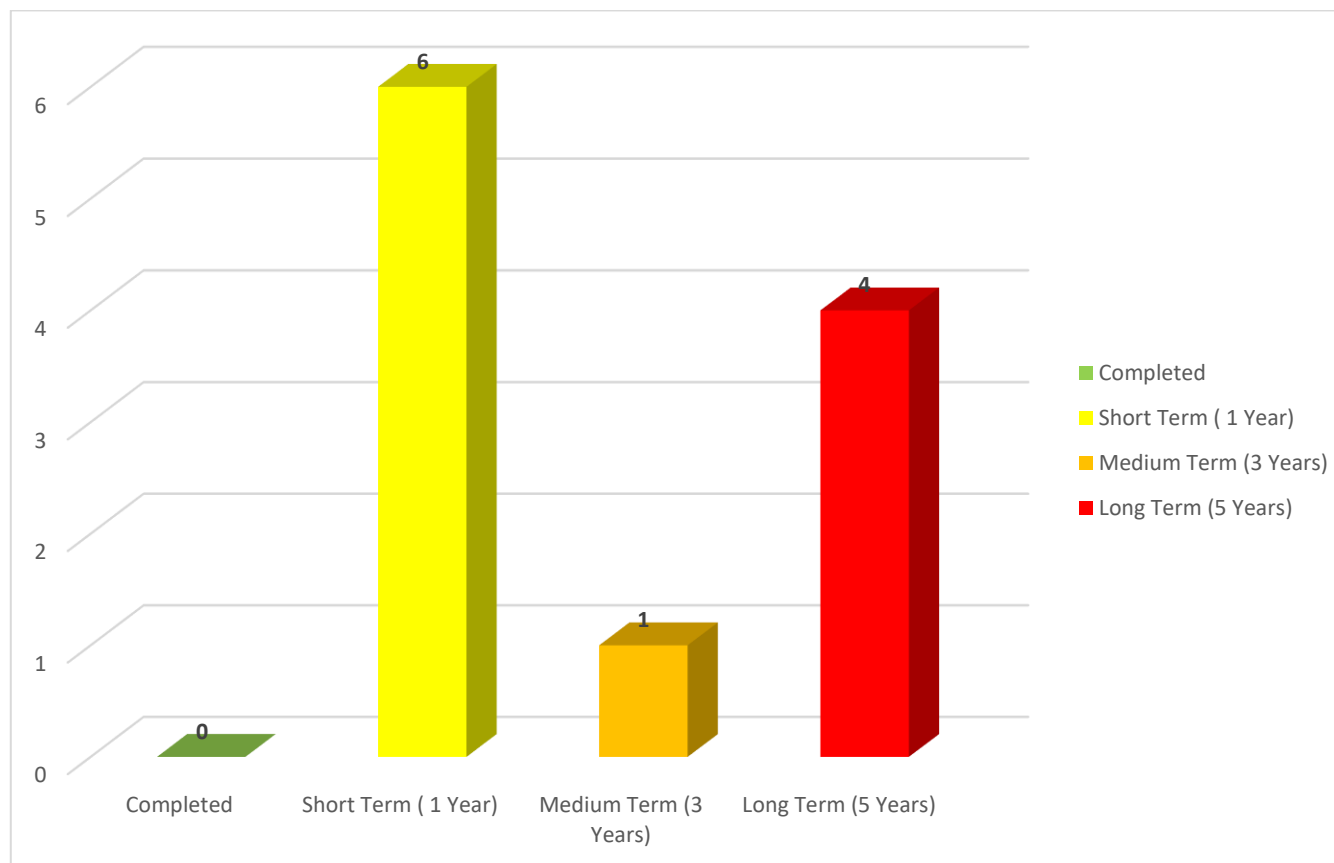


Figure 7.4 Roll-out of MMP's Public Transport Initiatives

7.6 PRIVATE CAR STRATEGY

7.6.1 The identified action plan and preliminary scheduling of the principal private car focused initiatives of the MMP are outlined in **Table 7.5** below.

Table 7.5 Preliminary Schedule of MMP's Private Car Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 Years)		
PCS 1	Develop a 'Car' Fact Sheet	-	✓	-	-		-
PCS 2	Develop Parking Management Strategy		✓				
PCS 2	Explore the opportunities of informal arrangements between residents for 'shared' travel to work	-	-	✓	-		
PCS 3	Encourage use of formal car sharing website (www.carsharing.ie)	-	✓	-	-		
PCS 4	Explore the opportunities of informal arrangements between residents for travel to college/work	-	-	✓	-		
PCS 5	Disseminate information about all available Car Sharing services which may service the development	-	✓	-	-		

7.6.2 The MMP's Private Car Strategy promotes a total of 5 measures. The preliminary implementation schedule of these private car focused initiatives is outlined in the **graph in Figure 7.5** below.

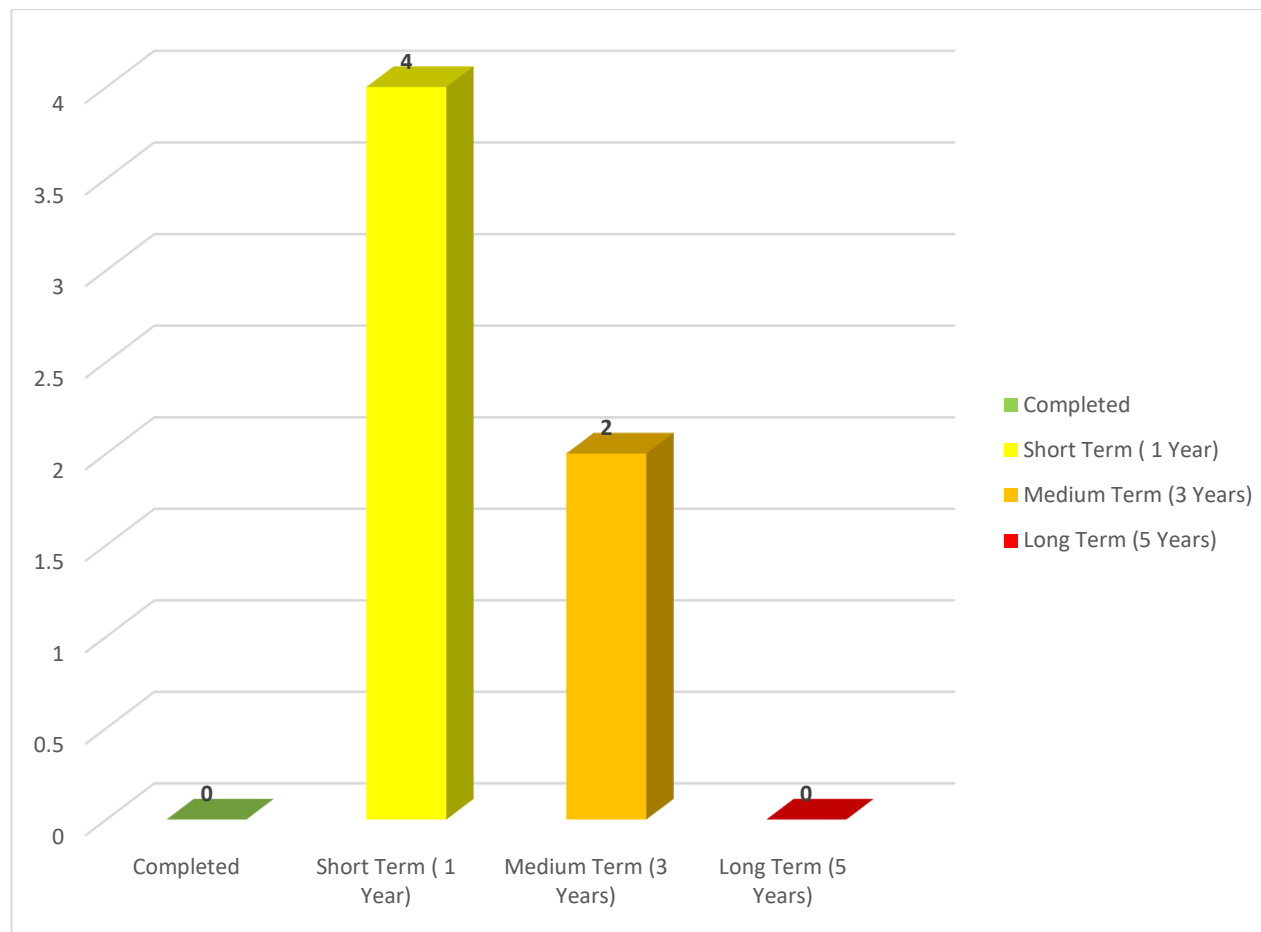


Figure 7.5 Roll-out of MMP's private Car Initiatives

7.7 MARKETING AND PROMOTION STRATEGY

7.7.1 Increasingly referenced as the 'softer' form of initiatives, the provision of detailed information, raising awareness and promotion of the MMP and its measures is imperative to its success. The strategy involves the marketing and communication of the benefits of alternative active and more sustainable travel, increasing awareness of the adverse impacts of travel and transport on the environment, health and communities (local and nationally), by identifying ways in which individuals can make a difference will be an important element of the MMP. The Marketing and Promotion strategy also supports a number of the other interdependent MMP sub-strategies.

Table 7.6 Preliminary Schedule of MMP's Marketing & Promotion Initiatives

Ref	Initiative	Status / Timescale				Lead Party	Comments
		Completed	Short (1 year)	Medium (3 years)	Long (5 Years)		
MPS 1	Develop a marketing plan for the MMP	-	✓	-	-		
MPS 2	Compile formal 'Sustainable Travel' induction package or 'Welcome Travel Pack' for each resident	-	✓	-	-		
MPS 3	Develop and introduce a dedicated MMP website	-	✓	-	-		
MPS 4	Develop an Events calendar with 3 to 4 events per year and a supporting promotion strategy to market each event	-	-	✓	-		
MPS 5	Incorporate section / report success etc. of MMP process in local newsletters and other information dissemination initiatives	-	-	-	✓		
MPS 6	As part of Induction Meeting with residents introduce the MMP, its objectives and recommended travel practices	-	✓	-	-		
MPS 7	Develop MMP App to enhance access to MMP information and events	-	✓	-	-		

MPS 8	Investigate the opportunity for an MMP annual newsletter for distribution to all residents	-	✓	-	-		
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7.7.2 The preliminary Marketing and Promotion sub-strategy promotes a total of 8 measures. The implementation schedule of these measures is outlined in the graph in **Figure 7.6** below.

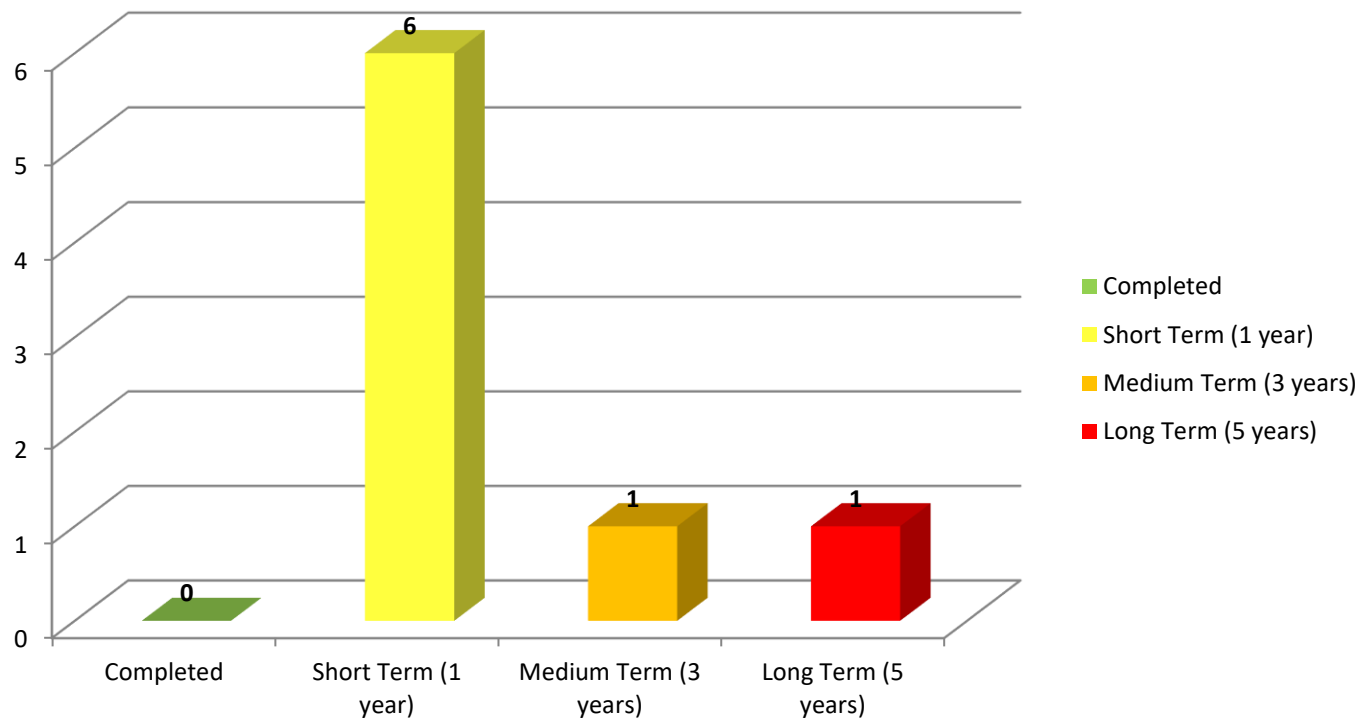


Figure 7.6 Roll-out of MMP's Marketing & Promotion Initiatives



8.1 SUMMARY

8.0 SUMMARY AND CONCLUSIONS

8.1 SUMMARY

- 8.1.1 This Mobility Management Plan has been prepared in support of a planning application for the proposed residential development on a greenfield site located on Lands at Stocking Avenue, Dublin 16. The proposal seeks to construct 93 no. 1-bed units and 148 no. 2-bed units. The development also comprises 204 no. car parking spaces and 401 no. cycle parking spaces and will be accessed via Stocking Avenue located to the south of the subject development site. The development also includes a community centre of approx. 552 sqm.
- 8.1.2 Further details of the development proposals, including the site layout drawing, are illustrated in the architects' scheme drawings as submitted with this planning application.
- 8.1.3 DBFL Consulting Engineers have compiled this MMP as the basis for discussions between the developers and planning officers from South Dublin County Council. Through these scoping discussions the preferred strategy (and supporting measures and targets) will emerge with the resulting MMP detailing the agreed approach, actions and targets.
- 8.1.4 The measures proposed in this document will not only benefit the residents but will also help to mitigate any transport impacts of the development on the wider local community.
- 8.1.5 The identified preliminary action plan promoted a total of 65 initiatives across 6 sub strategy themes as presented in **Figure 8.1** below.

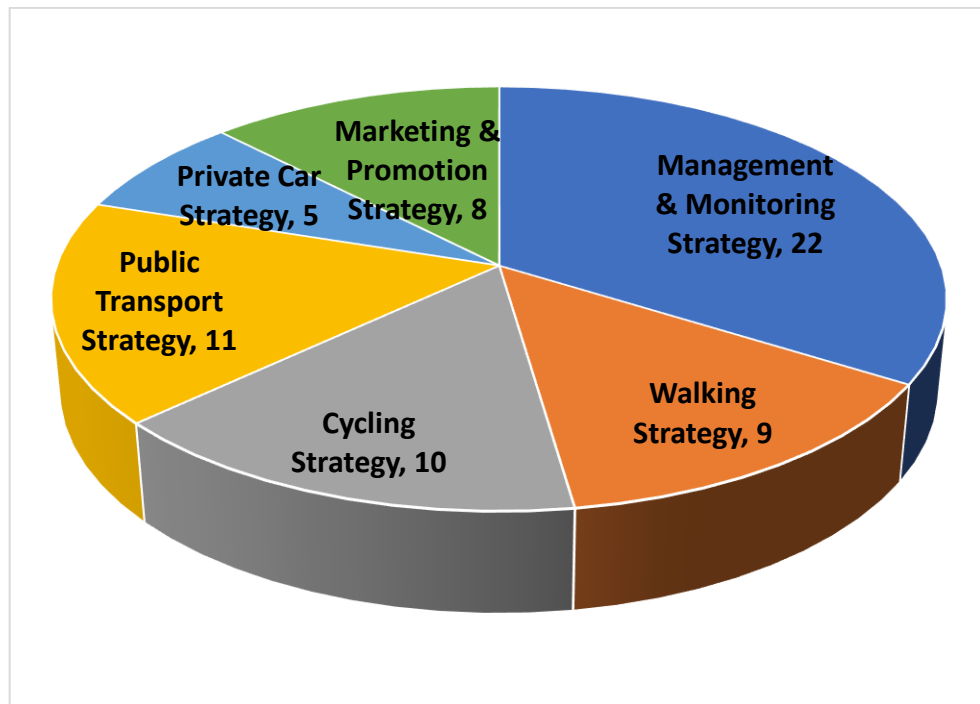


Figure 8.1 MMP Sub Strategy Themes & Initiatives

8.1.6 The implementation schedule of identified 65 MMP initiatives is outlined in the graph in **Figure 8.2** below. A total of 1 initiative of the action plan has already been completed, with a further 34 initiatives (or 52%) are to be implemented within 1 year of the residential development being occupied.

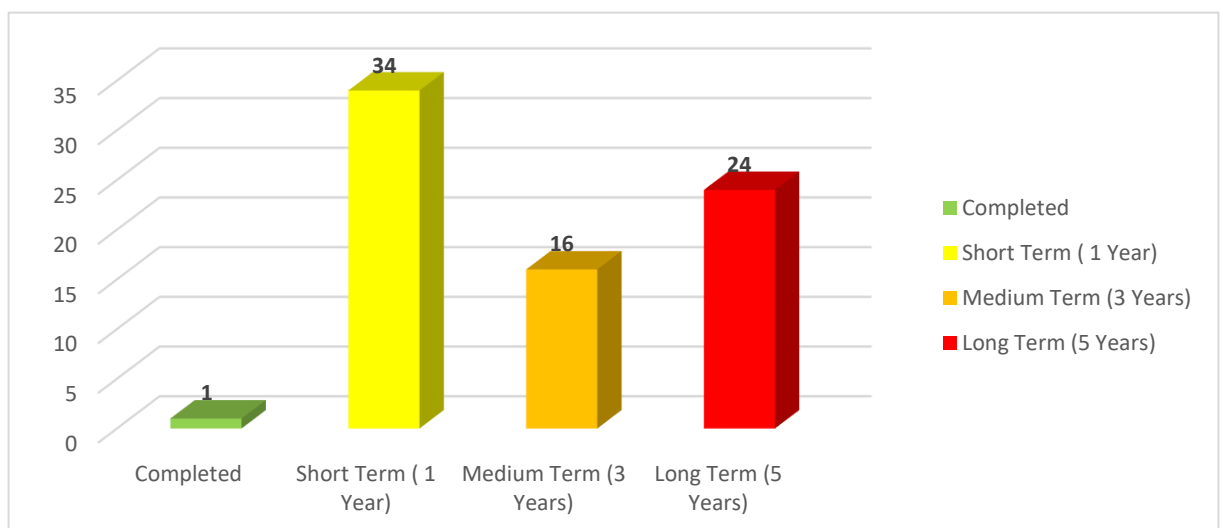


Figure 8.2 Roll-out of MMP's Initiatives

8.1.7 In the context of the subject residential development's operational framework, the local receiving environment and the identification of the

Preliminary Action Plan as summarised previously, this document seeks to form the basis by which;

- The specific travel characteristics for the proposed residential development are outlined and presented to the local authority, and
- Through a partnership approach between the developers and the local planning authority, the Preliminary Action Plan is explored and re-examined with the objective of reaching agreement upon the MMP's measures and subsequently the adoption of an 'agreed' MMP Action Plan with specific targets, initiatives, timescales, responsibilities and resources clearly outlined and approved by both parties.

Appendices

Appendix A

Mode Specific Measures

A1.0 Mode Specific Measures

Car Usage - Car Sharing

- A1.1 Car sharing is also known as lift-sharing, car-pooling or ride-sharing. Car sharing offers people a cost effective and a more sustainable way of travelling by car when other forms of transport are not viable.
- A1.2 Car sharing schemes encourage individuals to share private vehicles for particular journeys. Car sharing can be both formal and informal. Informal car sharing operates between individuals and neighbours and formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.
- A1.3 Car sharing has the aim of reducing the number of car trips made and participants have the opportunity to meet other members in the community. A National Car Sharing database is now available at www.carsharing.ie. It is an all-island service for the public and is free of charge to use.
- A1.4 The benefits of car sharing are as follows:
- reduces transport costs
 - reduces the number of cars on the road which results in less pollution, less congestion and fewer parking issues
 - reduces the need for a private car
- A1.5 The proposed development website would have a section dedicated to the car share scheme and the residents would have an option to register. To encourage take up of the car sharing, the MMP Coordinator would host events to introduce prospective car sharers to each other and would help 'break the ice' as it is always more likely that people will share, particularly for the journey 'home', with somebody that they have met rather than a complete stranger. This option would be more applicable to the residents and visitors of the proposed development.

Car Usage - Car Club

- A1.6 Car Clubs are membership-based schemes providing shared cars for hire. A Car Club can play an important role in reducing costs, congestion and environmental impact. Members have flexible access to the hire of a vehicle. Vehicles are parked in reserved parking spaces close to homes, town centres or workplaces and can be used and paid for on an hourly rate, daily or weekly basis. Individuals can join a car club;

alternatively, an organisation may have a corporate package with one of the car club providers.

- A1.7 Car sharing clubs in Dublin have experienced significant growth in recent years. The facility allows members' access to a shared car in the local area for an hourly fee. This facility could be an attractive option for those who choose to start walking or cycling to work but may require access to a car at short notice. Residents can obtain further information at www.gocar.ie and also www.yuko.ie. A total of 3 no. car parking spaces have been allocated to car sharing for residents.

Public Transport - Buses

- A1.8 The proposed development will be well served by Dublin Bus services with bus routes passing the subject site on Stocking Avenue. The bus stops are located in very close proximity, with the 15b route having stops within 1 minute walk of the site with frequent services operating daily. The subject site will be serviced by the proposed A1 and 85 Bus Connects routes which will provide enhanced levels of accessibility and mobility.

Walking

- A1.15 The development has been designed to ensure that there are a number of access points / gateways to facilitate permeable walking through the site. The feasibility of measures that promote walking will be influenced by factors such as the safety and ease of walking to and from the site and the age profile of commuters. Generally speaking, a distance of up to 3km is considered reasonable for walking. This distance is only indicative but can help to define target groups.
- A1.16 The health benefits of walking are a key element in promoting Mobility Management Plans. Walking improves cardiovascular fitness and burns calories. Walking will also increase your muscle tone, boost metabolism, ease stress, raise energy levels and improve sleep, which combined can also help with weight loss. Regular walking can also reduce the risk of coronary heart disease, diabetes, strokes, high blood pressure, cancer, osteoporosis and arthritis.
- A1.17 Walking will mainly be self-promoting, and initiatives should focus on making people aware of the routes available to them. A map showing the walking routes should be prepared and placed at key locations within the development. These could be stand-

alone signs or maps on notice boards. This information would also be available on the community website.

A1.18 It is important to ensure that pedestrians are safe and are satisfied with the facilities available and their maintenance. It should be noted that: -

- Walking is truly the most-sustainable form of transportation.
- All trips, regardless of mode, both begin and end on foot.
- Walking needs to have a greater level of priority in most cities, like walk-signal times, safer well-lit / marked crosswalks and pedestrian zones.
- Walking is an easy mode of travel for distances under 2km. Most people are prepared to walk between 800m to 1km to a train station or bus stop.

Cycling

A1.19 The proposed development is well located for cycling journeys and this mode of travel should be encouraged with the provision of a wide range of routes within the development and new links to existing and future major routes in the local area. A distance of up to 10km is considered reasonable for cycling. This distance is only indicative, but can help to define target groups.

A1.20 A total of 401 cycle spaces are proposed within the development to accommodate residents and visitors to the site.

A1.21 The on-site cycle facilities will be linked to the existing off-site cycle routes. Also, improved cycle infrastructure is proposed under the Greater Dublin Area Cycle Network Plan routes which runs in close proximity to this site.

A1.22 As with many measures relating to cycling, the aim is a mixture of support, through incentives and facilities, and encouragement, through information and marketing. Incentives and facilities at both trip origin and destination / place of work, education, worship etc. can include some of the following. The MMP will highlight that many of these are available at trip end destinations:

- the provision of "pool" bicycles for short distance travel
- the provision of well-located high-quality cycle parking facilities
- storage, changing and shower facilities for cyclists

Appendix B

Management & Monitoring Measures

B1.0 MANAGEMENT & MONITORING MEASURES

B1.1 Introduction

B1.1.1 For the Mobility Management Plan to be successful, it is important that it is organised and managed well. The success of the Mobility Management Plan will also be subject to ongoing monitoring.

B1.2 Management Structure & Roles

B1.2.1 The appointment of a Mobility Manager / Group is critical to the success of the MMP.

B1.2.2 For the MMP to be successful it is essential that residents take ownership of it. Therefore, as the development is being built out and the community becomes established it will become increasingly important for management responsibility to be supplemented by residents who will be residing at the proposed development.

Mobility Manager

B1.2.3 A Mobility Manager will therefore be appointed prior to first occupation of the site. The Mobility Manager will be employed full-time and therefore be available full-time, but their role as a Mobility Manager will be part-time (i.e. he / she will be employed for other work in addition to mobility management). Their role will include leading the implementation, monitoring and review of the Plan.

B1.2.4 A MMP needs to be monitored, co-ordinated and marketed on a regular basis to ensure that it meets its objectives and that targets are achievable and realistic. The Mobility Manager is appointed to ensure the success of this plan. The primary duties of the Mobility Manager are:

- To develop and oversee the implementation of the initiatives outlined in the plan;
- To monitor progress of the plan;
- To promote and market the plan;
- To manage public transport discount fare schemes, cycle promotion schemes and events; and
- To provide "travel advice and information" to residents.

B1.2.5 To promote and manage the shift towards high level, public transport use, the MMP should be monitored, developed, promoted and managed by the Mobility Manager.

The Mobility Manager should encourage and promote the measures mentioned within this report to the commuters of the development.

Residents Group

- B1.2.6 As the development approaches full occupation, individuals residing in the development will be invited to form a Residents Group.

B1.3 Monitoring

- B1.3.1 Baseline conditions will be established as early as possible following the first occupations of the development. Following the baseline survey, annual surveys will be undertaken until the development is fully occupied. By this time, it is expected that the travel patterns will have been established. A review of the trends in the MMP results would then be used to identify whether further monitoring is required.
- B1.3.2 The Mobility Manager will be responsible for undertaking the monitoring, the processing of results and the production of the reports with the results of the findings.
- B1.3.3 The monitoring will take place in the form of Travel Surveys. These will be carried out on the same day every year. It is recommended that the timing of the Travel Survey should take place in a neutral time of year i.e. Spring or Autumn.
- B1.3.4 The survey would be in the form of a questionnaire that residents would complete. Communication of the Travel Survey will be through letters in the post or email. This letter will inform residents of how to complete the survey online. Residents can also request a paper copy of the survey to be filled out by hand rather than electronically. However, the online method would be the preferred channel. The survey will include questions to allow the monitoring of the particular targets that have been set in the MMP.
- B1.3.5 It is essential that the residents see the results of the survey and review their own travel patterns against the typical data. Therefore, the results should be available on the resident's community website.
- B1.3.6 The Mobility Manager will be responsible for the preparation of the annual monitoring reports. The objective of the review will be to assess the success of the MMP and to identify potential for future improvement.

- B1.3.7 An important part of the review would be to revise information relating to public transport, cycling and walking routes to ensure that it is relevant and up-to-date. This is critical if residents are going to be able to rely on information when making travel choices.
- B1.3.8 The annual reports will also include a review of where targets are being met and also identify potential changes to the measures implemented by the plan where targets are not being met. Specific short-term targets will be considered and agreed to ensure progress towards the overall target. Targets will also be revised to ensure that they remain appropriate and challenging.

Appendix C

Marketing & Promotion Measures

C1.0 MARKETING MEASURES

C1.1 Raising Awareness, Marketing & Promotion

- C1.1.1 The education of residents on the Mobility Management Plan initiatives and the importance of contribution are very important. The services available to the residents must be communicated in a consistent and continuous manner to sustain behavioural change.
- C1.1.2 Promotion would start with the marketing of the proposed development. The sustainable location of the development and the high-quality infrastructure provision for walking and cycling will be a prominent feature. The high-quality links provided by public transport to the City Centre and other links are also an attractive feature for encouraging sustainable travel for future residents.
- C1.1.3 Communications will include promotional initiatives and activities aimed at informing the residents of all relevant external bodies of the existing and proposed transport networks. Such initiatives will include, but not limited to:
- Internal communications channels
 - Advertising – local press and media
 - Publicity – promotion of benefits

C1.2 Sustainable Travel Pack

- C1.2.1 Promotion of sustainable travel will continue when residents take up occupation of their new home. A 'Welcome Pack' can be provided which will include maps and timetable information for walking, cycling and public transport journeys. It will also include information on a range of incentives to encourage take up of public transport and cycling etc.
- C1.2.2 The 'Welcome Pack' will be produced and approved prior to first occupation and staff will be trained in the contents of the information contained. The 'Welcome Pack' will include:
- A covering letter explaining the purpose of the 'Welcome Pack' and contact details of the Mobility Manager,
 - An overview of the Mobility Management Plan,
 - Maps for walking, cycling and public transport,

- Timetables for public transport (i.e. Dublin Bus),
- Local taxi information,
- Car sharing and Bike sharing scheme information,
- Information on reducing the demand for travel,
- Sustainable travel voucher to encourage walking, cycling and public transport, and
- Pedometer pack with information on the health benefits of walking.

C1.2.3 Increasing awareness of alternative modes to car use and the benefits is a central component of mobility management. In particular, residents should be made aware of the benefits of active travel modes including health and financial benefits. Key actions might include:

- Establishing a clear brand concept for green / smarter travel to and from the site. This should be incorporated in all communication with the residents regarding commuting to and from the site;
- Provide a central information point for residents in relation to travel options, this should be a physical point within the development but should also be made available on the internet. The latter could also include information on bus routes and timetables;
- New residents to the development should be informed about travel options;
- Ensure the development is included as a key destination on journey planning apps.

C1.3 Personalised Travel Plan

C1.3.1 An advisory leaflet will be provided in the 'Welcome Pack' to explain to new residents the sustainable transport options available in the MMP and that if they wish they may contact the Mobility Manager directly to discuss specific travel needs. The Mobility Manager will then use the information discussed to prepare a 'Personal Travel Plan' for that resident free of charge. The Personal Travel Plan will be based on individual lifestyles and in light of the available transport options for stated everyday journeys.

C1.3.2 This process will allow residents to consider how they currently travel and promote alternative methods for their journeys to work, school and when accessing other local amenities. Personalised journey planning will also enable residents who might not

otherwise use public transport realise there are local services available that can suit their needs.

- C1.3.3 The Mobility Manager is responsible for promoting the availability of this measure and residents will be encouraged to contact the Mobility Manager if they have any specific sustainable travel related queries.

C1.4 Online Website

- C1.4.1 A dedicated online website for the development can be created and will focus on providing appropriate, up-to-date information on sustainable travel options for accessing the development site.
- C1.4.2 This website will act as a 'one-stop-shop' for the dissemination of site-wide sustainable travel information to residents, as well as acting as a source of information for visitors. Information on the website will include details of local public transport routes, local amenities and facilities, walking and cycle maps and a link to online car sharing opportunities. The website will also provide links to other websites (such as Dublin Bus) to encourage residents to plan their journeys using sustainable transport.

C1.5 Smart Device Travel App

- C1.5.1 A Travel App can be developed for the residents at the development as well as visitors travelling to the site. This smart device app will enable all users to gain instant access to travel information. This may include:
- Timetables, location of stops, route information, fares, and real-time information for buses.
 - Interactive map showing users current location and highlighting local points of interest (e.g. closest bus stop)
 - Pedometer for walkers