

Environmental Impact Assessment Report

Appendix 14.2

Volume 3 Part 8



MOBILITY MANAGEMENT PLAN

3FM Project, Dublin Port Company



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1 INTRODUCTION

This Mobility Management Plan (MMP) has been prepared to accompany the planning application for the 3FM Project.

This MMP has been prepared to set out the type of measures which could be adopted by Dublin Port Company (DPC), in liaison with the operators within the 3FM Project, to ensure sustainable transport enabling schemes are available to staff and visitors of the 3FM Project.

Should planning permission be granted, this MMP will be progressed by DPC, in liaison with the operators within the 3FM Project, to provide a MMP for the scheme once complete and operational. The MMP can be updated/finalised prior to commencement of development.

A MMP is a management tool that brings together transportation requirements, employers, and other staff and site management issues in a coordinated manner. A successful plan can reduce transport costs for both staff and the employer in addition to providing a more conducive working environment. It brings together a package of measures tailored to the needs of an individual work site or a collection of work sites. These include measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these, as alternatives to single occupancy private car travel. A MMP considers all travel associated with a work site, including business travel, fleet management, customer access and deliveries.

This MMP gives an initial overview of the package of measures and campaigns that can be implemented at the 3FM Project. The measures can be piloted and monitored on an on-going basis. It is envisaged that the effectiveness and impact of these measures will be reviewed by Dublin City Council (DCC), DPC and the individual operators within the 3FM Project against a set of agreed targets, principally in relation to:

- A reduction in car journeys to and from the work site;
- An increase in the number of journeys by people who share their journeys by car;
- A reduction in the need to travel, especially during peak traffic periods; and
- Enabling staff and visitors to use alternative modes of transport.

Close working will be required between DCC, DPC and the operators at the 3FM Project in order to finalise a MMP that sets achievable targets and provides benefits to both the staff and visitors travelling to the 3FM Project, and also the wider community.

The proposed modal breakdown for the Lo-Lo and Ro-Ro Terminals within the 3FM Project assume a modal split of 60% for private car use in 2040, a modal shift compared to the surveyed levels at MTL of 76% private car use in 2022. This target will be achieved using the suite of active & sustainable travel infrastructure provision proposed within the 3FM Project along with the suite of management measures provided within this MMP.

2 ROLES AND RESPONSIBILITIES

DPC will, in liaison with the operators:

- Allow budget allocations for MMP activities;
- Appoint an on-site MMP Coordinator.

A MMP Coordinator will be appointed by DPC, in liaison with the operator's senior management to oversee the implementation and operation of the MMP. The MMP Coordinator will be responsible for the promotion of walking, cycling and public transport amongst staff and visitors. This MMP identifies the following key tasks likely to be attributed to the MMP Coordinator:

- Oversee the continuing development and implementation of the MMP;
- Implement marketing activities;
- Coordinate and undertake data collection and review;
- Undertake a review and development of the MMP;
- Act as contact point for the MMP;
- Monitoring and updating travel patterns;
- Promoting benefits of cycling, walking and public transport use;
- Amending procedures as necessary to promote sustainable transport; and
- Ensuring that users of the 3FM Project are aware of the measures provided to facilitate alternative modes of travel. The existing, consented and proposed transport facilities that will serve the users of the 3FM Project are detailed in Section 6, and the MMP will make users aware of these facilities, and monitor their use.

Promotion of sustainable transport modes is paramount to the success of the MMP, and emphasis should be placed on the provision of information for staff identifying available services, timetables and pick up / drop off point locations.

3 TRAVEL SURVEY AUDIT & MONITORING

The MMP will be reviewed on an annual basis to ensure it is continually updated. Each year travel surveys will be undertaken to assess compliance with the modal shift targets. The surveys will then enable new modal shift targets to be set or incentives changed to achieve existing targets.

The MMP Coordinator will be responsible for undertaking travel surveys throughout the construction of various phases of 3FM as they become occupied as the construction of the 3FM Project is rolled out. This will allow for iterative assessment of sustainable accessibility to the proposed development. The surveys will be for both staff and visitors.

This will enable a dataset of information to be constructed and will aid the implementation of the MMP. The staff survey will include the following:

- Personal and employment details (subject to compliance with data protection requirements);
- Current modal split of employees and visitors, together with journey lengths (distance and time);
- Reasons for current mode of travel;
- Hours of work;
- Level of business trip activity and modal split;
- Level of interest in car sharing;
- Problems encountered in communicating; and
- Ideas for improvement of the MMP.

This information will enable the MMP Coordinator to identify where staff are travelling from on a daily basis and identify areas where the largest groups of staff are travelling from / to, allowing the MMP Coordinator to concentrate on areas where most impact can be made on changing travel habits.

Survey data can be collected digitally or manually. Online tools, such as Survey Monkey, QuestionPro or Google Forms, can be utilised to carry out the survey and analyse the responses.

Surveys to collect travel information can be created and distributed digitally to staff via email or web link, and the response levels and status of surveys will be monitored by the MMP Coordinator.

Visitor travel information can be gathered through a similarly designed digital survey. Most companies use online booking systems which establishes digital communication. Visitors can be informed about active travel and sustainable travel options at the 3FM Project (discussed in Section 6) prior to their journey to



3FM through this digital avenue. Surveys can also be circulated to visitors of the 3FM Project using this digital communication route.



Some users of the 3FM Project may not have email access, therefore the MMP Coordinator will need to conduct manual surveys to ensure all users of 3FM have equal opportunity to respond.

A sample Method of Travel to Work Survey is included in Appendix A. It provides an example of the type of questions that may be included in a travel survey audit.

Once the MMP Coordinator has compiled the survey data, targets for reduction in car based travel can be determined. The MMP Coordinator will then monitor and review these targets at regular intervals and determine how successful the MMP is.

A wide range of information can be monitored to demonstrate the impact of the MMP. Examples of monitoring include:

- Multi-modal traffic / travel surveys to and from the site;
- Automated traffic counters;
- Pedestrian and cycle counts on routes into the development;
- Utilisation of cycle stands;
- Car parking utilisation by visitors and staff;
- Travel diaries;
- Discussions with public transport service providers to establish demand for bus, rail and tram services;
- Surveys of passengers boarding and alighting at bus stops serving the development;
- Monitoring of specific initiatives such as car sharing.
- Staff surveys of companies/operators located within Poolbeg Peninsula i.e. travel to work surveys, suitability of end-user facilities for showering & bike parking etc.

Continued promotion of sustainable transport modes is paramount to the success of the MMP. Emphasis should be placed on ensuring staff and visitors are provided with information identifying available transport services, and the health and social benefits of choosing active and sustainable transport options.

4 OBJECTIVES AND TARGETS

The overall objective of the MMP is to reduce the number of and reliance on private car trips, especially by staff, while increasing the number of pedestrian, cycling and public transport trips by encouraging the shift from car-based trips to more sustainable modes.

The initial surveys undertaken by the MMP Coordinator will set a base line modal split for 3FM Project. From these initial surveys, further incentives / disincentives can be considered to increase the use of sustainable modes and reduce private car trips. Each year surveys will be undertaken and revisited modal split targets set. The MMP will aim to achieve a number of key objectives which are set out below:

- To enable and encourage staff and visitors to access the development by sustainable modes of transport, where appropriate;
- To ensure that sustainable travel choices are available at times relevant to the development proposal;
- To minimise the need for staff and visitors to travel to and from the development by private vehicle;
- To ensure staff and visitors are aware of the health and environmental benefits of travel by non-car modes;
- To foster a culture amongst staff in seeking to travel by sustainable modes in preference to the private vehicle wherever possible;
- To ensure staff and visitors are aware of the MMP and are kept informed of its development; and
- To ensure a broad range of sustainable travel options are available for staff and customers to access the development.

5 MEASURES

Within an agreed timeframe the position of the MMP Coordinator of each relevant section of the proposed development will be filled to ensure that the requirements of the MMP can be implemented quickly and efficiently.

As part of this development, the following will be implemented by the MMP Coordinator to try and reduce the number of single vehicle journeys and increase the number of trips by sustainable modes of transport:

- Establish a car-sharing scheme at an early stage. Implementation of such a scheme would assist staff to find a car share partner in their organisation;
- The proposed scheme will have end user facilities such as cycle parking, and showering and changing facilities to facilitate and encourage sustainable travel.
- Encouragement for staff to walk to work (where possible) through advertising the health, social and economic benefits of walking;
- Display / provision of maps showing key walking routes, distances and walking times to / from origins and destinations;
- Implementation of Cycle to Work scheme, which is government-led tax incentive scheme enabling employers to purchase a bicycle and equipment through salary sacrifice for 12 months;
- Establish a Bike User Group(s) (BUG), which is simply a group of cyclists in a workplace sharing concerns and ideas.
- Raise awareness of the wealth of public transport facilities available to users;

There are several existing and proposed public transport and active transport facilities in the vicinity of the Dublin Port Estate. Section 6 that follows details the suite of active and sustainable travel measures that are envisaged to be available to users of the 3FM Project.

6 PROPOSED 3FM DEVELOPMENT AREAS

6.1 Lo-Lo and Ro-Ro Terminals

As detailed in the accompanying EIAR and suite of planning documents, the 3FM Project proposes the creation of a new Lo-Lo and Ro-Ro container terminals on the Poolbeg Peninsula. Areas L and N will form a linked Lo-Lo terminal. Areas K and O will form a linked Ro-Ro terminal.

The location of proposed Areas N&L (Lo-Lo Terminal) and K&O (Ro-Ro Terminal) are shown in the following Figure 6.1.



Figure 6.1 Proposed Location of Ro-Ro Terminal (Areas K&O) and Lo-Lo Terminal (Areas N&L)

6.1.1 Proposed Operational Staffing Levels at Areas N, L, K & O

The following tables show the proposed staff levels required for each Area per shift once for areas are complete and operational.

Table 6.1 Proposed Staffing levels required for Area N per Shift

| Element | Plot N (Nr) |
|----------------------------|-------------|
| Management/Admin/IT | 42 |
| Equipment Maintenance | 10 |
| STS Operators | 6 |
| RTG Operators | 12 |
| Mobile Equipment Operators | 20 |
| Supervisors | 6 |
| Marshalls | 4 |
| Security | 4 |
| Misc Contractors/Operators | 4 |
| Total | 108 |

Table 6.2 Proposed Staffing levels required for Area L per Shift

| Element | Plot L |
|----------------------------|-----------|
| Office Based | |
| Operations | 2 |
| Engineering | 1 |
| IT | 1 |
| Security | 1 |
| Visitor Hotdesk | 1 |
| Total Office Based | 6 |
| Site Based | |
| Equipment Maintenance | 2 |
| RTG/RMG Operators | 12 |
| Reachstackers | 1 |
| Mobile Equipment Operators | 1 |
| Supervisors | 1 |
| Marshals | 2 |
| Security | 2 |
| Specialist Contractors | 1 |
| Total Site Based | 22 |
| Total | 28 |

Table 6.3 Proposed Staffing levels required for Area K per Shift

| Element | Plot K |
|---------------------------------|-----------|
| Management/Admin/IT | 8 |
| Equipment Maintenance/Engineers | 3 |
| RTG Operators | 4 |
| Reachstacker Drivers | 4 |
| Shunter Drivers | 14 |
| Supervisors | 6 |
| Marshalls | 4 |
| Security | 2 |
| General Operatives | 2 |
| Misc Contractors/Operators | 6 |
| Visitors | 2 |
| Total | 55 |

Table 6.4 Proposed Staffing levels required for Area O per Shift

| Element | Plot O |
|----------------------------|----------|
| Office Based | |
| IT | 1 |
| Operations | 1 |
| Security | 1 |
| Total Office Based | 3 |
| Site Based | |
| Mobile Equipment Operators | 1 |
| Marshals | 1 |
| Security | 1 |
| Total Site Based | 3 |
| Total | 6 |

6.1.2 Proposed Modal Breakdown & Parking Provision for Areas N, L, K & O

A 24-hour multi-modal breakdown and parking (car and cycling) provision for the proposed Ro-Ro and Lo-Lo Terminals (Areas K&O and N&L respectively) have been derived as detailed in the accompanying TTA (Chapter 14 of the EIAR). They have been calculated based on the existing MTL site as this site is comparable to the proposed terminals i.e. it is an existing containerised freight operation located on the Poolbeg Peninsula.

The figures that follow display the proposed modal split for staff and visitors at each of the Areas N, L, K & O over a 24hr period based on each shift lasting 12 hours, with a shift changeover at 06:00 and 18:00. The proposed modal breakdown for the Lo-Lo and Ro-Ro Terminals assumes a modal split of 60% for private car use, a modal shift compared to the surveyed levels at MTL of 76% private car use in 2022. The figures below also display the cumulative parking occupancy calculation that has been carried out to derive the number of car and cycle parking spaces required.

| Proposed Modal Breakdown for Area N 2040 | | | | | | | | | | | | Parking Occupancy Cumulative | |
|--|----------------|---------------|---------------|--------------|--------------------------------|-------------------------------|-------------------|------------------|--------|----------|------------|------------------------------|-------|
| Trip Mode Time | Enter Via Foot | Exit Via Foot | Enter Via Car | Exit Via Car | Enter Via Push Cycle / Scooter | Exit Via Push Cycle / Scooter | Enter Via M'Cycle | Exit Via M'Cycle | Totals | Total | | CAR | CYCLE |
| | | | | | | | | | | Arrivals | Departures | | |
| 04:00-05:00 | 0 | 3 | 2 | 4 | 0 | 3 | 0 | 0 | 11 | 2 | 9 | 48 | 17 |
| 05:00-06:00 | 0 | 6 | 2 | 14 | 6 | 14 | 0 | 0 | 42 | 8 | 35 | 36 | 9 |
| 06:00-07:00 | 12 | 15 | 29 | 36 | 17 | 9 | 0 | 0 | 117 | 58 | 59 | 29 | 17 |
| 07:00-08:00 | 6 | 0 | 12 | 4 | 0 | 3 | 0 | 0 | 25 | 18 | 6 | 37 | 14 |
| 08:00-09:00 | 6 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 16 | 14 | 2 | 41 | 17 |
| 09:00-10:00 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 12 | 11 | 2 | 50 | 17 |
| 10:00-11:00 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 20 | 7 | 12 | 45 | 17 |
| 11:00-12:00 | 0 | 0 | 9 | 4 | 3 | 0 | 8 | 8 | 31 | 20 | 11 | 50 | 20 |
| 12:00-13:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 48 | 20 |
| 13:00-14:00 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 11 | 5 | 5 | 48 | 20 |
| 14:00-15:00 | 0 | 0 | 9 | 5 | 3 | 0 | 0 | 0 | 17 | 12 | 5 | 52 | 23 |
| 15:00-16:00 | 0 | 0 | 4 | 5 | 0 | 3 | 0 | 0 | 12 | 4 | 8 | 50 | 20 |
| 16:00-17:00 | 0 | 3 | 2 | 4 | 0 | 3 | 0 | 0 | 11 | 2 | 9 | 48 | 17 |
| 17:00-18:00 | 0 | 6 | 2 | 14 | 6 | 14 | 0 | 0 | 42 | 8 | 35 | 36 | 9 |
| 18:00-19:00 | 12 | 15 | 29 | 36 | 17 | 9 | 0 | 0 | 117 | 58 | 59 | 29 | 17 |
| 19:00-20:00 | 6 | 0 | 12 | 4 | 0 | 3 | 0 | 0 | 25 | 18 | 6 | 37 | 14 |
| 20:00-21:00 | 6 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 16 | 14 | 2 | 41 | 17 |
| 21:00-22:00 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 12 | 11 | 2 | 50 | 17 |
| 22:00-23:00 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 20 | 7 | 12 | 45 | 17 |
| 23:00-00:00 | 0 | 0 | 9 | 4 | 3 | 0 | 8 | 8 | 31 | 20 | 11 | 50 | 20 |
| 00:00-01:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 48 | 20 |
| 01:00-02:00 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 11 | 5 | 5 | 48 | 20 |
| 02:00-03:00 | 0 | 0 | 9 | 5 | 3 | 0 | 0 | 0 | 17 | 12 | 5 | 52 | 23 |
| 03:00-04:00 | 0 | 0 | 4 | 5 | 0 | 3 | 0 | 0 | 12 | 4 | 8 | 50 | 20 |
| Totals | Foot | | Car | | Cycle | | M'Cycle | | 631 | 315 | 315 | | |
| | 47 | 47 | 189 | 189 | 63 | 63 | 16 | 16 | | | | | |
| | 15.0% | 15.0% | 60.0% | 60.0% | 20.0% | 20.0% | 5.0% | 5.0% | | | | | |
| | 95 | | 378 | | 126 | | 32 | | | | | | |
| | 15% | | 60% | | 20% | | 5% | | | | | | |

Figure 6.2 Proposed Multi-modal Trip Breakdown for Proposed & Cumulative Parking Calculations, Area N 2040.

Figure 6.2 shows that during each shift changeover at Area N there will be 58 staff and visitor arrivals and 59 departures. There will be 631 staff and visitor trips per day with 378 travelling by private car, 32 by motorcycle and 221 by sustainable and active travel modes.

The cumulative parking occupancy calculation has determined that 52 car parking spaces and 23 cycle parking spaces are required at Area N.

| Proposed Modal Breakdown for Area L 2040 | | | | | | | | | | | Parking Occupancy Cumulative | | |
|--|----------------|---------------|---------------|--------------|--------------------------------|-------------------------------|-------------------|------------------|------------|---------------------------|------------------------------|-----|-------|
| Trip Mode Time | Enter Via Foot | Exit Via Foot | Enter Via Car | Exit Via Car | Enter Via Push Cycle / Scooter | Exit Via Push Cycle / Scooter | Enter Via M'Cycle | Exit Via M'Cycle | Totals | Total Arrivals Departures | | CAR | CYCLE |
| | 04:00-05:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 12 |
| 05:00-06:00 | 0 | 2 | 0 | 4 | 1 | 4 | 0 | 0 | 11 | 2 | 9 | 9 | 2 |
| 06:00-07:00 | 3 | 4 | 7 | 9 | 4 | 2 | 0 | 0 | 30 | 15 | 15 | 7 | 4 |
| 07:00-08:00 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 6 | 5 | 2 | 10 | 4 |
| 08:00-09:00 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 11 | 4 |
| 09:00-10:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 13 | 4 |
| 10:00-11:00 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 12 | 4 |
| 11:00-12:00 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 8 | 5 | 3 | 13 | 5 |
| 12:00-13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 |
| 13:00-14:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 12 | 5 |
| 14:00-15:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 3 | 1 | 13 | 6 |
| 15:00-16:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 2 | 13 | 5 |
| 16:00-17:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 12 | 4 |
| 17:00-18:00 | 0 | 2 | 0 | 4 | 1 | 4 | 0 | 0 | 11 | 2 | 9 | 9 | 2 |
| 18:00-19:00 | 3 | 4 | 7 | 9 | 4 | 2 | 0 | 0 | 30 | 15 | 15 | 7 | 4 |
| 19:00-20:00 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 6 | 5 | 2 | 10 | 4 |
| 20:00-21:00 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 11 | 4 |
| 21:00-22:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 13 | 4 |
| 22:00-23:00 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 12 | 4 |
| 23:00-00:00 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 8 | 5 | 3 | 13 | 5 |
| 00:00-01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5 |
| 01:00-02:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 12 | 5 |
| 02:00-03:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 3 | 1 | 13 | 6 |
| 03:00-04:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 2 | 13 | 5 |
| Totals | 12 | 12 | 49 | 49 | 16 | 16 | 4 | 4 | 164 | 82 | 82 | | |
| | 15.0% | 15.0% | 60.0% | 60.0% | 20.0% | 20.0% | 5.0% | 5.0% | | | | | |
| | 25 | | 98 | | 33 | | 8 | | | | | | |
| | 15% | | 60% | | 20% | | 5% | | | | | | |

Figure 6.3 Proposed Multi-modal Trip Breakdown for Proposed & Cumulative Parking Calculations, Area L 2040

Figure 6.3 shows that during each shift changeover at Area L there will be 15 staff and visitor arrivals and 15 departures. There will be 164 staff and visitor trips per day with 98 travelling by private car, 8 by motorcycle and 58 by sustainable and active travel modes.

The cumulative parking occupancy calculation has determined that 13 car parking spaces and 6 cycle parking spaces are required at Area L.

| Proposed Modal Breakdown for Area K 2040 | | | | | | | | | | | Parking Occupancy Cumulative | | |
|--|----------------|---------------|---------------|--------------|--------------------------------|-------------------------------|-------------------|------------------|--------|----------|------------------------------|-----|-------|
| Trip Mode Time | Enter Via Foot | Exit Via Foot | Enter Via Car | Exit Via Car | Enter Via Push Cycle / Scooter | Exit Via Push Cycle / Scooter | Enter Via M'Cycle | Exit Via M'Cycle | Totals | Total | | CAR | CYCLE |
| | | | | | | | | | | Arrivals | Departures | | |
| 04:00-05:00 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 6 | 1 | 5 | 25 | 9 |
| 05:00-06:00 | 0 | 3 | 1 | 7 | 3 | 7 | 0 | 0 | 21 | 4 | 18 | 18 | 4 |
| 06:00-07:00 | 6 | 8 | 15 | 18 | 9 | 4 | 0 | 0 | 59 | 29 | 30 | 15 | 9 |
| 07:00-08:00 | 3 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 13 | 9 | 3 | 19 | 7 |
| 08:00-09:00 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 8 | 7 | 1 | 21 | 9 |
| 09:00-10:00 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | 5 | 1 | 25 | 9 |
| 10:00-11:00 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 10 | 4 | 6 | 23 | 9 |
| 11:00-12:00 | 0 | 0 | 5 | 2 | 1 | 0 | 4 | 4 | 16 | 10 | 6 | 25 | 10 |
| 12:00-13:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 25 | 10 |
| 13:00-14:00 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 25 | 10 |
| 14:00-15:00 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 9 | 6 | 3 | 26 | 12 |
| 15:00-16:00 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 6 | 2 | 4 | 25 | 10 |
| 16:00-17:00 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 6 | 1 | 5 | 25 | 9 |
| 17:00-18:00 | 0 | 3 | 1 | 7 | 3 | 7 | 0 | 0 | 21 | 4 | 18 | 18 | 4 |
| 18:00-19:00 | 6 | 8 | 15 | 18 | 9 | 4 | 0 | 0 | 59 | 29 | 30 | 15 | 9 |
| 19:00-20:00 | 3 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 13 | 9 | 3 | 19 | 7 |
| 20:00-21:00 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 8 | 7 | 1 | 21 | 9 |
| 21:00-22:00 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 6 | 5 | 1 | 25 | 9 |
| 22:00-23:00 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 10 | 4 | 6 | 23 | 9 |
| 23:00-00:00 | 0 | 0 | 5 | 2 | 1 | 0 | 4 | 4 | 16 | 10 | 6 | 25 | 10 |
| 00:00-01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 25 | 10 |
| 01:00-02:00 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 25 | 10 |
| 02:00-03:00 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 9 | 6 | 3 | 26 | 12 |
| 03:00-04:00 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 6 | 2 | 4 | 25 | 10 |
| Totals | Foot | | Car | | Cycle | | M'Cycle | | 321 | 161 | 161 | | |
| | 24 | 24 | 96 | 96 | 32 | 32 | 8 | 8 | | | | | |
| | 15.0% | 15.0% | 60.0% | 60.0% | 20.0% | 20.0% | 5.0% | 5.0% | | | | | |
| | 48 | | 193 | | 64 | | 16 | | | | | | |
| | 15% | | 60% | | 20% | | 5% | | | | | | |

Figure 6.4 Proposed Multi-modal Trip Breakdown for Proposed & Cumulative Parking Calculations, Area K 2040

Figure 6.4 shows that during each shift changeover at Area K there will be 29 staff and visitor arrivals and 30 departures. There will be 321 staff and visitor trips per day with 193 travelling by private car, 16 by motorcycle and 112 by sustainable and active travel modes.

The cumulative parking occupancy calculation has determined that 26 car parking spaces and 12 cycle parking spaces are required at Area K.

| Proposed Modal Breakdown for Area O 2040 | | | | | | | | | | | | Parking Occupancy Cumulative | |
|--|----------------|---------------|---------------|--------------|--------------------------------|-------------------------------|-------------------|------------------|--------|----------|------------|------------------------------|-------|
| Trip Mode Time | Enter Via Foot | Exit Via Foot | Enter Via Car | Exit Via Car | Enter Via Push Cycle / Scooter | Exit Via Push Cycle / Scooter | Enter Via M'Cycle | Exit Via M'Cycle | Totals | Total | | CAR | CYCLE |
| | | | | | | | | | | Arrivals | Departures | | |
| 04:00-05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 |
| 05:00-06:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 |
| 06:00-07:00 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 6 | 3 | 3 | 2 | 1 |
| 07:00-08:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 |
| 08:00-09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 |
| 09:00-10:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| 10:00-11:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 |
| 11:00-12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 1 |
| 12:00-13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 13:00-14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| 14:00-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| 15:00-16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| 16:00-17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 |
| 17:00-18:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 |
| 18:00-19:00 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 6 | 3 | 3 | 2 | 1 |
| 19:00-20:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 |
| 20:00-21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 |
| 21:00-22:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| 22:00-23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 |
| 23:00-00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 1 |
| 00:00-01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 01:00-02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| 02:00-03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| 03:00-04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 |
| Totals | Foot | | Car | | Cycle | | M'Cycle | | 35 | 18 | 18 | | |
| | 3 | 3 | 11 | 11 | 4 | 4 | 1 | 1 | | | | | |
| | 15.0% | 15.0% | 60.0% | 60.0% | 20.0% | 20.0% | 5.0% | 5.0% | | | | | |
| | 5 | | 21 | | 7 | | 2 | | | | | | |
| | 15% | | 60% | | 20% | | 5% | | | | | | |

Figure 6.5 Proposed Multi-modal Trip Breakdown for Proposed & Cumulative Parking Calculations, Area O 2040

Figure 6.5 shows that during each shift changeover at Area O there will be 3 staff and visitor arrivals and 3 departures. There will be 35 staff and visitor trips per day with 21 travelling by private car, 2 by motorcycle and 12 by sustainable and active travel modes.

The cumulative parking occupancy calculation has determined that 3car parking spaces and 1 cycle parking spaces are required at Area O.

6.1.3 3FM Parking – EV Requirements

In accordance with policy SMT29, ‘Expansion of the EV Charging Network’ on page 257 of the Dublin City Development Plan 2022-2028, the 3FM Project will be futureproofed to include EV charging points and infrastructure. 50% of car parking spaces included within the 3FM Project will be equipped with EV Charging Points.

| | |
|--------------|--|
| SMT29 | Expansion of the EV Charging Network |
| | To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public land and private developments in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy. |

Figure 6.6 Extract of Policy SMT29 from Dublin City Development Plan

6.1.4 Summary of parking requirements for Lo-Lo and Ro-Ro Terminals

Table 6.5 summarises the breakdown of the proposed car parking provision (car, EV & cycle) for staff & visitors at Areas N&L (Lo-Lo Terminal) and K&O (Ro-Ro Terminal)

Table 6.5 Proposed Staff & Parking (Car, EV & Cycle) Levels at Areas N, L, K & O

| Proposed Terminal | Area | Total Number of Proposed Staff in 2040 per shift | Total Number car parking spaces | Number of car parking spaces that are EV | Minimum Number of Cycle parking spaces required |
|-----------------------|----------|--|---------------------------------|--|---|
| Lo-Lo Terminal | N | 108 | 52 | 26 | 23 |
| | L | 28 | 13 | 7 | 6 |
| Ro-Ro Terminal | K | 55 | 26 | 13 | 12 |
| | O | 6 | 3 | 2 | 1 |

6.2 Maritime Village

Active Travel connections and at-grade crossings will also be provided to the Maritime Village from Ringsend Park. Vehicular access to the Maritime Village will be from the public road network via Sean Moore Roundabout and Pigeon House Road. A signalised at-grade crossing of the SPAR will be provided to Maritime Village from Pigeon House Road, with the addition of vehicular barriers to prevent unwanted access to SPAR from the public road network.

When Maritime Village is operational and occupied it will have its own MMP developed from the principles set out in this MMP.



Figure 6.7 CGI View of Proposed Maritime Village at Public Plaza West

7 ACTIVE AND SUSTAINABLE TRAVEL MEASURES AVAILABLE TO USERS OF 3FM

The MMP Coordinator will make public transport information available to staff and visitors of the 3FM Project. There are several public transport services (Bus/Rail/Luas/DART) in the vicinity of the Dublin Port Estate. A summary of the existing public transport facilities is provided in Figure 7.6 further below.

The MMP Coordinator will ensure users of the 3FM Project are aware of the available public transport facilities in the local vicinity of by providing maps of bus, rail and tram stop locations. The Coordinator will also ensure users of the 3FM Project are aware of the following websites and apps where public transport information can be obtained.

7.1 Accessibility Assessment

An accessibility assessment was undertaken to establish the existing, consented and proposed sustainable travel and active transport provision serving the 3FM Project. The assessment includes travel by walking, cycling and public transport. These are the measures that will be delivered through the planning process and the MMP. The MMP Coordinator will promote, survey, monitor and evaluate the use of this suite of measures to establish and continue towards a trend of sustainable transport modes.

The main components that provide a high level of accessibility for the 3FM Project are the:

- Existing density of active travel facilities available in Dublin City Centre.
- Existing density of sustainable travel facilities in Dublin City Centre including bus, rail, DART and Luas.
- Existing provision of cycle locker facilities of the Port Centre public realm scheme to facilitate multi-modal journeys by sustainable travel.
- Upgraded active travel measures incorporated within the recently upgraded internal roads scheme delivered by DPC within the North Port Estate.
- The 3FM Project is future-proofed for Integration with potential transport and active travel schemes proposed by DCC in the environs of the port along East Wall Road, North Wall Quay and the Dodder
- **The 3FM Project provides 7km of new or upgraded Active Travel Path** (cycle, pedestrian, wheelers etc.) **and 4.9km of new or upgraded footway** across the North Port, SPAR and Poolbeg Peninsula, which will link with the 1.4km Liffey Tolka Greenway in the North Port Estate, and from there to the 4.0km Tolka Estuary Greenway currently under construction by Dublin Port. The active travel paths will also have permeability into the Glass Bottle site into the environs of the Port Park scheme.
- DPC will also provide Dublin City Council with a €5 million contribution for future upgrading of the existing coastal path along the southern perimeter of the Poolbeg Peninsula as an additional planning gain to be provided by the 3FM Project.
- The SPAR bridge has been designed so that it can be modified in the future to accommodate a LUAS provision, should it be decided by the NTA that the preferred routing of the LUAS to Poolbeg should go via this route. There are other alternative routings to Poolbeg which the NTA will also evaluate.
- Proposed commitment to a Mobility Management Plan for the 3FM Project, as d in this report.

This MMP details the existing, consented and proposed active and sustainable travel measures that can be utilised by staff and visitors of the 3FM Project. It is envisaged that when the MMPs are progressed, the Coordinators can update this suite of active and sustainable travel measures as appropriate.

7.2 Journey Planning

7.2.1 The National Journey Planner

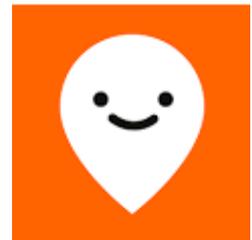
The National Transport Authority's (NTA) National Journey Planner is accessible on www.journeyplanner.transportforireland.ie. The Journey Planner travel app for Ireland can be downloaded for free.

The service is multi-operator which means it provides journey planning, timetable and travel information from all licenced public transport providers in Ireland. It has a huge multi-modal scope with 9,600 bus stops across Ireland included, 750 different routes, 152 train stations, and route and timetable information from 120 different transport providers.

The MMP Coordinator can make staff and visitors of the 3FM Project aware of this service, which allows journeys to be planned from anywhere in Ireland, using public transport and / or individual transport, including walking and cycling.

7.2.2 Moovit Ireland

The Moovit user-friendly website is accessible on: <https://moovitapp.com/ireland-502/poi/en>. The Moovit app can be downloaded on Apple and Android phones, free of charge. This is the most popular urban mobility app in Ireland.



Similarly to the National Journey Planner, Moovit is a multi-operator service, providing journey planning, live alerts and line information for numerous public transport services, including Dublin Bus, Bus Éireann, Aircoach, Irish Rail and Luas. Moovit allows the user to enter a start point and an end point for their journey and provides a mapped-out route for the journey as well as operator and departure information.

The MMP Coordinator can make staff and visitors of the 3FM Project aware of this service, which allows journeys to be planned from anywhere, using public transport and / or individual transport (walking/cycling).

7.2.3 Travel Information on the DPC Website

The DPC website (<https://www.dublinport.ie/tourism/getting-around>) provides travel information on how to get to the Port Estate via car, bus and Luas, and includes information on car parking charges. The MMP Coordinator can make staff and visitors to the 3FM Project aware of the travel advice provided on the DPC website.



Additionally, the MMP Coordinator will also be responsible for liaising with DPC to ensure that the travel information on their website continues to be updated and accurate as the 3FM Project is progressed, completed and operational.

7.3 Existing Cycling Facilities

There is an existing density of walkways and cycleways throughout Dublin City already established that can be utilised by users of the 3FM Project.

7.3.1 Utilisation of Cycling infrastructure

There are three main existing public bicycle schemes in Dublin that can be utilised by staff and visitors of the 3FM project:

- BleeperBike.
- DublinBikes
- MOBY Bikes

A public bicycle system is a service in which bicycles are made available for shared use to individuals on a short-term basis.

BleeperBike

More recently private providers, such as BleeperBike, have introduced dockless shared public bicycle systems to Dublin. The schemes are evolving and anticipate providing a more flexible service in terms of geographical range for locating and returning the bicycles.

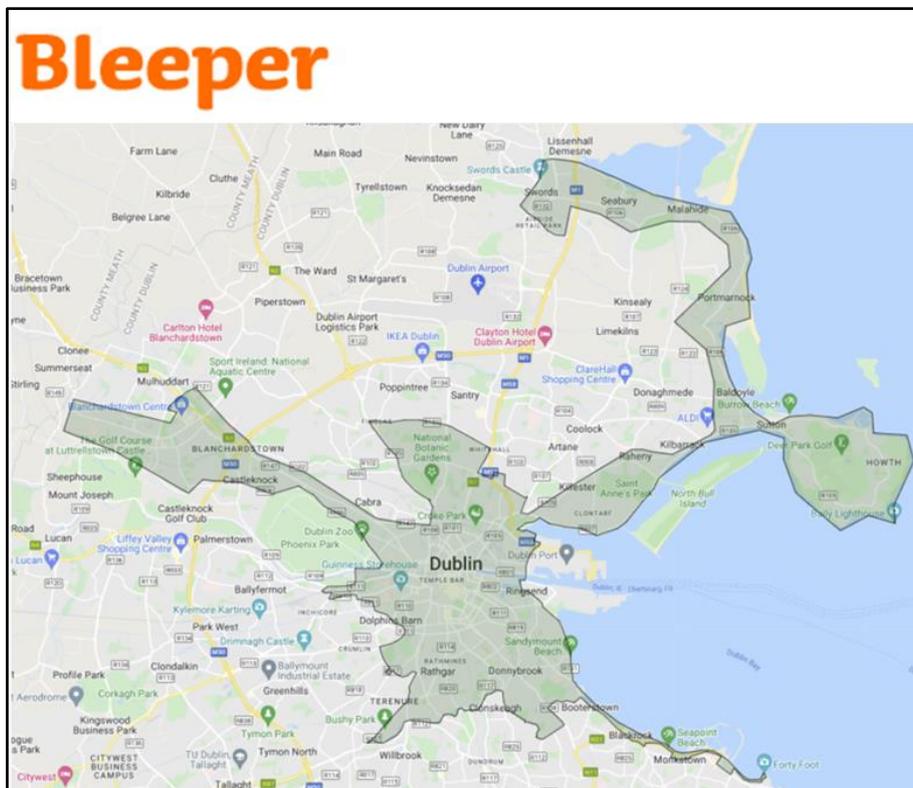


Figure 7.1 BleeperBike Catchment Map

Bleper has a 100km² operating area across the whole of Dublin. The Bleper app allows users to view and unlock bikes for use. Bikes are available 24/7.

GPS-tracked smart bike software is used provide a situationless bike sharing system. The rental system is sourced through an app it will assist to locate, lock and unlock the closest available bike. These facilities can be utilised by users of the 3FM Project.

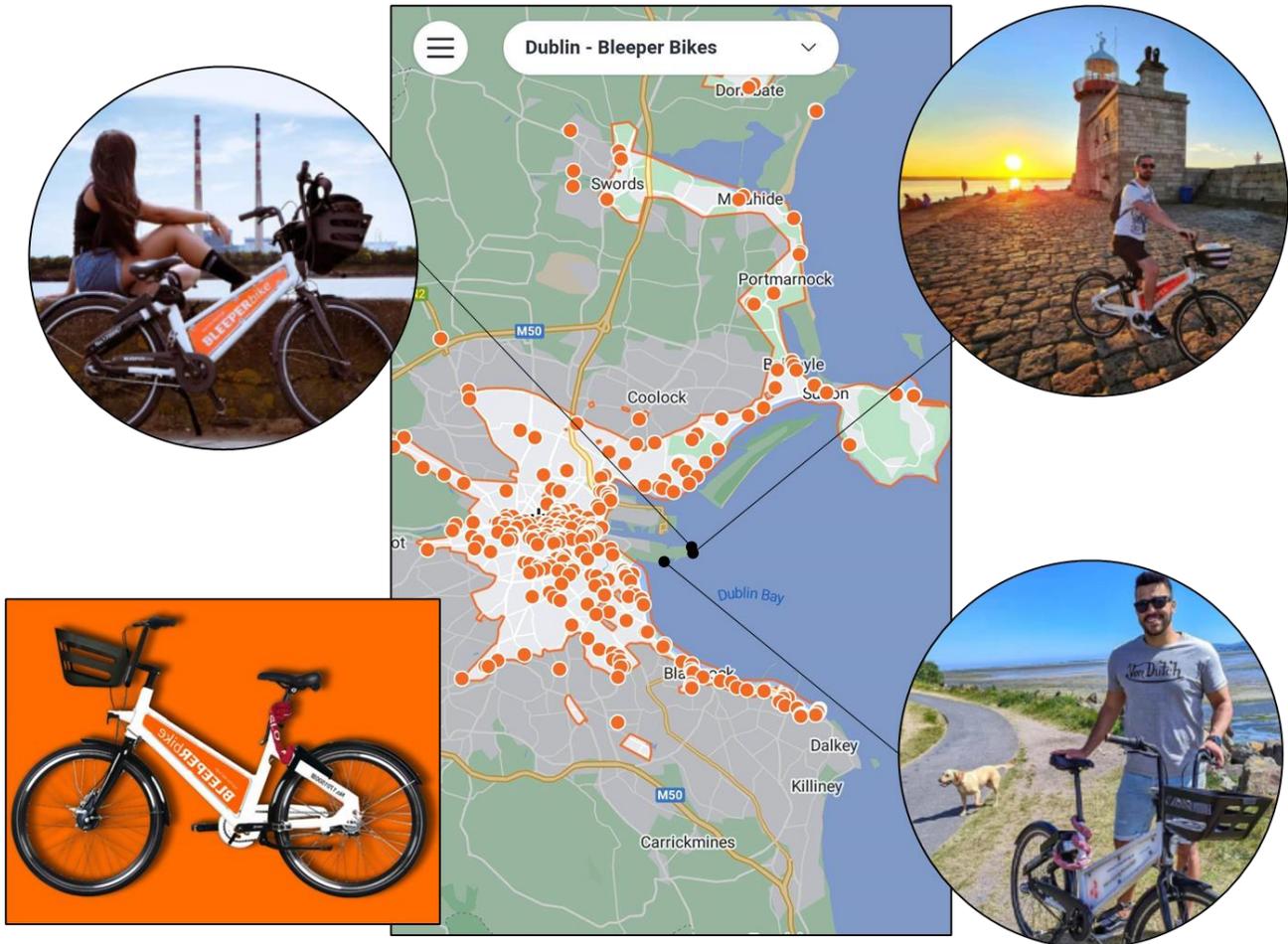


Figure 7.2 Example of BleeperBike App showing available Locations and Examples of Bleeperbikes being used to Visit Dublin Port from their website (<https://bleeperactive.com/pages/bikeshare>)

DublinBikes

DublinBikes is a DCC led self-service bicycle rental scheme which has operated in the city of Dublin since 2009. Ng below shows a typical DublinBike station located on North Wall Quay.

Figure 7.3 shows the location of the DublinBike stations throughout the city and the location of the existing stations located immediately west of the Port Estate boundary.

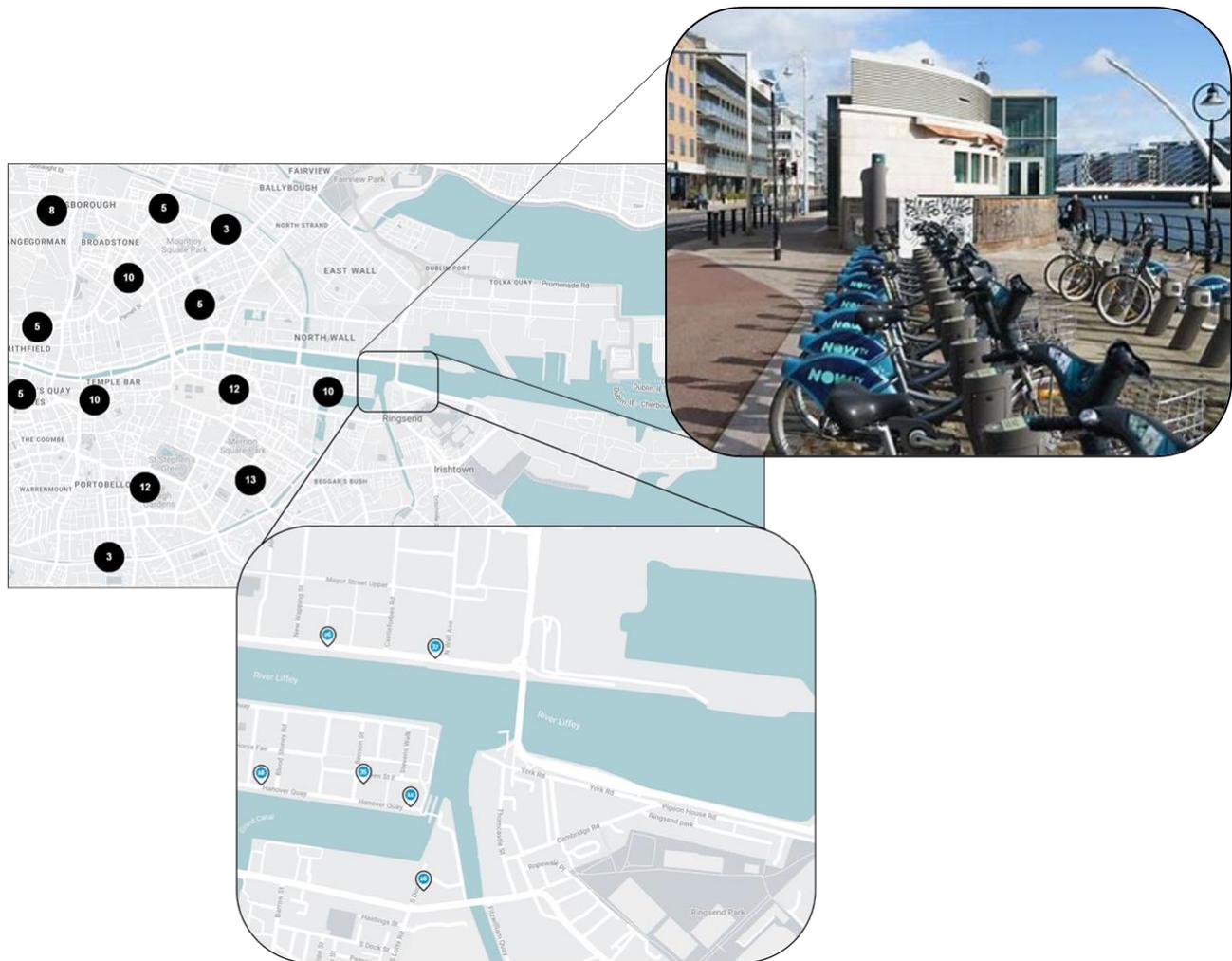


Figure 7.3 DublinBike Stations in the Vicinity of Dublin Port

MOBY Bikes

MOBY Bikes are stationless bike sharing services currently operating in Dublin. Stationless bikes are mainly located in areas currently underserved by DublinBikes, and therefore are useful for users of Dublin Port and 3FM as it is possible to park a Bleeper or MOBY bike at any bike stand; a dedicated station is not required. The rental system is sourced through an app that utilises GPS-tracked smart bike software to locate, lock, and unlock the closest available bike.

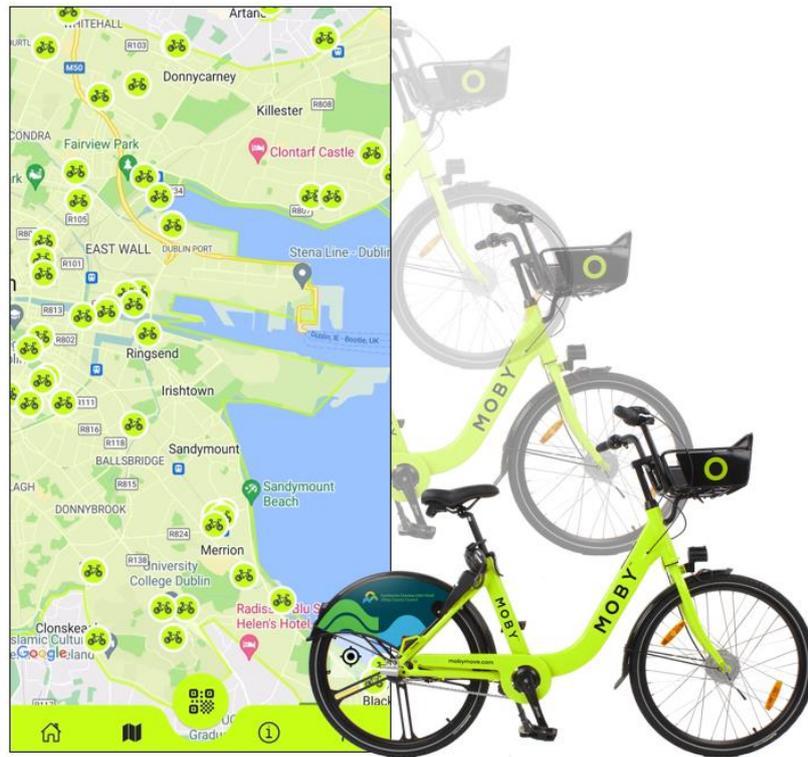


Figure 7.4 Example of MOBY App showing available locations in the vicinity of Dublin Port

7.3.2 Cycle Parking and Integrated Multi-Modal Transport Options

The commercial elements of the 3FM Project will have end user facilities such as covered cycle parking, showering and changing facilities to accommodate and encourage active travel.

As shown in Figure 7.5 below cycle parking facilities have been provided as part of the public realm provision at Port Centre. There is a combination of free-standing cycle parking, an enclosed secure compound for communal parking, and private individual lockers. The cycle lockers facilitate integrated multi-modal non-motorised sustainable transport modes. They allow staff to store their privately owned bicycle in a secure space at the Port Estate.

This would allow staff within the 3FM Project to commute to the Port Estate via public transport and then cycle to their destination within the Port Estate. This would help to encourage modal shift away from private car.



Figure 7.5 Location of Cycle Lockers at Port Centre

7.4 Public Transport Facilities

Córas Iompair Éireann (CIÉ) is Ireland's national public transport provider. Over 230 million journeys are made annually on the network of national, regional, local and urban services across Iarnród Éireann, Dublin Bus and Bus Éireann. A summary of some of the existing public transport facilities (Bus/Rail/Luas/DART) in the vicinity of Dublin Port is presented in Figure 7.6 below.

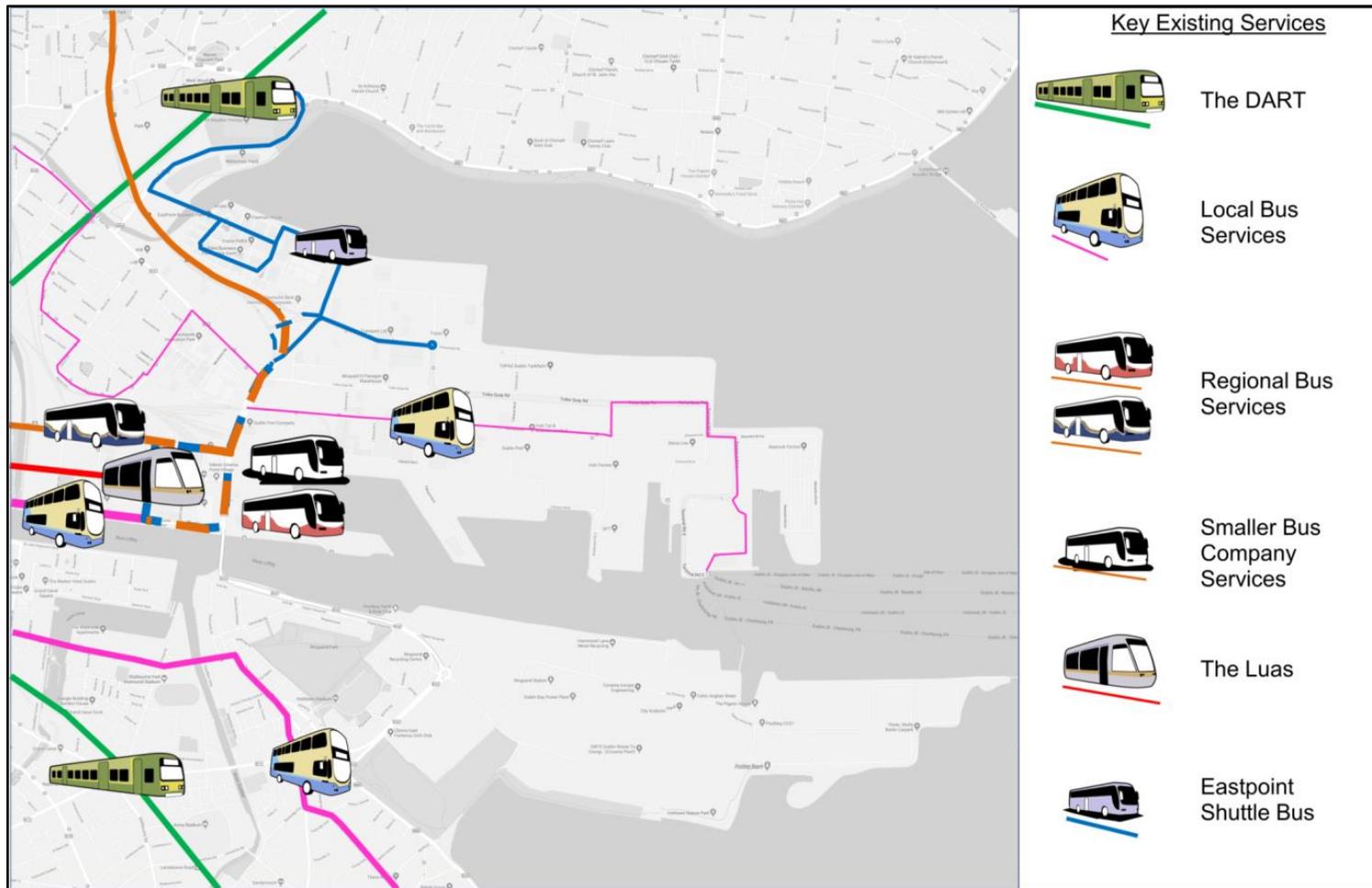


Figure 7.6 A summary of some of the existing public transport facilities in the vicinity of Dublin Port Estate

7.4.1 Existing Public Transport

Bus Éireann

Real time passenger information (RTPI) is provided on the Bus Éireann website (<https://www.buseireann.ie/>). Bus Éireann provides bus services to and from Dublin for the rest of Ireland.



Dublin Bus

Dublin Bus has 116 Bus routes in Ireland with 4370 Bus stops. RTPI, timetable, fare and route planner information is provided on the Dublin Bus mobile friendly website (<https://www.dublinbus.ie/>). Dublin Bus have a smartphone and tablet app that is available for free download. Dublin bus operates within Dublin City and the Greater Dublin Area.



Go-Ahead

Go-Ahead Ireland (GAI) is a leading public transport provider, running services under contract to the National Transport Authority since September 2018. At present, Go-Ahead Ireland operates 33 routes in total. GAI run services in the Outer Dublin Metropolitan Area (ODMA) as well as city services. GAI has a fleet of over 225 buses. The GAI website provides a journey planner as well as timetable and route information.



Luas

The Luas is Dublin's tram / light rail transit system. Live passenger information is provided on <https://www.luas.ie>, in addition to fare information, a halt location map, and a link to National Journey Planner (discussed in the following section). The information provided on Luas.ie can also be obtained using the Luas App that provides live travel



Swords Express

The Swords Express website (<https://www.swordsexpress.com/Timetable/>) provides the full timetable, which includes routes from Swords and routes from Dublin City, where it is available for download. This is in addition to a live position map with real time travel updates, shown in Figure 7.7.



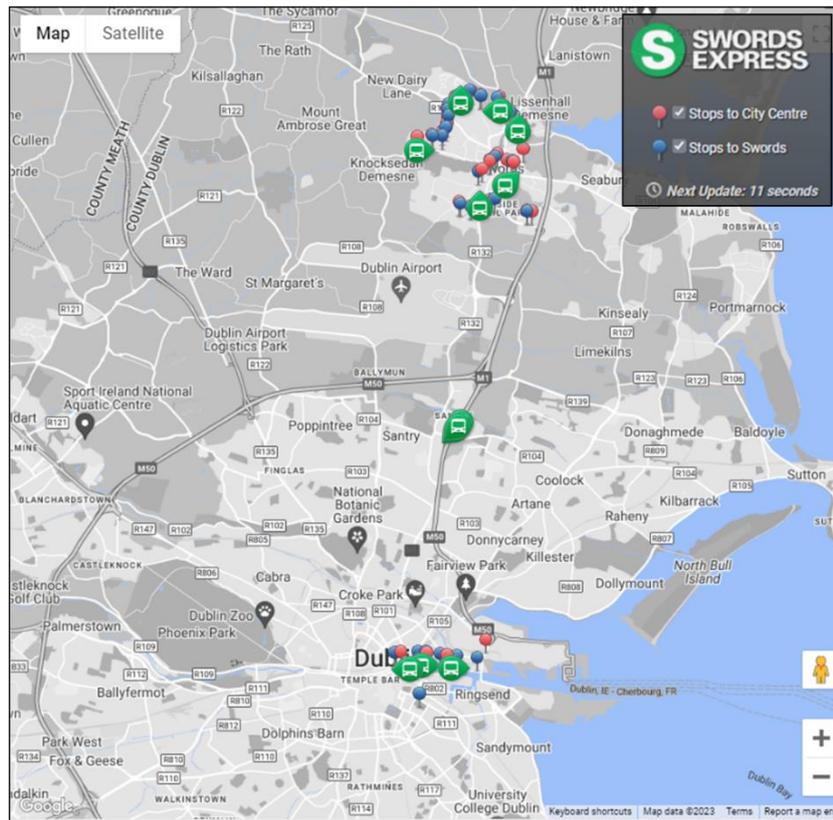


Figure 7.7 Swords Express Live Location Map from Website

Air Coach

Aircoach is a private bus and coach operator that provides scheduled coach services to and from Dublin City Centre and Dublin Airport. Booking, fares and timetable information are available on the Aircoach website (<https://www.aircoach.ie/>).



Nolan’s Ferry Link

FerryLink is a service run by a private coach company, Nolan’s Coaches. It connects the existing Irish Ferries and Stena sites with Dublin City Centre. Booking and timetable information can be accessed on the Nolan Coaches website (<https://nolancoaches.ie/services/ferrylink/>).



EastPoint Shuttle Bus

This is a private shuttle bus service that connects the DART (Dublin Area Rapid Transit) and the Luas to EastPoint Business Park. Timetable and fare information can be accessed through the following website: <https://www.eastpoint.ie/Shuttle-Bus-and-Location>. The website also provides RTPI on the next bus arriving to the Luas, DART and EastPoint stops.



Iarnród Éireann (Irish Rail)

The Iarnród Éireann website (www.irishrail.ie) can be visited to access country-wide rail services including the DART and Commuter Services. Timetables, fares and tickets, and travel information are available on the website.



7.4.2 Bus Facilities

The closest bus stops to the Dublin Port Estate are indicated in Figure 7.8 below.

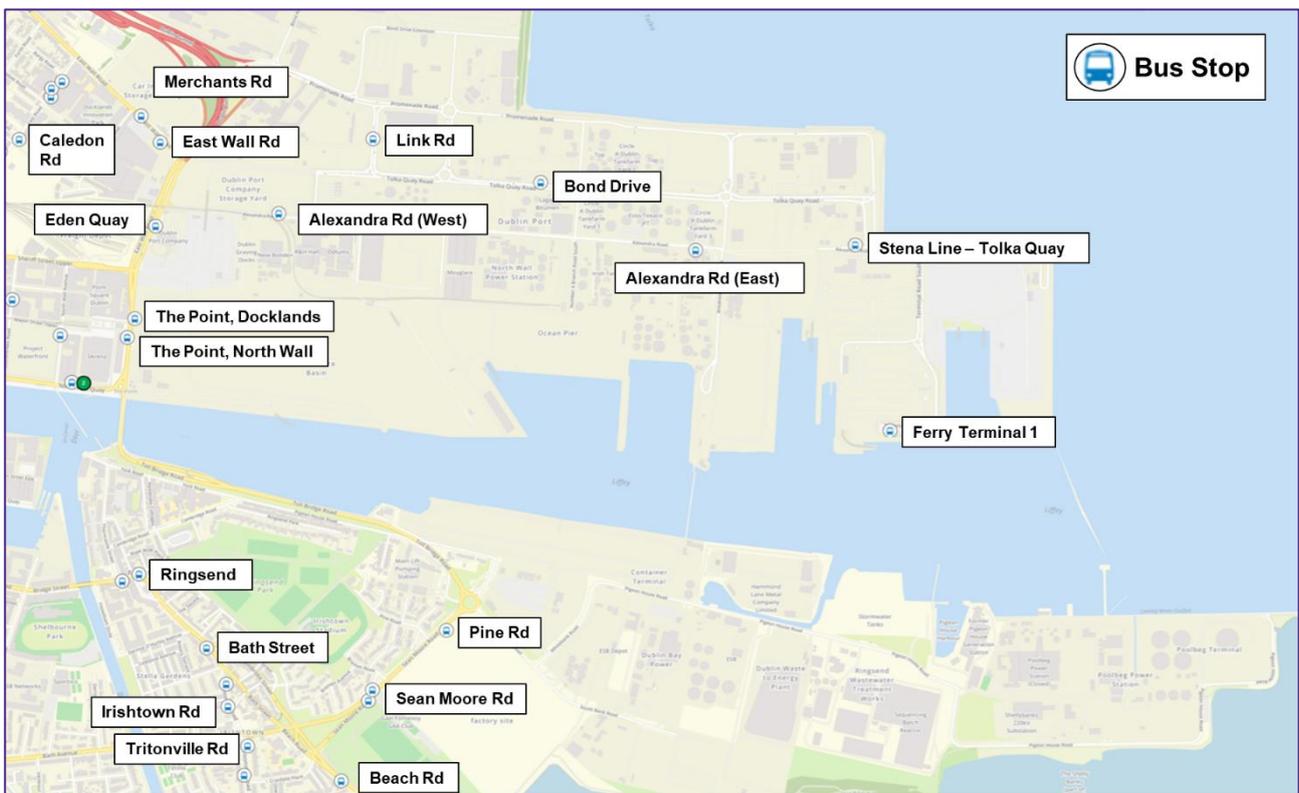


Figure 7.8 Bus Stop Locations in the Vicinity of Dublin Port Estate

Buses serve all areas of Central Dublin, and many suburbs in the Greater Dublin Area too. The main provider of services is Dublin Bus. The highest frequency Dublin Bus stops for the north Port Estate are located at the North Wall Quay and East Wall Road near the 3 Arena. The closest highest frequency bus stop on the other side of the Liffey is at Tritonville Road, Sandymount.

7.4.3 Rail and Tram Facilities

7.4.3.1 Light Rail

The Luas is the tram / light rail transit in Dublin. There are two main lines: The Green Line and the Red Line. The Green runs from Brides Glen to Broombridge and is 24.5km in length with 35 Stops. The Red Line is 20km in length and has 32 Stops. It runs from Tallaght to The Point and from Saggart to Connolly. The Red Line service runs the closest to Dublin Port Estate as shown in Figure 7.9 below.

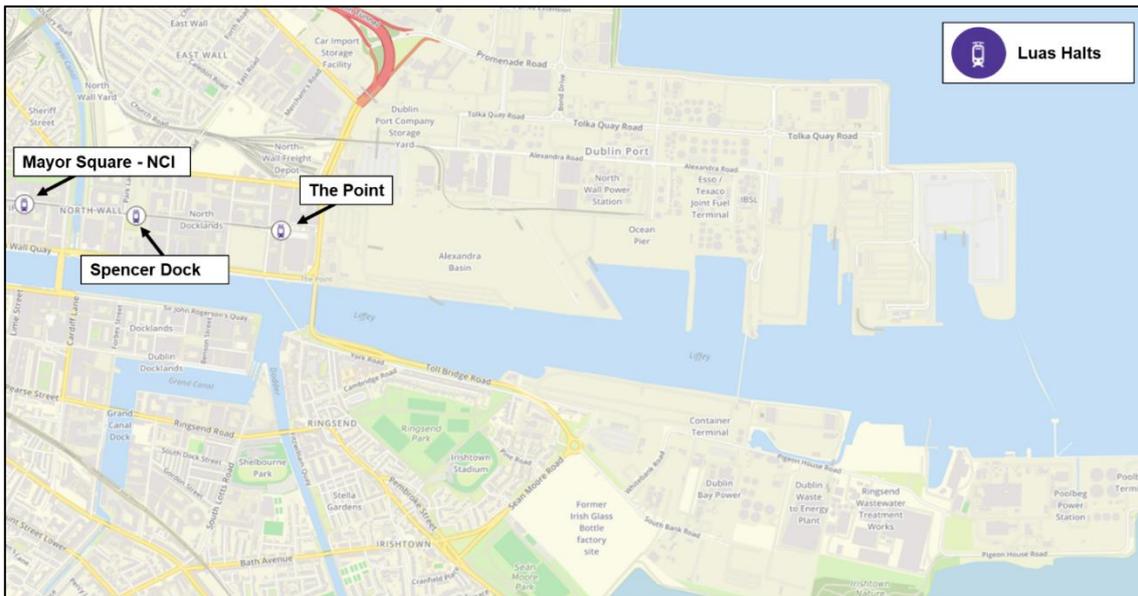


Figure 7.9 Luas Halt Locations in the Vicinity of Dublin Port Estate

'The Point' Luas Halt is located behind the 3 Arena along Mayor Street Upper, approximately 200m from Dublin Port as indicated in Figure 7.10 below.

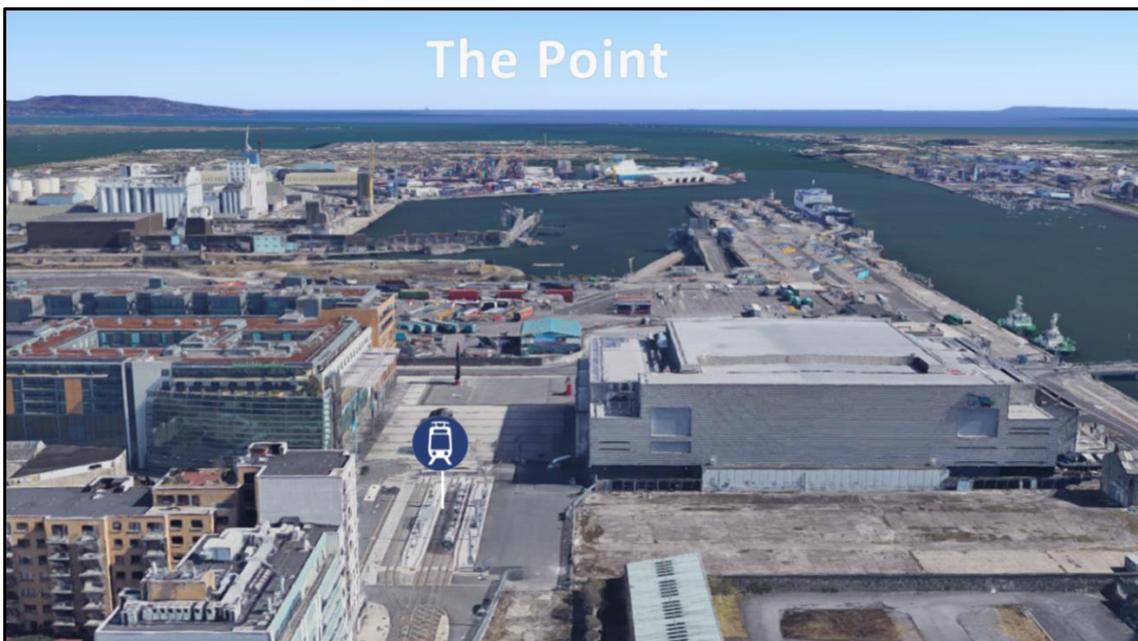


Figure 7.10 The Point Luas Halt Facility in Relation to Dublin Port Estate

The Point Luas Halt has shelters, timetable information, is well lit and in a location that is visible by members of the public (important for security and alleviating any fear of intimidation for users). The Red line operates from 05:30 to 00:00 Monday to Saturday and 07:00 to 23:30 on Sundays.

7.4.3.2 Iarnród Éireann

Iarnród Éireann, also known as Irish Rail, is the operator of the national railway network in Ireland, established in 1987. As mentioned earlier, Iarnród Éireann is a subsidiary of CIÉ. It provides passenger and freight rail services as well as operating Rosslare Europort. It operates all internal DART, Commuter, InterCity and freight railway services in the Republic of Ireland.



The closest local rail station to Dublin Port Estate is Docklands located about 800m from the north Port Estate. It runs services from Dublin to Longford.

A summary of the public rail services in Dublin City is illustrated in Figure 7.11.



Figure 7.11 A Summary of the Public Rail Services in Dublin

7.4.3.3 The DART

The DART is Dublin’s Electric Rail System. It runs along the coast of the Irish Sea from Malahide / Howth in north County Dublin and southwards as far as Greystones, Co Wicklow. DART services operate every 15 minutes all day. The nearest DART Stations to Dublin Port are located as below.

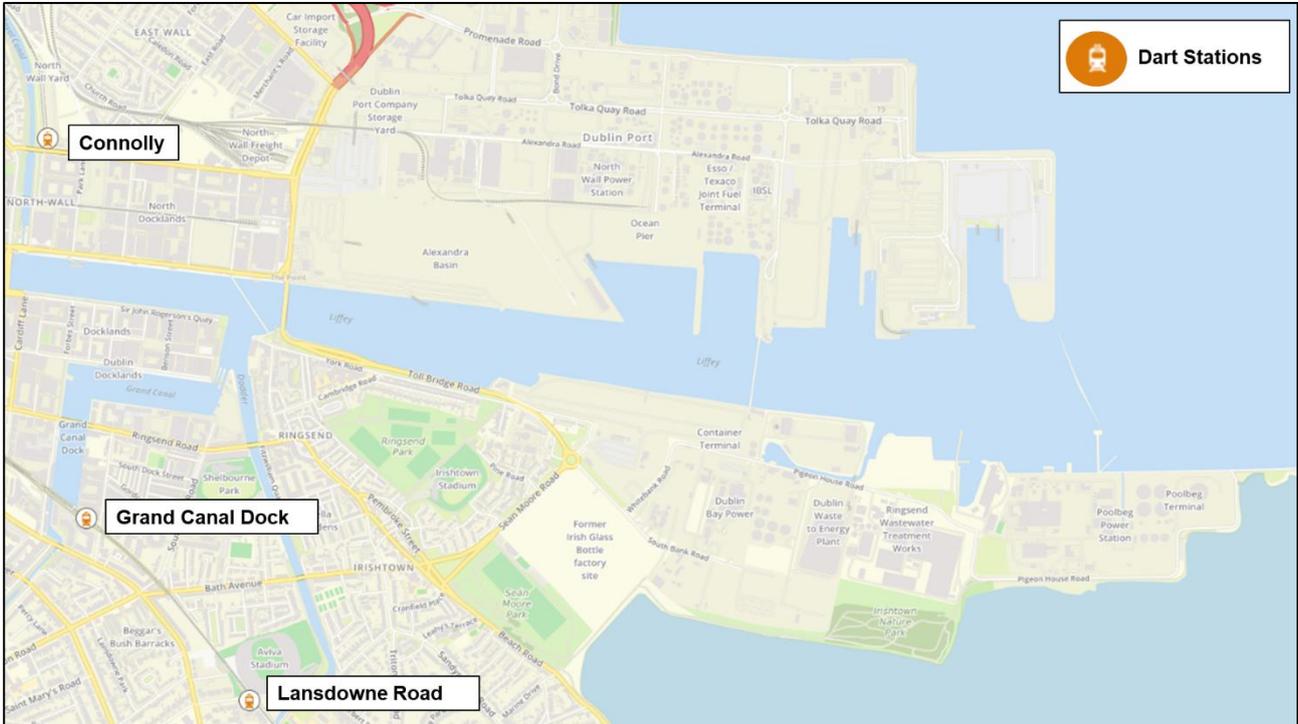


Figure 7.12 The DART Station Locations in the Vicinity of Dublin Port Estate

One of the closest DART stations to the north Port Estate is Connolly Station at approximately 1.7km. Dublin Connolly is the busiest railway station in Dublin and Ireland and is a focal point in the Irish route network.



Services that run from this station are as follows:

- Dublin/Sligo;
- Dublin/Belfast;
- Dublin/Rosslare Europort;
- Commuter services to Drogheda, Dundalk, Maynooth and Longford;

Lansdowne Road DART station is approximately 1.4km from the Port Estate with the main route serving Dublin to Dundalk and Dundalk to Bray / Gorey. See Figure 7.13 below.



Figure 7.13 Facilities at Lansdowne Road Station

If the potential DART+ and DART extension schemes come forward it will further enhance the already established services accessible to the users of the 3FM Project.

7.5 Draft Dublin City Centre Transport Plan 2023

Dublin City Council, in partnership with the National Transport Authority, have published the draft Dublin City Centre Transport Plan 2023. The publication of this plan is an objective of the Dublin City Development Plan 2022-2028 which was adopted by the elected members in November 2022, and of the Transport Strategy for the Greater Dublin Area, as approved by the Minister for Transport in December 2022.

The Dublin City Development Plan 2022-2028 sets out an aspiring aspiration for the city, and in the area of transport sets out very challenging and ambitious targets to be achieved, including a 40% reduction in general traffic and significant increases in walking, cycling and public transport.

The overall transport vision in the plan is for a low traffic city centre with public transport, walking and cycling being prioritised. The consultation process for this plan finished on the 1 December 2023.

The users of the 3FM Project may make benefit of the measures contained within this Transport Plan as the schemes become complete and operational. The Coordinators will update the MMP as active travel and sustainable transport schemes are delivered on the ground.



Figure 7.14 Front Cover of the Draft Dublin City Centre Transport Plan 2023

Appendix A

Sample Travel to Work Survey

THE 3FM Project – Method of Travel to Work Survey

1. Postcode of Current Residence

2. Workplace Address

Company

Address

City/Town

ZIP/Postal Code

3. What is your main mode of travel to work? (Select One)

- | | |
|--|---|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Private Car - Driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Private Car – Passenger (i.e. Car Share) |
| <input type="checkbox"/> Public Transport - Bus | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Public Transport - Rail | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Other (Please Specify) | |

4. What is your average Journey time for work? (Select One)

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> 0-15 minutes | <input type="checkbox"/> 1-1.5 hours |
| <input type="checkbox"/> 15-30 Minutes | <input type="checkbox"/> 1.5-2 hours |
| <input type="checkbox"/> 30-45 Minutes | <input type="checkbox"/> 2 hours + |
| <input type="checkbox"/> 45-60 Minutes | |

5. How far do you travel to get to work? (Select One)

- | | |
|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> 0-5 miles | <input type="checkbox"/> 20-25 miles |
| <input type="checkbox"/> 5-10 miles | <input type="checkbox"/> 25-30 miles |
| <input type="checkbox"/> 10-15 miles | <input type="checkbox"/> 30 miles + |
| <input type="checkbox"/> 15-20 miles | |

6. What is the reason you use your current mode to work?

- Cheap To keep healthy
 Convenient Good for the environment
 Other (Please Specify)

7. What are your typical working hours? (Select One)

- Monday- Friday 9-5 On site / Construction
 Night Work Flexible
 Shift Work (Please Specify)

- Other (Please Specify)

8. How often do you travel for work i.e. business trips? (Select One)

- Never Once or Twice per week
 Once or Twice per Month Daily
 Other (Please Specify)

9. What is your main mode of travel for business? (Select One)

- | | |
|--|---|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Private Car - Driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Private Car – Passenger (i.e. Car Share) |
| <input type="checkbox"/> Public Transport - Bus | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Public Transport - Rail | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Other (Please Specify) | |

10. Would you be interested in car sharing?

- Yes
 No

11. Do you encounter problems commuting by active travel or public transport methods?

- Yes
 No (Please Specify)

12. Have you any other suggestions relating to active travel or public transport facilities at Dublin Port Estate?

DONE