



Mobility Management and Travel Plan

Cherry Orchard Point – Phase 2 of Proposed Development at Sites 4 and 5, Park West Avenue, Dublin 10

January 2025

Waterman Moylan Consulting Engineers Limited

Block S Eastpoint Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.watermangroup.com

Client Name: Dublin City Council in partnership with the Land Development Agency
Document Reference: 22-010r.027 Phase 2 Mobility Management & Travel Plan
Project Number: 22-010

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	30 January 2025	P Ingle	I Worrell	

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Conditions of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

1. Introduction	1
1.1 Background	1
1.2 Contents of Plan.....	1
1.3 County Development Plan	1
2. Masterplan Lands	2
2.1 Cherry Orchard Point Site Location and Description	2
2.2 Proposed Masterplan Development.....	3
3. Proposed Subject Development	5
3.1 Location and Description	5
3.2 Design Population	5
4. Cherry Orchard Point	7
4.1 Approved Development – Phase 1 Site 4	7
4.2 Subject Development – Phase 2 Site 4	7
4.3 Future Development – Phase 3 Site 5	7
4.4 Future Development – Phase 4 Site 4	8
4.5 Surrounding Streets	8
4.6 Public Transport	8
5. Modal Split.....	9
5.1 Existing Mode Share	9
5.2 Target Mode Share	9
5.3 Measures	10
6. Sustainable Travel Opportunities	11
6.1 Opportunities for Pedestrian Travel	11
6.2 Opportunities for Cycle Travel	11
6.3 Opportunities for Travel by Public Transport	13
6.4 Bus Services	14
6.4.1 Existing.....	14
6.4.2 Future	16
6.5 Rail Services	17
6.5.1 Existing.....	17
6.5.2 Future	18
6.6 Car Club / Car Sharing.....	19
6.7 Deliveries, Drop Off and Collection	20
7. Car Park Management Plan	21
7.1 Location and Allocation	21
7.2 Access and Access Control	21

7.3	Residents	21
7.4	Visitors	22
7.5	Disabled Spaces	22
7.6	Electric Vehicle Charging	22
7.7	Motorcycles	22
7.8	Inappropriate Parking.....	22
7.9	Parking Control Measures	22
7.10	Car Maintenance.....	23
8.	Mobility Management Measures	24
8.1	Introduction	24
8.2	Marketing and Communications	24
8.3	Cycling	25
8.4	Public Transport.....	25
8.5	Shared Transport	26
8.6	Personalised Travel Plan	26
9.	Implementation, Monitoring and Review	27
10.	Monitoring and Review	28

Figures

Figure 2-1: Site Location Map (Source: Google Earth)	3
Figure 2-2: Masterplan Development Phasing Layout	4
Figure 6-1 Walking Time from Cherry Orchard Point (50 mins)	11
Figure 6-2 Local Cycle Infrastructure	12
Figure 6-3 Cycle Time from Cherry Orchard Point (30 mins).....	13
Figure 6-4 Bus Stops in the area of Cherry Orchard Point Masterplan Site	14
Figure 6-5: Extract from Bus Connects Map for G-Spine and Route 60	16
Figure 6: Extract from Bus Connects Map for the Ballyfermot/Clondalkin Area	17
Figure 6-7: Commuter Rail Connections	18
Figure 6-8 Extract from Irish Rail DART + Map.....	19

Tables

Table 3-1: Phase 2 Schedule of Accommodation	6
Table 5-1: Existing Mode Share	9
Table 5-2 Target Mode Share	9
Table 7-1: Allocation and Management of Car Parking	21

1. Introduction

1.1 Background

This Mobility Management and Travel Plan has been prepared by Waterman Moylan as part of the planning documentation for the proposed Phase 2 development of the Cherry Orchard Point masterplan development at Sites 4 and 5, Park West Avenue, Dublin 10.

A detailed Traffic and Transport Assessment (TTA) has been undertaken by Waterman Moylan and is submitted as part of this planning application under a separate cover.

1.2 Contents of Plan

The contents of this Travel Plan include:-

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

1.3 County Development Plan

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

Part of Section 2.3 is reproduced below:

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

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

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

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

The subject development comprises 137-no. residential units.

2. Masterplan Lands

2.1 Cherry Orchard Point Site Location and Description

The subject masterplan development is comprised of 2 no. sites. Site 4 & Site 5 are bisected by Park West Avenue and lie to the west and east of this roadway respectively, as per the blue boundary lines indicated on Figure 2-1: Site Location Map (Source: Google Earth). The proposed Phase 2 Subject Site is located within Site 4 of the masterplan development.

The 2022 and 2024 Site Investigation Report undertaken by Ground Investigations Ireland (GII), included as an appendix to the Preliminary Construction Environmental Management Plan submitted under a separate cover, has determined that Site 4 is combination of Greenfield and Brownfield, with evidence of fill material in the area of the site previously used as a construction compound. Site 5 is predominantly a brownfield site, with fill material found for the same reason.

Site 4 is bound to the west by the M50, to the south by the Dublin-Kildare rail line and the Park West & Cherry Orchard station, and to the east and north by Park West Avenue. Site 5 is bound to the west by Park West Avenue, the northwest by Cedar Brook Way, the northeast and east by Barnville Park, and to the south by the Dublin-Kildare rail line and the residential unit of 62 Barnville Park.

Site 4 is currently accessed via a secured gate from Park West Avenue. Site 5 is accessed via a similar arrangement from Cedar Brook Way.

The masterplan development is a 4-Phase development with Phase 1, 2, and 4 located on Site 4, and Phase 3 located on Site 5. The subject site for this assessment, Phase 2 of the multi-phase masterplan development is indicated by the red boundary line, also shown on Figure 2-1: Site Location Map (Source: Google Earth).

The overall masterplan development area as per the blue line boundaries is c. 13.02ha, with Site 4 being c. 11.41 ha and Site 5 being c. 1.61ha. The area of the subject application indicated by the redline boundary, including for works in the public domain, is 3.185ha (31,850m²).



Figure 2-1: Site Location Map (Source: Google Earth)

2.2 Proposed Masterplan Development

The proposed masterplan development is a 4-Phase development to be built on Site 4 and Site 5. Each Phase is subject to its own planning permission application. Refer to Figure 2-2: Masterplan Development Phasing Layout for an illustration of the masterplan development layout.

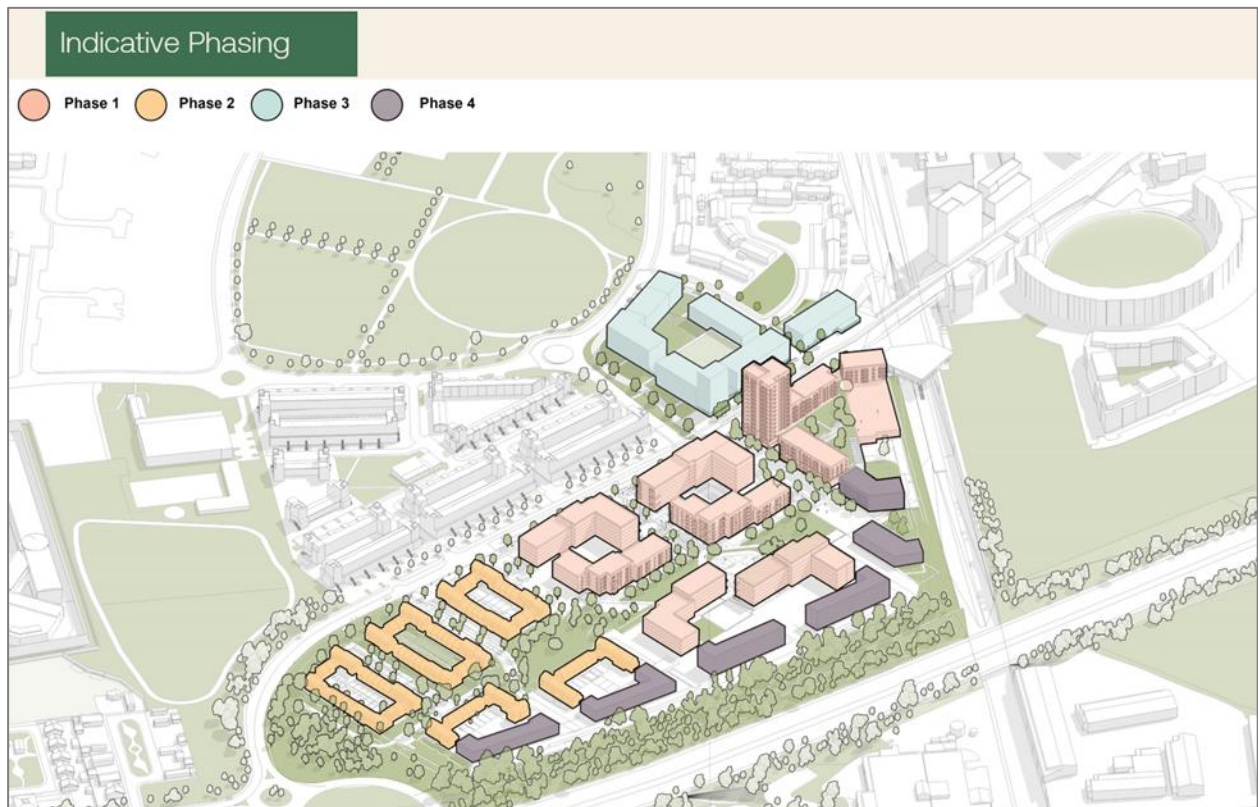


Figure 2-2: Masterplan Development Phasing Layout

A description of each of the 4-Phases is included below:

Approved Phase 1

Is a medium and high-density area located on Site 4 which will provide a total of 708 no. residential units ranging in size from studio to 3-bed apartments, a 2,523m² supermarket, a combined area of 373m² for retail over 7 units, a 672m² creche and 1,222m² of community spaces over 13 buildings. It is noted that the trunk foul and surface water drainage, including attenuation storage, to serve phases 2, 3, & 4 are part-provided under the planning application submission for Phase 1.

Phase 1 of Cherry Orchard Point was approved in July 2024 under ABP Ref. ABP-318607-23.

Phase 2 (Subject Site)

The subject development, Phase 2, is a low-density housing area located to the north of Site 4 and is proposed to contain 137 no. residential units comprising a mix of apartment/duplex units and houses.

Phase 3

Is located on Site 5 and is proposed to comprise of approx. 254 residential units, 1,200m² of retail space, with community facilities to be confirmed.

Phase 4

Is located on Site 4 and will consist of the construction of commercial office space over 6 blocks with a total area of c. 16,310m².

3. Proposed Subject Development

3.1 Location and Description

The proposed Phase 2 development located on lands at Cherry Orchard, Dublin 10 (known as Development Site 4 in the Park West Cherry Orchard Local Area Plan 2019) is on a site of c. 3.185 hectares.

The Phase 2 Subject Site is bound by Cloverhill Road to the north, Cedar Brook Avenue and Park West Avenue to the east, the consented Phase 1 development (Bord. Ref: ABP-318607-23) to the south, and the M50 motorway to the west. The development will consist of the construction of a residential scheme containing 137no. residential dwellings (comprising 31no. 2-bedroom units, and 106no. 3-bedroom units) through a mixture of houses, duplex units and own-door apartments. The proposed development will include a new access road connecting to the entrance point at Park West Avenue as permitted under the Phase 1 scheme, new internal streets, landscaped public and communal open space, a new pedestrian connection to Cloverhill Road and all associated site and development works. The proposed development represents Phase 2 of the overall planned development for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was granted permission in July 2024 (Bord. Ref: ABP-318607-23). The proposed development (GFA of c. 13,280sqm) involves the construction of 137no. dwellings in a mix of houses, duplexes and own-door apartments ranging in height from 2 to 3 storeys comprising 31no. two-bed units (9no. two-bed three-person and 22no. two-bed four-person) and 106no. three-bed units (13,015 sqm total residential floor area), and all ancillary accommodation including bike and bin stores and ESB substation (265sqm total GFA). The proposed development also includes the provision of 2,133sqm landscaped public open space, in addition to 2,050sq.m of public open space as consented under the Phase 1 permission (Bord. Ref: ABP-318607-23).

The total public open space provided for Phase 2 totals 4,183 sqm (12.34% of the net site/development area (3,390ha) of Phase 2 lands). Communal open space for the duplex and apartment units is provided across three dedicated communal amenity areas (602sq.m in total area) with private open space to serve the proposed units to be delivered through a mixture of rear gardens and terraces.

The proposed development will also involve the provision of 141no. car parking spaces at curtilage and street level throughout the development, of which 7no. are accessible spaces and 71no. EV charging points (representing 50% of the total parking spaces). A total of 306no. bicycle parking spaces, of which 18no. are visitor spaces accommodated through a mixture of bike stores and external cycle parking stands. A total of 7no. motorbike parking spaces are also provided. Vehicular, pedestrian and cycle access routes to serve the proposed development are provided via the consented Phase 1 entrance to the east of the site along Park West Avenue with further connections provided to the north and to the south to the permitted Phase 1 scheme. Provision is also made for the installation of a signalised access junction with associated traffic lights and below ground infrastructure and the relocation of bus stop and shelter along Park West Avenue. The need to provide a signalised junction requires minor alterations to the entrance to the development including adjustment to the paving as previously permitted under the Phase 1 scheme (no further amendments to that permission are proposed under this application.) The proposed development also includes the provision of off-street cycle lanes along Park West Avenue that will provide direct connectivity to the Rail Station to the southeast and Cherry Orchard Park to the east.

The development will also provide for all associated ancillary site development works including site clearance, boundary treatment, associated public lighting, internal roads and pathways, bin and bike stores, ESB substation, hard and soft landscaping, play equipment, and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.

3.2 Design Population

A breakdown of the schedule of accommodation for the subject application is provided below.

Table 3-1: Phase 2 Schedule of Accommodation

Unit Type		Area sqm	No. of Units	Total Floor Area
2 Bed/ 4 Person House	HT A	81	13	1053
3 Bed/ 5 Person House - 2 storey	HT B	96	56	5376
3 Bed/ 5 Person House - 2 storey (end terrace)	HT B1	96	19	1824
3 Bed/ 5 Person House - 2 storey	HT C	106	13	1378
2 Bed/ 4P Own-Door Apt - mid terrace	Duplex A	73	6	438
2 Bed/ 3P Own-Door Apt (UD) - mid terrace	Duplex A (UD)	73	4	292
2 Bed/ 4P Own-Door Apt - end terrace/ corner	Duplex A1	73	3	219
2 Bed/ 3P Own-Door Apt (UD) - end terrace/ corner	Duplex A1 (UD)	73	5	365
3 Bed/5P Own-Door Duplex - end terrace/ corner	Duplex A2	115	8	920
3 Bed/5P Own-Door Duplex - mid terrace	Duplex A3	115	10	1150
Total			137	13015

4. Cherry Orchard Point

4.1 Approved Development – Phase 1 Site 4

The approved Phase 1 on Site 4 of Cherry Orchard Point residential development comprises:-

- A total of 708 residential apartments in a number of blocks.
- A total of 4,790 sqm non-residential development comprising
 - Supermarket (2,523 sqm).
 - Retail Units (373 sqm)
 - Creche with accommodation for 25 staff and 104 children (672 sqm)
 - Community Facilities (1,222 sqm)
- A total of 444 number car parking spaces including 222 number spaces equipped with fully functional EV Charging Point(s) and the remaining 222 spaces designed to facilitate the relevant infrastructure to accommodate future EV charging.
- Motorcycle parking (22 spaces).
- A total of 1,618 number bicycle parking spaces

4.2 Subject Development – Phase 2 Site 4

The proposed development of Phase 2 on Site 4 at Cherry Orchard Point will comprise:

- 137 residential units comprising
 - 31 2-bed units
 - 106 3-bed units
- A total of 141 number car parking spaces comprising
 - 3 accessible spaces for residents
 - 4 accessible spaces for visitors
 - 27 on curtilage spaces for houses
 - 74 on street spaces for houses
 - 33 on street spaces for duplex/GF apartments
 - 71 spaces are proposed as EV charging points
- A total of 306 cycle parking spaces
 - 194 on curtilage spaces for houses
 - 94 on curtilage spaces for duplex/GF apartments
 - 18 visitor cycle spaces
- A total of 7 motorbike spaces

4.3 Future Development – Phase 3 Site 5

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

- A total of 254 residential apartments in 6 blocks.

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

4.4 Future Development – Phase 4 Site 4

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

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

4.5 Surrounding Streets

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

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

4.6 Public Transport

Rail

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

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

Bus

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

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

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

5. Modal Split

5.1 Existing Mode Share

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

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

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

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

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

Table 5-1: Existing Mode Share

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

5.2 Target Mode Share

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

Table 5-2 Target Mode Share

Mode	Dublin City 2028	Park West Cherry Orchard 2027
Walking	13%	16.0%
Cycling / Micro Mobility	13%	5.0%

Mode	Dublin City 2028	Park West Cherry Orchard 2027
Public Transport (Bus, Rail)	57%	44.0%
Private Vehicles (Car, taxi, goods, motorcycles)	17%	35.0%
Total	100.0%	100.0%

5.3 Measures

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

6. Sustainable Travel Opportunities

6.1 Opportunities for Pedestrian Travel

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

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

There are a large number of facilities of all types, including residential, leisure, retail and commercial within the preferred maximum walking distance of 4km. These include Clondalkin, Liffey Valley Shopping Centre, Palmerstown, Chapelizod and Walkinstown. Refer to Figure 6-1 Walking Time from Cherry Orchard Point (50 mins) for a map showing the walking time from the subject development.

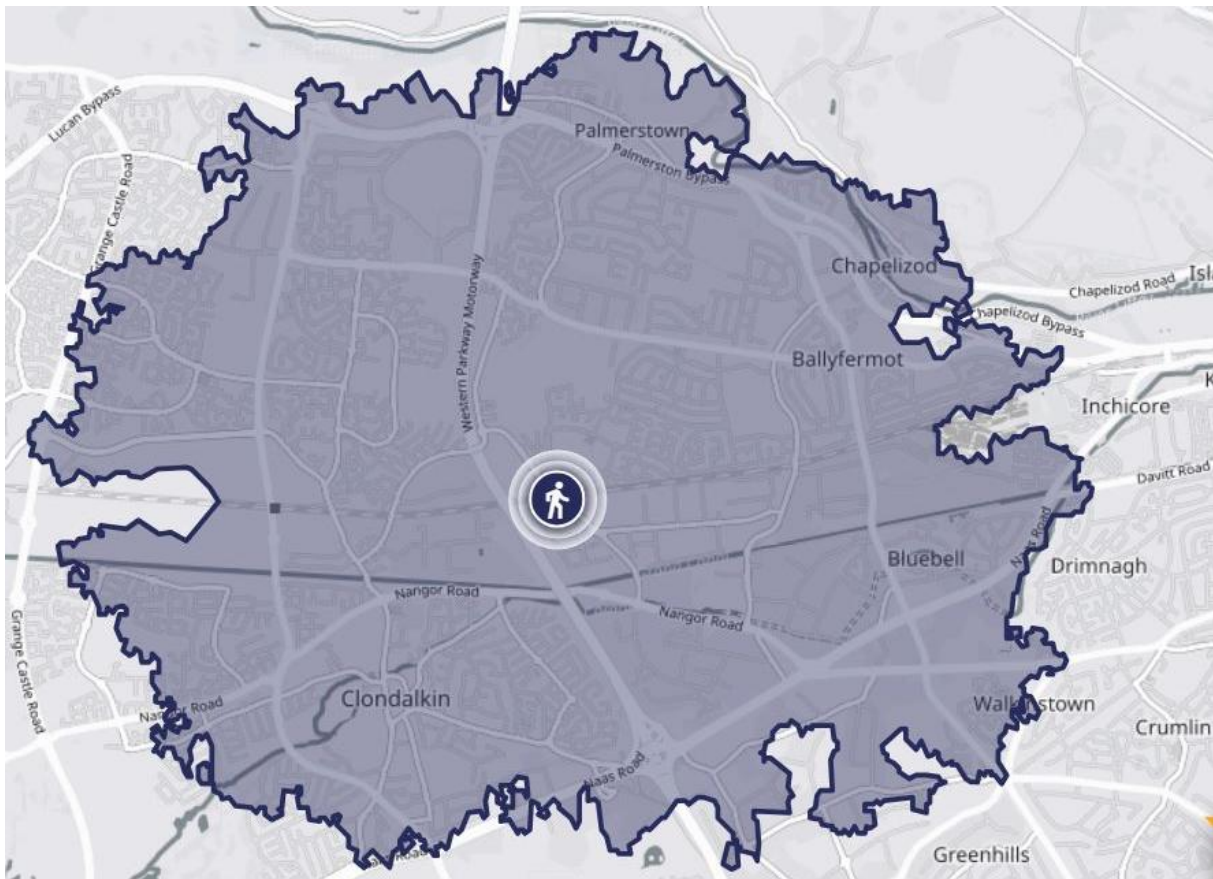


Figure 6-1 Walking Time from Cherry Orchard Point (50 mins)

6.2 Opportunities for Cycle Travel

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

Figure 6-2 Local Cycle Infrastructure below shows the proposed local cycle and lane network as taken from the National Transport Authority's (NTA) *Greater Dublin Area Cycle Network Plan*.

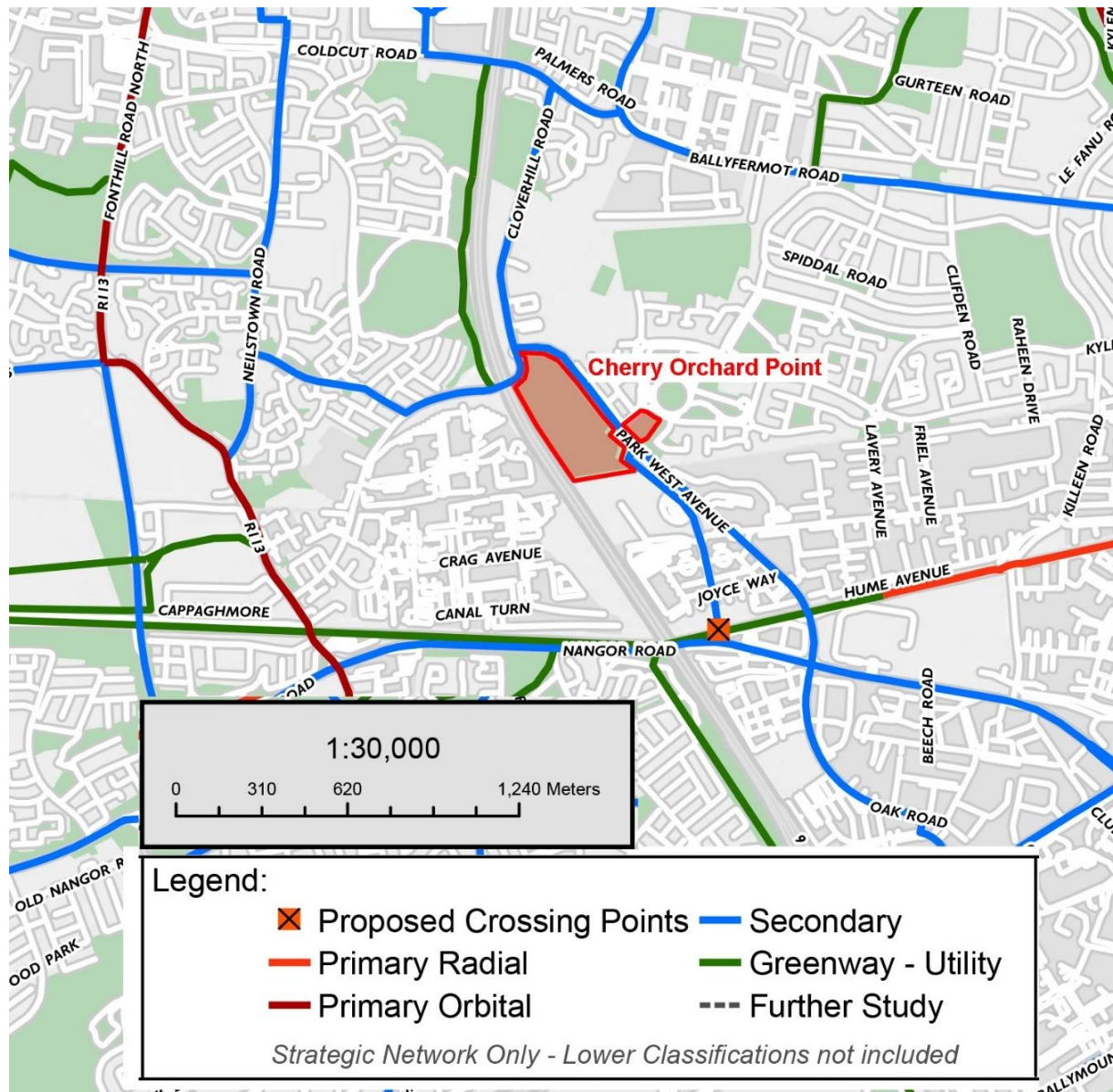


Figure 6-2 Local Cycle Infrastructure

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

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

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

This publication advises that 10km is the maximum distance people will travel by bike. There are a large number of residential areas within 10km or c.30 min. bike ride from Cherry Orchard Point, the masterplan

development. Those traveling by bike could travel as far as Castleknock to the north, Tallaght to the south and The Liberties to the east and Adamstown to the west as illustrated in Figure 6-3 Cycle Time from Cherry Orchard Point (30 mins).

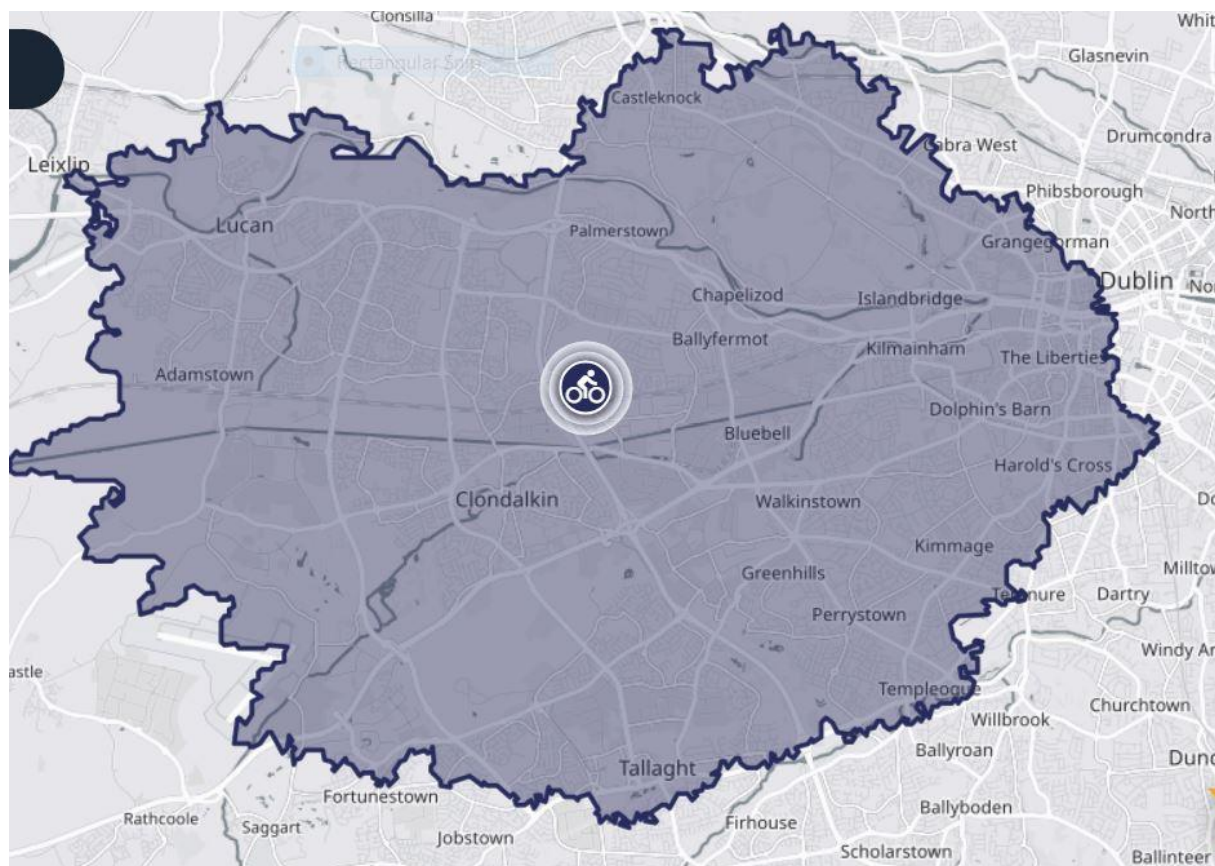


Figure 6-3 Cycle Time from Cherry Orchard Point (30 mins)

6.3 Opportunities for Travel by Public Transport

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

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



Figure 6-4 Bus Stops in the area of Cherry Orchard Point Masterplan Site

6.4 Bus Services

6.4.1 Existing

Park West Avenue

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

Dublin Bus Routes 79 and 79a which formerly served Park West Avenue, and the Park West & Cherry Orchard Station were replaced by Bus Connects Routes G1 and 60 in October 2022. See Figure 8. Timetables for Routes G1 and 60 are included in Appendix B of the TTA.

Route G1 is a 24-hour service which is part of the G spine. It links the site for the proposed development to New Wapping Street in the City Centre via Inchicore and to the Luas Red Line at the Red Cow. Services operate at 15-minute intervals in both directions Monday – Saturday reducing to 20-minute intervals on Sundays. A reduced frequency operates during the early morning and at night.

Route 60 links the site to Sir John Rogerson's Quay in the City Centre via Heuston Station and to the Luas Red Line at the Red Cow via Clondalkin. Services operate at 60-minute intervals in both directions. Bus stops for these services are located on Park West Avenue, Barnville Walk and Cedar Brook Way.

Passenger Capacity

Based on a review of the fleet of double deck buses operated by Dublin Bus in the area of the proposed development, the average capacity of each bus including standing passengers was found to be 87 passengers per bus.

Current timetables for Routes G1 and 60 provide for 5 buses per hour in each direction with a total capacity of 435 passengers per hour in each direction (5 buses x 87 passengers per bus). For an assessment of future capacity to cater for future demand post development, See Section 14.6 of the TTA.

Nangor Road

Other contiguous services continue to be provided by Dublin Bus Route 151 along Nangor Road at a walking time of 16 minutes (1.3km) from the proposed development. Route 151 links Foxborough (Balgaddy Road) with Docklands (East Road) via Nangor Road.

Services operate at 20-minute intervals in both directions Monday – Saturday reducing to 30-minute intervals on Sundays. A reduced frequency operates during the early morning and at night.

Future Changes

As part of the Bus Connects project, the existing Route 151 is due to be replaced by Routes D1 and D3.

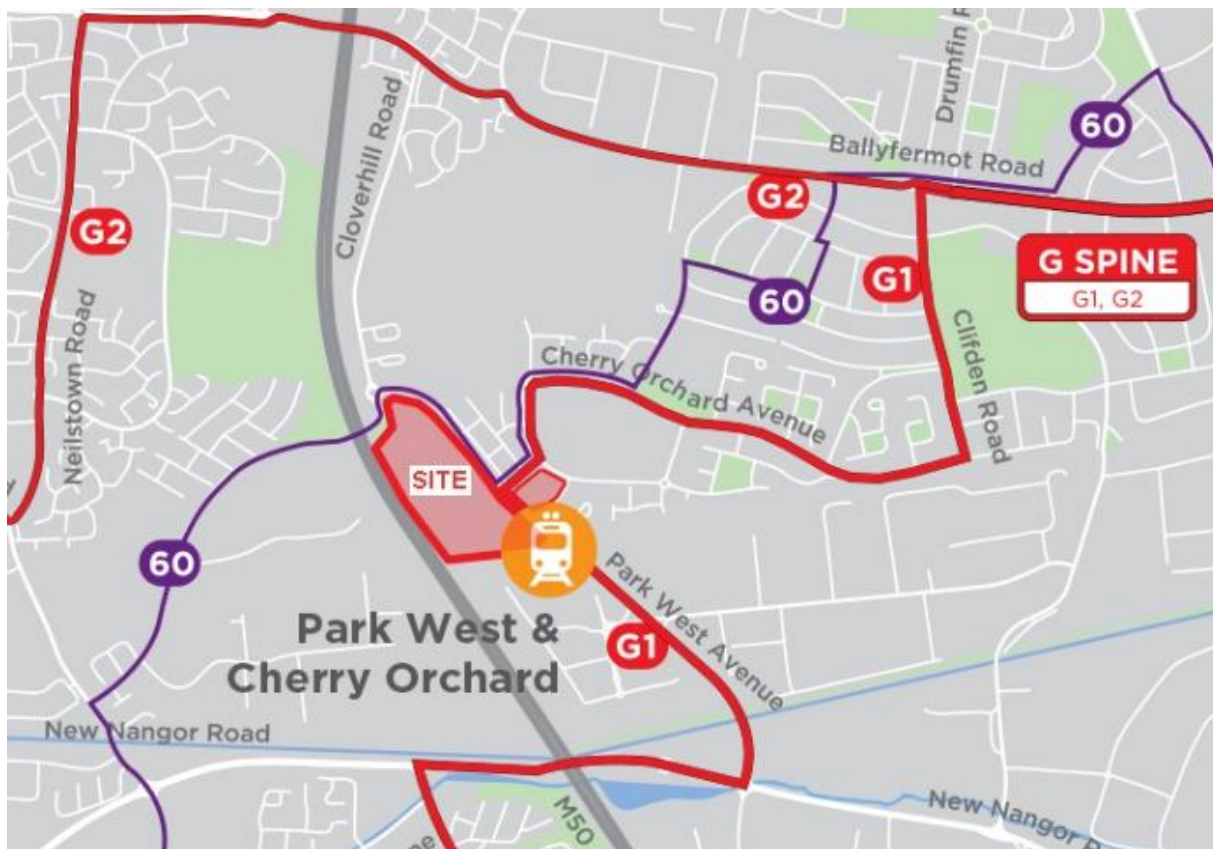


Figure 6-5: Extract from Bus Connects Map for G-Spine and Route 60

6.4.2 Future

Service improvements arising from the network redesign by Bus Connects in the Ballyfermot / Clondalkin area had only been partly implemented at the time of writing in November 2024.

Services G1 and 60 illustrated on Figure 10 are currently operational. In the near future, both are expected to be operated by the electric buses.

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

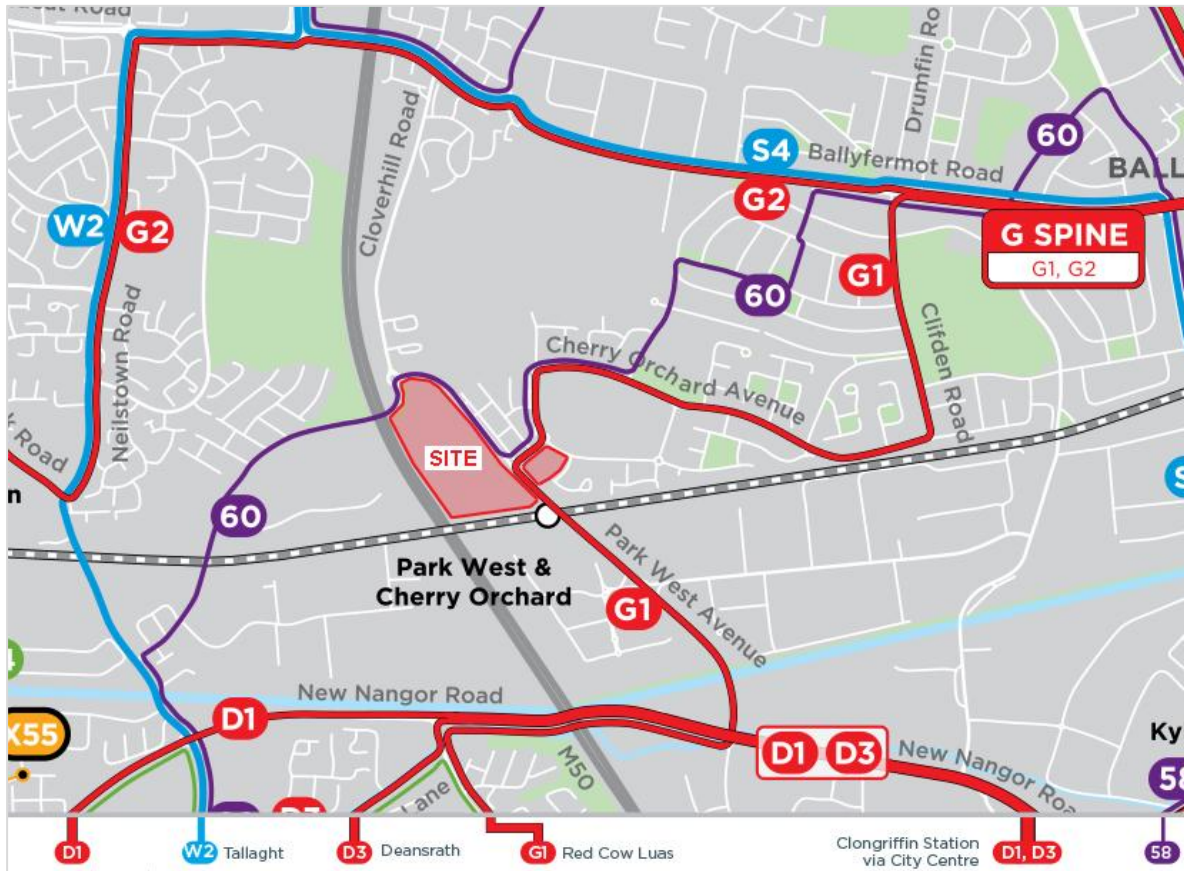


Figure 6: Extract from Bus Connects Map for the Ballyfermot/Clondalkin Area

6.5 Rail Services

6.5.1 Existing

Existing Station

Park West & Cherry Orchard which opened in 2008, is an intermediate station on the Kildare Commuter Line with regular commuter and inter-city services including stopping services from Portlaoise and Newbridge to Heuston Station and from Hazelhatch & Celbridge to Grand Canal Dock. Refer to Figure 6-7: Commuter Rail Connections for details.

Services

In common with established practice and other transportation studies and reports, the TTA assesses the impact of the proposed development on the rail service during the AM peak.

The journey time to Heuston is some 9 - 11 minutes and the journey time to Grand Canal Dock is some 40 – 45 minutes. The latest timetable for the Kildare Line issued by Irish Rail on 14th October 2024 provides for five services from Park West and Cherry Orchard to the City Centre during the AM Peak Hour.

Rail Mode Share

Section 2.9.1 of the Park West - Cherry Orchard Local Area Plan 2019 advised that

'In examining the Census data and the breakdown of sustainable modes of transport, rail represents a very low 2%. This is despite its central location and despite 2,550 people having access to the station within a 15-minute walk.

Passenger Capacity – AM Peak

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

For an assessment of future capacity to cater for future demand post development, See Section 14.6 of the TTA.

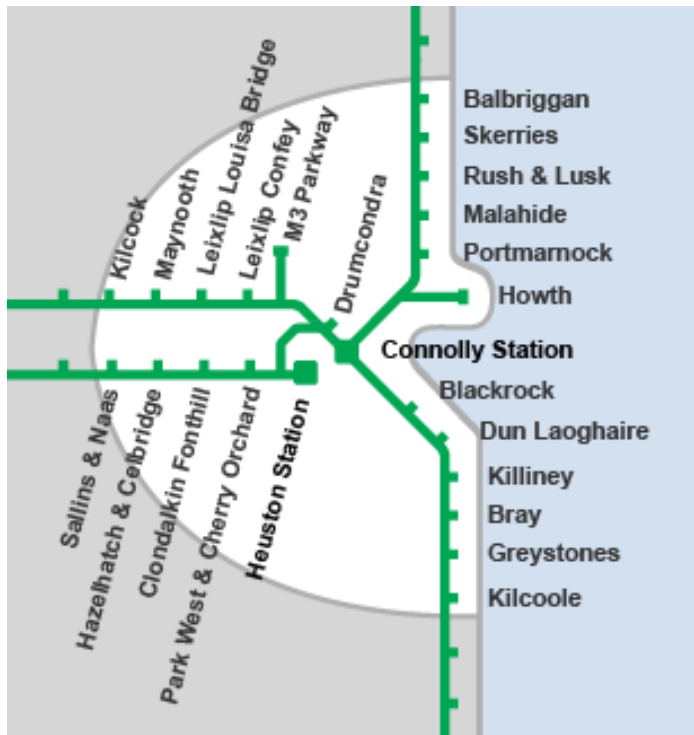


Figure 6-7: Commuter Rail Connections

6.5.2 Future

The DART Expansion Project proposed by Irish Rail will deliver new electrified rail services between the existing DART network in the City Centre and Hazelhatch. The service through Park West & Cherry Orchard will provide an increased service frequency and enhanced passenger capacity.

The DART + South West project illustrated in Figure 6-8 will provide:

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

An application for a Railway Order for the DART+ South West project was submitted to An Bord Pleanála (ABP) in March 2023 and has since been granted by ABP.

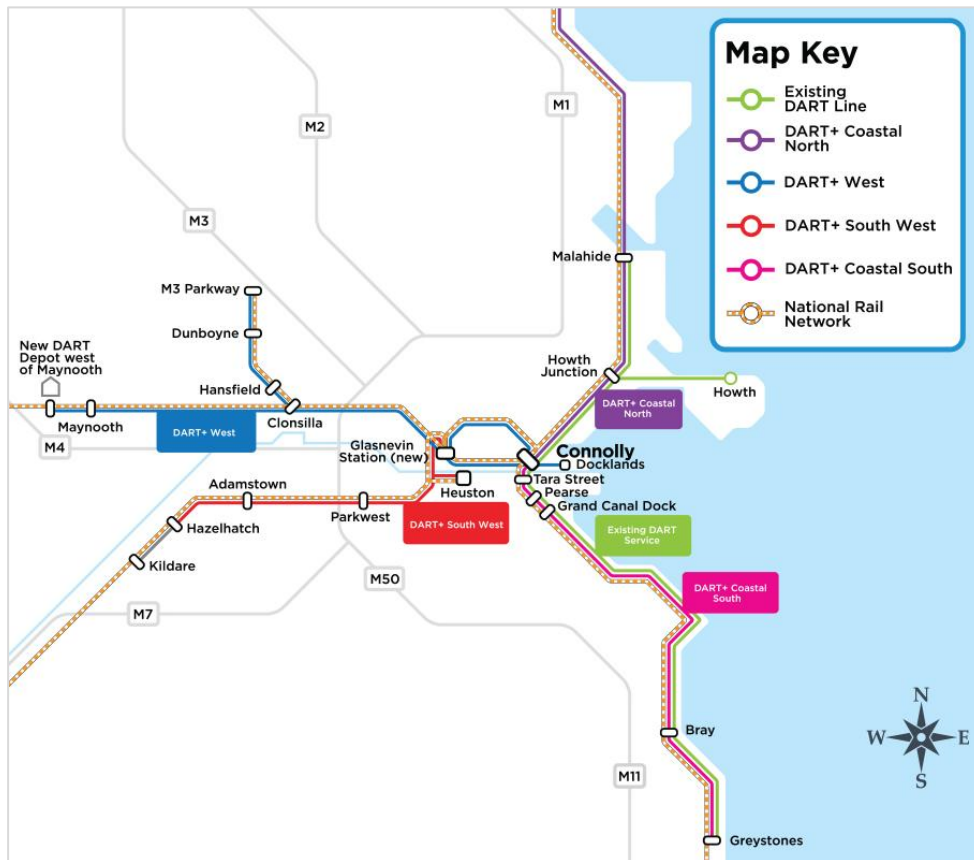


Figure 6-8 Extract from Irish Rail DART + Map

6.6 Car Club / Car Sharing

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

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

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

6.7 Deliveries, Drop Off and Collection

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

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

7. Car Park Management Plan

7.1 Location and Allocation

It is proposed that the 141-no. car parking spaces in Phase 2 will be allocated and managed as shown in Table 18. Permits for access by residents to the 110-no. private on-street spaces will be issued by the Management Company with not more than one permit per unit.

For residents who require occasional car use without the need to own a vehicle, the approved Phase 1 includes 11 spaces permanently allocated for car sharing with vehicles supplied by GoCar or similar company.

Table 7-1: Allocation and Management of Car Parking

Land Use	Access	Spaces	Operation and Control
Residential	Private On-curtilage Restricted	27 spaces	Reserved for residents.
Residential	On-street Restricted	107 spaces	Reserved for residents. Permit holders only
Accessible	On-street Residents - Restricted	3 spaces	Reserved for disabled Badge holders only
Accessible	On-street Visitors - Restricted	4 spaces	Reserved for disabled Badge holders only
Total		141 spaces	

7.2 Access and Access Control

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

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

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

7.3 Residents

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

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

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

7.4 Visitors

Parking for visitors to the Phase 2 development is in spaces allocated for visitor parking. Access to the space must be granted to the visitor by the resident and the allocated space must be free for the incoming visitor's car.

7.5 Disabled Spaces

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

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

7.6 Electric Vehicle Charging

71-no. of the 141-no. car parking spaces are provided with facilities for electric vehicle (EV) charging. The quantum of EV charging spaces equates to 50% of the Phase 2 developments total parking spaces.

7.7 Motorcycles

All motorcycles are required to be parked in the 7-no. designated motorcycle spaces. Clamping is in place for the parking of motorcycles in other areas of Cherry Orchard Point.

7.8 Inappropriate Parking

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

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

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

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

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

7.9 Parking Control Measures

It is the Management Companies responsibility to ensure parking spaces are allocated and controlled in efficient manner within the Phase 2 development.

7.10 Car Maintenance

Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds within the Phase 2 development. However, where a vehicle is immobile due to breakdown, temporary access will be permitted for recovery vehicles for the purpose of undertaking minor repair and/or recovery.

8. Mobility Management Measures

8.1 Introduction

The measures included in this Plan are a mixture of policies and incentives designed to support the reduced provision of car parking and promote the use of sustainable modes at Phase 2 of Cherry Orchard Point.

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

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

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

8.2 Marketing and Communications

The Travel Plan at Phase 2 of Cherry Orchard Point is co-ordinated by the Travel Plan Co-ordinator appointed by the Management Company. The function of the Travel Plan Co-ordinator includes updating and distributing information to the residents.

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

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

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

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

8.3 Cycling

Residents

For residents who wish to cycle to and from the Phase 2 development, a total of 288-no. cycle parking spaces are provided for residents within the development. The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

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

The residents cycle parking is summarised below:

- 194-no. cycle spaces on curtilage for house units
- 94-no. cycle spaces on curtilage for duplex/GF apartment units

Visitors

For visitors who wish to cycle to and from the Phase 2 development, a total of 18-no. cycle parking spaces are provided for visitors within the development. The locations of these spaces are shown on the architectural and engineering drawings included in the planning application.

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

Bike to Work Scheme

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

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

8.4 Public Transport

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

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

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

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

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

8.5 Shared Transport

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

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

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

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

8.6 Personalised Travel Plan

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

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

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

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

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

9. Implementation, Monitoring and Review

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

Management Office,

Phase 2 of Cherry Orchard Point,

Park West Avenue,

Cherry Orchard,

Dublin 24.

Tel : + 353-1-

e-mail : tpcoordinator@cherryorchardpoint.com.

Website : www.cherryorchardpoint.com

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

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

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

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

10. Monitoring and Review

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

Management Office,

Phase 2 of Cherry Orchard Point,

Park West Avenue,

Cherry Orchard,

Dublin 24.

Tel : + 353-1

e-mail : tpcoordinator@cherryorchardpoint.com.

Website : www.cherryorchardpoint.com

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

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

UK and Ireland Office Locations

