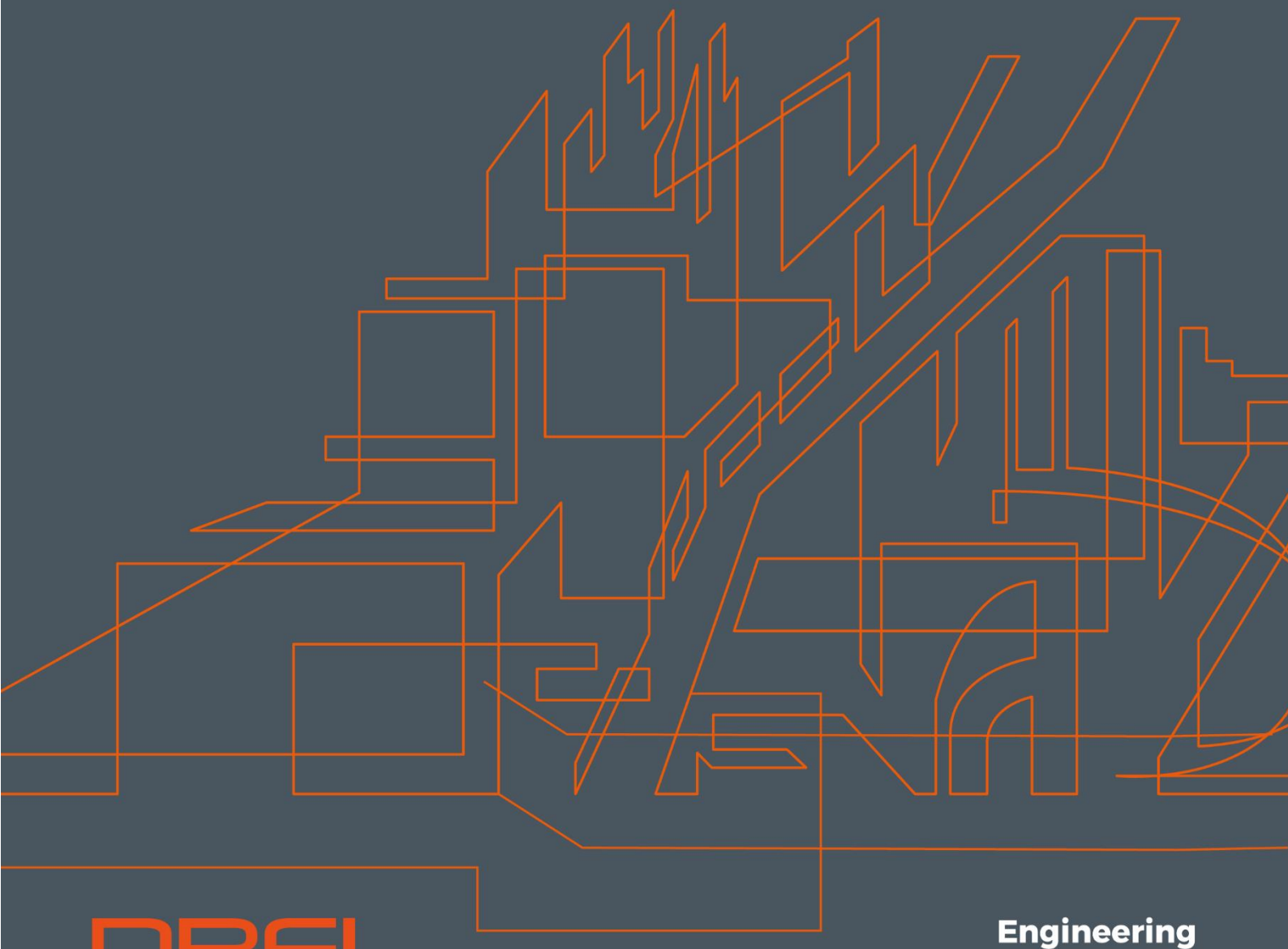
# APPENDIX 13.4 – MOBILITY MANAGEMENT PLAN

# Kishoge Part 10 Application

## Site 3, 4, 5 - Mobility Management Plan

KSG-DBFL-XX-XX-RP-C-0005

**May 2025**



DBFL CONSULTING ENGINEERS

Engineering Sustainable Futures

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| Project Title: | **Kishoge Part 10 Application** | | |
| Document Title: | **Site 3, 4, 5 - Mobility Management Plan** | | |
| File Ref: | **KSG-DBFL-XX-XX-RP-C-0005** | | |
| Status: | **P3 - Planning** | Rev: | **2** |
| | **S - Issued** | | |

| Status | Rev. | Date | Description | Prepared | Reviewed | Approved |
|---|---|---|---|---|---|---|
| P3 | 0 | 24/02/2025 | Draft Planning Issue | LP | DG | DPM |
| P3 | 1 | 24/03/2025 | Issued for Planning | LP | DG | DPM |
| P3 | 2 | 14/05/25 | Issued for Planning | LP | DG | DPM |

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# 1 Introduction

## 1.1 Context

DBFL Consulting Engineers (DBFL) have been commissioned to prepare a Mobility Management Plan (MMP) for proposed developments on lands at Kishoge, Co. Dublin. The developments will consist of the construction of Kishoge Site 3, Site 4 and Site 5.

Kishoge Site 3 comprises 580no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom and 3-bedroom typologies; 2-storey childcare facility; All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be from Adamstown Avenue and the Northern Link Street, proposed under concurrent application Reg. Ref. SDZ24A/0033W.

Kishoge Site 4 comprises 436no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom typologies; a childcare facility on the ground floor of Block F; retail unit; community building; employment uses and All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be via the Southern Link Road permitted under SDZ20A/0021.

Kishoge Site 5 comprises 236 no. residential units including 55 no. social housing units, 113 no. affordable purchase units and 68 no. cost rental units. The scheme provides for a mix of 1, 2 and 3-bedroom units in a range of dwelling typologies, as follows:

a) 35 no. houses

b) 110 no. duplex units

c) 33 no. triplex units, and

d) 58 no. apartments

The proposal also includes all associated and ancillary site development and infrastructural works including a total of 219 no. car parking spaces at undercroft and surface level, bicycle parking, hard and soft landscaping and boundary treatment works, public, communal and private open space,

public lighting, waste storage areas and foul and water services. Vehicular access to the site will be from Thomas Omer Way and the Northern Link Street (NLS) proposed under concurrent application Reg. Ref. SDZ24A/0033W.

The MMP has been prepared to guide the delivery and management of several coordinated initiatives which ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed residential developments.

This framework document aims to inform two distinct audiences as follows:

- The appointed **Mobility Managers** who will be responsible for implementing and managing the MMP. Should the manager not be overly familiar with the MMP process they will find the process and context information as outlined in **Chapter 2** invaluable. The preliminary MMP targets and measures introduced in **Chapter 5** and **Chapter 6** will be coordinated, administered and updated by the appointed Mobility Managers.
- The **Local Authority Officers** who will be eager to ensure that the MMP initiatives are appropriately ambitious, deliverable and implemented fully. The officers, who will be very familiar with the MMP process, will be predominately interested in the proposed MMP Targets (**Chapter 5**) and associated measures (**Chapter 6**).
- The **Residents** of the proposed developments who may not have a full understanding of the MMP process and objectives. They will find the process and context information as outlined in Chapter 2 will assist them in gaining an understanding of MMPs.

## 1.2 Background

This Mobility Management Plan (MMP) has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage sustainable travel practices at the proposed residential developments at Kishoge, Dublin 22. This document aims to expand the awareness of and increase travel options for residents at the site and the wider community.

This MMP has been prepared to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents travelling to/from the proposed developments at Kishoge, Dublin 22.

The purpose of the Mobility Management Plan is to:

- Provide a 'manual' and record for the Mobility Manager who will be appointed to oversee the implementation and development of the measures set out in the document;
- A formal record for the local authority in regard to the type, scale and number of initiatives that the MMP initially proposes and subsequently their level of success in subsequent versions of the MMP which remains a 'live' document to be updated at least initially every 2 to 3 years following its implementation; and
- The MMP will seek to provide a long-term strategy for encouraging residents and staff to reduce their dependency on travelling by car in favour of more sustainable modes of travel.

The aims of the strategy are:

a) to increase the awareness of residents and staff to all the transport options available to them and to the potential for travel by more sustainable modes, and

b) to introduce a package of both 'hard' (physical) and 'soft' (behavioural) measures that will facilitate travel by sustainable modes of travel to/from the subject developments.

## 1.3 Structure of Report

Following this introduction, the MMP framework, including the definition of an MMP, its objectives, the scope and process involved in compiling and implementing such a plan is outlined in **Chapter 2.**

A description of the proposed developments, including parking provision, surrounding environment, current transport facilities and future transport proposals are presented in **Chapter 3.**

**Chapter 4** discusses the existing local transportation and travel trends. **Chapter 5** establishes the Residential MMP objectives and adopted targets.

In **Chapter 6**, the Residential MMP measures and travel initiatives selected to encourage sustainable travel are discussed. These include Mode Specific Measures, Management Measures, Marketing Measures and Monitoring & Review Measures.

With the objective of establishing the basis for discussions with key stakeholders, including the local authority, from which an agreed MMP action plan can be adopted, **Chapter 7** presents a

Preliminary Action Plan for the proposed residential elements of the developments at the subject site.

The specific measures envisioned for the management on the on-site parking facilities are outlined in **Chapter 8**. The main conclusions and recommendations of the MMP are summarised in **Chapter 9.**

# 2 Mobility Management Plan Framework

## 2.1 What is a Mobility Management Plan?

A Mobility Management Plan is a package of measures designed to reduce the number and length of car trips, while also encouraging more sustainable forms of travel and reducing the overall need to travel. It sets out objectives and targets to achieve sustainable travel patterns.

The MMP can be developed for an individual site or group of sites and designed specially to respond to a range of different site – specific land uses such as business, residential, and education.  Description

Whilst the emergence and successful application of an MMP has only transpired over the last decade in Ireland, other countries have extensive experience in designing, implementing, marketing and monitoring the successful delivery of MMPs. Accordingly, MMPs are also known by a number of other names including;

- Travel Plans,
- Green Travel Plans,
- Sustainable Mobility Plans, or
- Sustainable Commuter Plans.

A successfully implemented MMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased trips made by public transport, walking and cycling, and improve road safety and personal security (particularly for pedestrians and cyclists).

## 2.2 What is a Residential Mobility Management Plan?

Residential Mobility Management Plan is a package of measures designed to reduce the number and length of car trips generated by a residential development, while also encouraging more sustainable forms of travel and reducing the overall need to travel. It sets out objectives and targets to achieve sustainable travel patterns.

A successfully implemented Residential MMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased trips made by public transport,

walking and cycling; and improve road safety and personal security (especially for pedestrians and cyclists).

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

Best Practise guidance is provided in *"Making Residential Travel Plans Work – Good Practice Guidelines For New Development"* published by the Department for Transport (UK) in September 2005 and *"Making Residential Travel Plans Work"* in August 2007. These documents highlight that a Residential MMP will be different to a school or workplace MMP as the pattern of journeys originating at home is more varied with multiple destinations and different needs and travel choices.

The DfT's (UK) *"Making Residential Travel Plans Work – Good Practice Guidelines"* suggest that the growing interest in residential travel planning is being driven by two factors:

- *"the increased acceptance of travel planning as a legitimate part of the transport planning toolkit and an effective mechanism in helping both to reduce congestion and to promote the use of sustainable modes of transport"*
- *"the pressure for new housing and its transport implications in many parts of the country is driving the need to find new ways of ensuring the development of more sustainable communities".*

## 2.3 Objectives of a Mobility Management Plan

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

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

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

a) **For the Residents** –

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

b) **For the Local Community** –

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

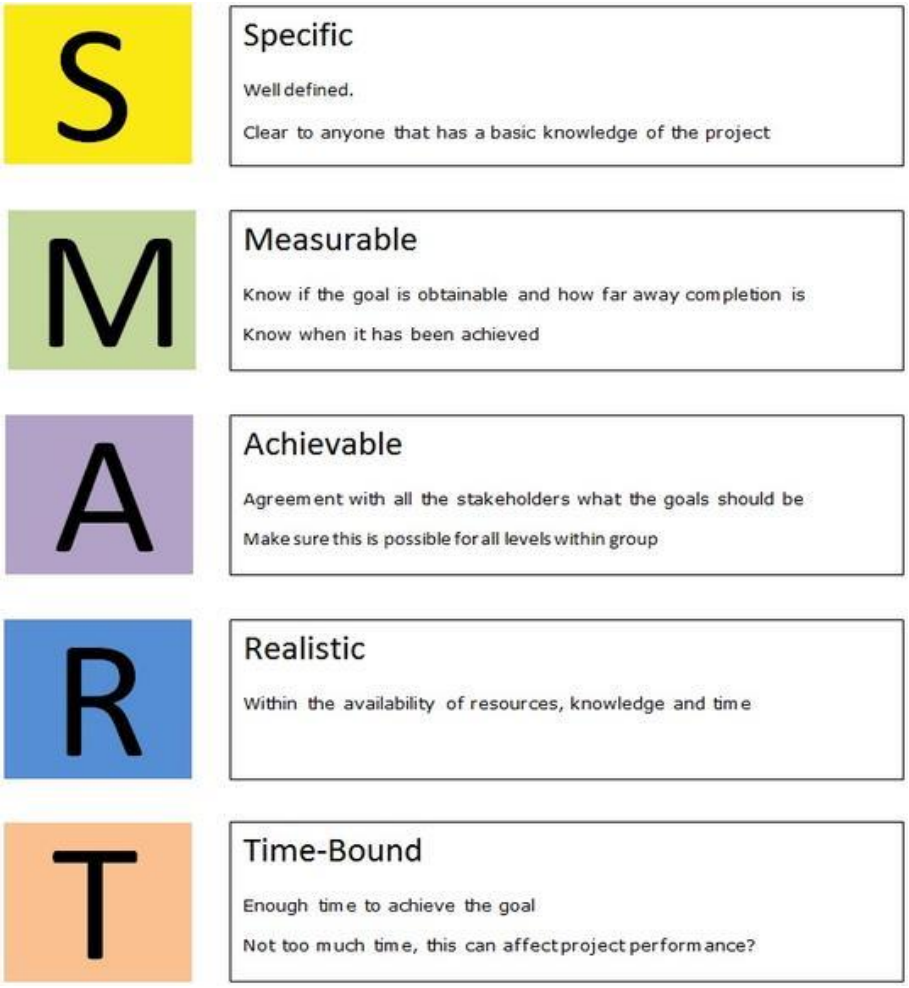
## 2.4 Mobility Management Plan Process

Once the decision has been made to produce an MMP the process of compiling the plan encompasses the 9 principal steps presented in **Figure 2-1** below.

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


*Figure 2-1 MMP Development Process and Status*

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




## 2.5 Mobility Management Plan Next Steps

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

a) the subject residential development's specific travel characteristics are outlined and presented to the local authority; and

b) through a partnership approach between the developers and the local planning authority, the Preliminary Action Plan is explored and re-examined with the objective of reaching agreement upon the MMP's measures and subsequently the adoption of an 'agreed' MMP Action Plan with targets, initiatives, timescales, responsibilities and resources clearly outlined and approved by both parties.

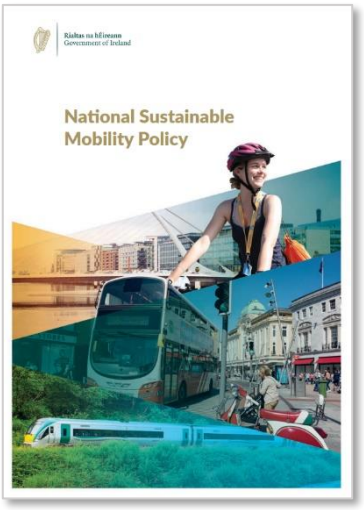
To enable this process to commence it is proposed that this MMP framework document, as compiled by DBFL, will be submitted to South Dublin County Council. At the request of the local

authority, a meeting between the local authority officers and the developers can take place if required with the objective of formally agreeing a MMP action plan and associated targets for the subject mixed-use development as proposed at Clonburris, Dublin 22.

## 2.6 Policy Framework

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

### 2.6.1 National Sustainable Mobility Policy 2022




The National Sustainable Mobility Policy was published in April 2022 by the Department of Transport and replaces Smarter Travel 2009. The overall aim of the Policy is *to "set out a strategic framework for 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade".*

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

The following 3 key Policy areas and 10 goals form the basis of the National Sustainable Mobility Policy:

**Safe and Green Mobility**

1. Improve mobility safety
2. Decarbonise public transport
3. Expand availability of sustainable mobility in metropolitan areas
4. Expand availability of sustainable mobility in regional and rural areas
5. Encourage people to choose sustainable mobility over the private car

**People Focuses Mobility**

6. Take a whole journey approach to mobility, promoting inclusive access for all
7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model
8. Promote sustainable mobility through research and citizen

**Better Integrated Mobility**

9. Better integrate land use and transport planning at all levels
10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation

The policy is accompanied by an Action Plan with a total 91 actions organised by goal to be completed by 2025. Each action has been assigned to a specific government department or body with the hope of creating accountability for their implementation. The success of the policy will be measured using an annual National Household Travel Survey administered by the National Transport Authority

### 2.6.2 Greater Dublin Area Transport Strategy 2022-2042


The Greater Dublin Area Transport Strategy 2022-2042 has arisen from a review of the original 2016 Strategy. The updated document *"sets out the framework for investment in transport infrastructure and services over the next two years".*

The overall aim of the Transport Strategy is "*To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy*". Four primary objectives have been identified as part of the Greater Dublin Area Transport Strategy 2022-2042. These are:

- An Enhanced Natural and Built Environment - To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.
- Connected Communities and a Better Quality of Life – To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- A Strong Sustainable Economy – To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to and facilitating the efficient movement of goods.
- An Inclusive Transport System – To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

### 2.6.3 South Dublin County Development Plan 2022-2028

The South Dublin County Council Development Plan 2022-2028 sets out the strategic policies and objectives that will guide development in the county over the coming four years.

The following sustainable movement objectives as outlined in the plan are of particular relevance to the proposed residential development:


**SM1 Objective 1:** *"To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle)".*

**SM1 Objective 4:** *"To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists".*

**SM1 Objective 5:** *"To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility".*

**SM2 Objective 3:** *"To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced by promoting compact growth and permeability in the design and layout of new development areas".*

**SM2 Objective 5:** *"To ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets (2013; updated 2019) so that the movement of pedestrians and cyclists is prioritised within a safe and comfortable environment for a wide range of ages, abilities and journey types".*

**SM3 Objective 3:** *"To ensure that future development is planned in such a manner as to facilitate a significant shift to public transport use through pursuing compact growth policies, consolidating development around existing and planned public transport routes and interchanges, and maximising access to existing and planned public transport services throughout the network".*

**SM3 Objective 21:** *"To support the opening of the Kishogue rail station to align with the delivery of homes within the Clonburris SDZ area, in accordance with the SDZ Planning Scheme phasing".*

**SM4 Objective 10:** *"To support sustainable measures including car-pooling and car clubs which promote access to cars rather than car ownership and which facilitate higher utilisation of vehicles rather than higher numbers of vehicles".*

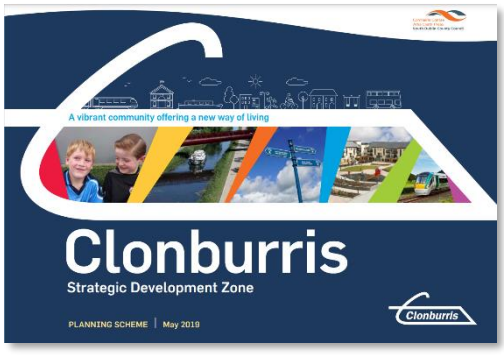
**SM6 Objective 3:** *"To minimise the impact of new development on the county's road and street network through prioritising active travel and public transport and implementing appropriate traffic and transport management measures".*

**SM7 Objective 1:** *"To implement maximum car parking standards for a range of land-use types, where provision is based on the level of public transport accessibility".*

**SM6 Objective 8:** *"To require all major traffic generating development to submit a Mobility Management Plan/Workforce Plan and/or Traffic and Transport Assessment".*

**CS7 Objective 4:** *"To promote and facilitate development at the Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements, whilst adapting to and facilitating emerging transport service level pattern needs."*

### 2.6.4 Clonburris SDZ Planning Scheme 2019




The Clonburris Strategic Development Zone (SDZ) Planning Scheme was published by South Dublin County Council in May 2019. The overarching principle for movement and transport within the scheme is *"to develop the SDZ lands in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling".*

The Planning Scheme also outlines 5 key principles for movement and transport at Clonburris. These are:

- To link the Development Areas of Clonburris with each other and with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes;
- To integrate appropriate pieces of infrastructure that overcome challenges to movement across the SDZ lands;
- To develop a transport framework that maximises route choice and access to residential, education, retail, service, community and leisure uses by means of walking, cycling and public transport while balancing the needs of the car; and
- To upgrade existing sections of strategic roads within the SDZ lands to integrated urban streets;
- To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme.

# 3 Site Description & Existing Conditions

## 3.1 Site Description

The subject sites are greenfield sites located within the Clonburris Strategic Development Zone lands. The Clonburris SDZ lands have an approximate land area of 280 hectares and are predominately agricultural in nature or greenfield sites. In recent years, Lucan East Educate Together National School and two secondary school; Griffeen Community College and Kishoge Community College, have been constructed on the lands. The lands also contain a number of private residences, together with traveller accommodation which has been provided by South Dublin County Council. There are two train stations operational within the SDZ; the Clondalkin-Fonthill station and the Kishoge station.

The subject lands are located within the Clonburris SDZ and the land use zoning objective is described within the South Dublin County Development Plan (2022-2028) as "To provide for strategic development in accordance with approved planning schemes". As part of the Clonburris SDZ planning scheme, the lands are zoned for mixed use, predominantly residential, development as shown in **Figure 3-1** below.

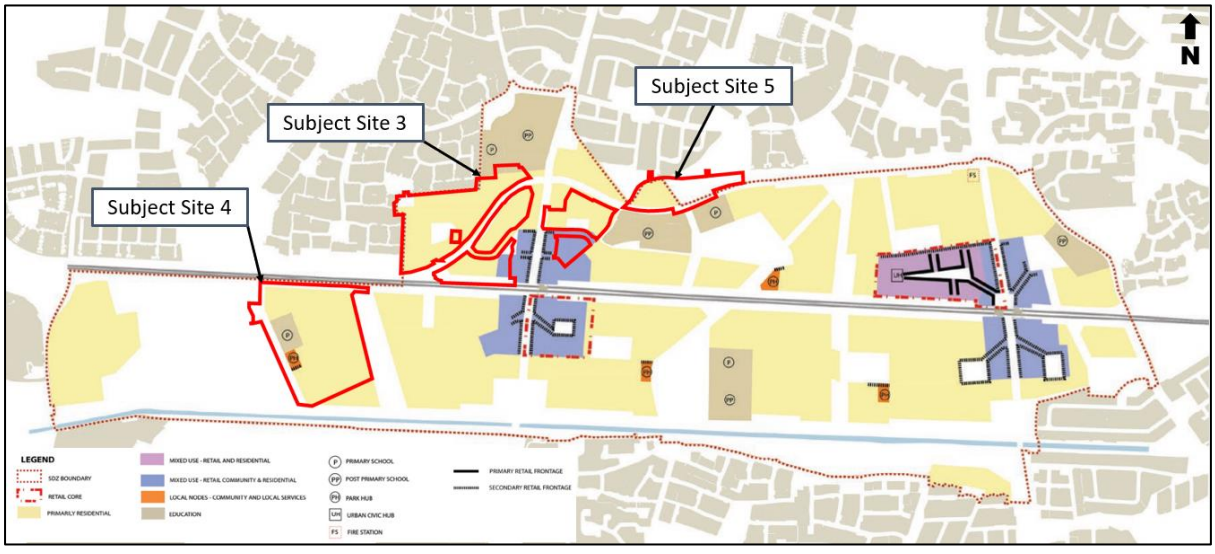



*Figure 3-1 Subject Sites Current Zoning Objectives (Source: Clonburris SDZ Planning Scheme, Land Use Area Map)*

The proposed development sites are in the administrative area of South Dublin County Council (SDCC) and is part of the Clonburris Strategic Development Zone (SDZ). The subject sites for this development are situated in the north westerly and westerly area of the Clonburris SDZ land.

Site 3 is situated west of the R136 Grange Castle Road (also referred to as the Outer Ring Road) and north of the Kildare Rail Link.

Site 4 is situated south of the Kildare/Cork Railway line and west of the R136 Grange Castle Road (also referred to as the Outer Ring Road).

Site 5 is situated north of the Kildare/ Cork Railway Line, East of the R136 Grange Castle Road and is bisected by the Thomas Omer Way Road.

The SDZ is located to the west of Dublin City Centre and the M50. It is conveniently positioned between Lucan to the north-west, Clondalkin to the south-east and Liffey Valley to the north-east. The general location of the subject scheme in relation to the surrounding region and road network is illustrated in **Figure 3-2**.

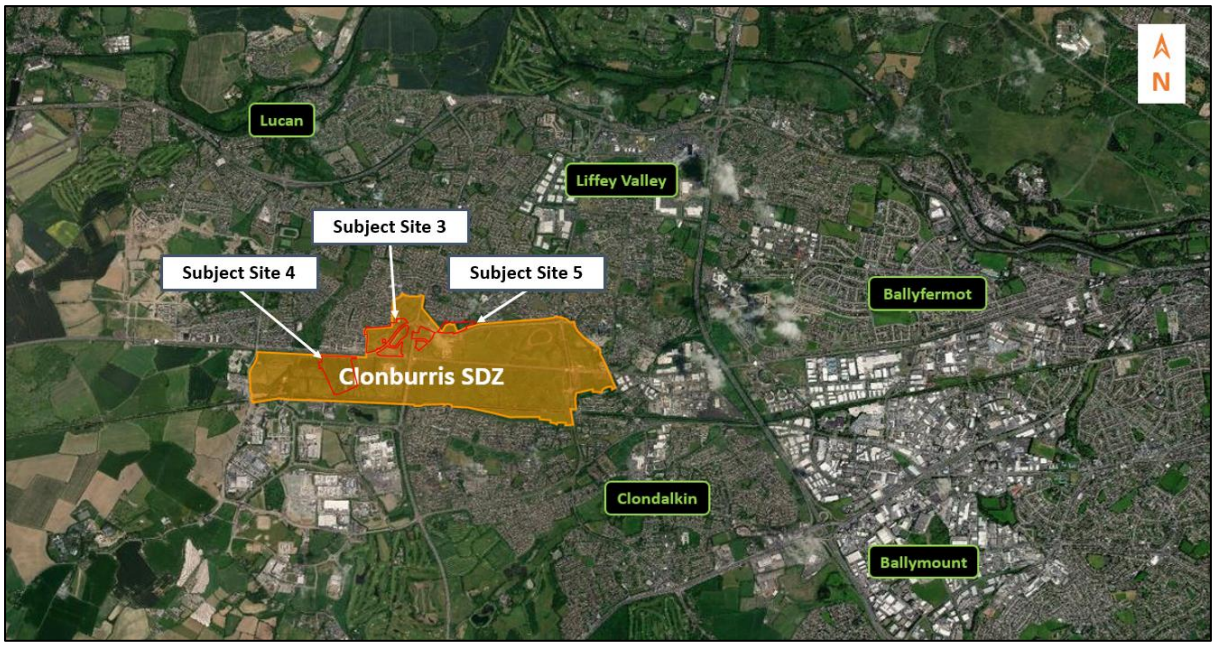



*Figure 3-2 Site Location (Source: ArcGIS Maps)*

## 3.2 Proposed Development

The proposed developments comprises of 3 sites described below:

**Site 3**

The proposed development comprises 580no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom and 3-bedroom typologies; 2-storey childcare facility; All associated and ancillary site development and infrastructural works including

surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be from Adamstown Avenue and the Northern Link Street, proposed under concurrent application Reg. Ref. SDZ24A/0033W.

A summary of the proposed development schedule is detailed in **Table 3-1** and the proposed site layout is illustrated in **Figure 3-3.**

| Land Use / Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds |
|---|---|---|---|
| Apartments/Duplexes | 1-bed | 140 | 140 |
| | 2-bed | 151 | 302 |
| | 3+-bed | 144 | 432 |
| Houses | 3+-bed | 145 | 435 |
| Crèche | - | 553 m2 | - |

*Table 3-1 Proposed Development Schedule (Site 3)*


*Figure 3-3 Proposed Layout (Site 3)*

**Site 4**

The proposed development comprises 436no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom typologies; a childcare facility on the ground floor of Block F; retail unit; community building; employment uses and All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be via the Southern Link Road permitted under SDZ20A/0021

A summary of the proposed development schedule is detailed in **Table 3-2** and the proposed site layout is illustrated in **Figure 3-4**.

| Land Use / Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds |
|---|---|---|---|
| Apartments/Duplexes | 1-bed | 65 | 65 |
| | 2-bed | 177 | 354 |
| | 3+-bed | 53 | 159 |
| Houses | 3+-bed | 141 | 423 |
| Crèche | - | 544 m2 | - |
| Retail | - | 150 m2 | - |
| Employment | - | 200 m2 | - |
| Community | - | 683 m2 | - |

*Table 3-2 Proposed Development Schedule (Site 4)*

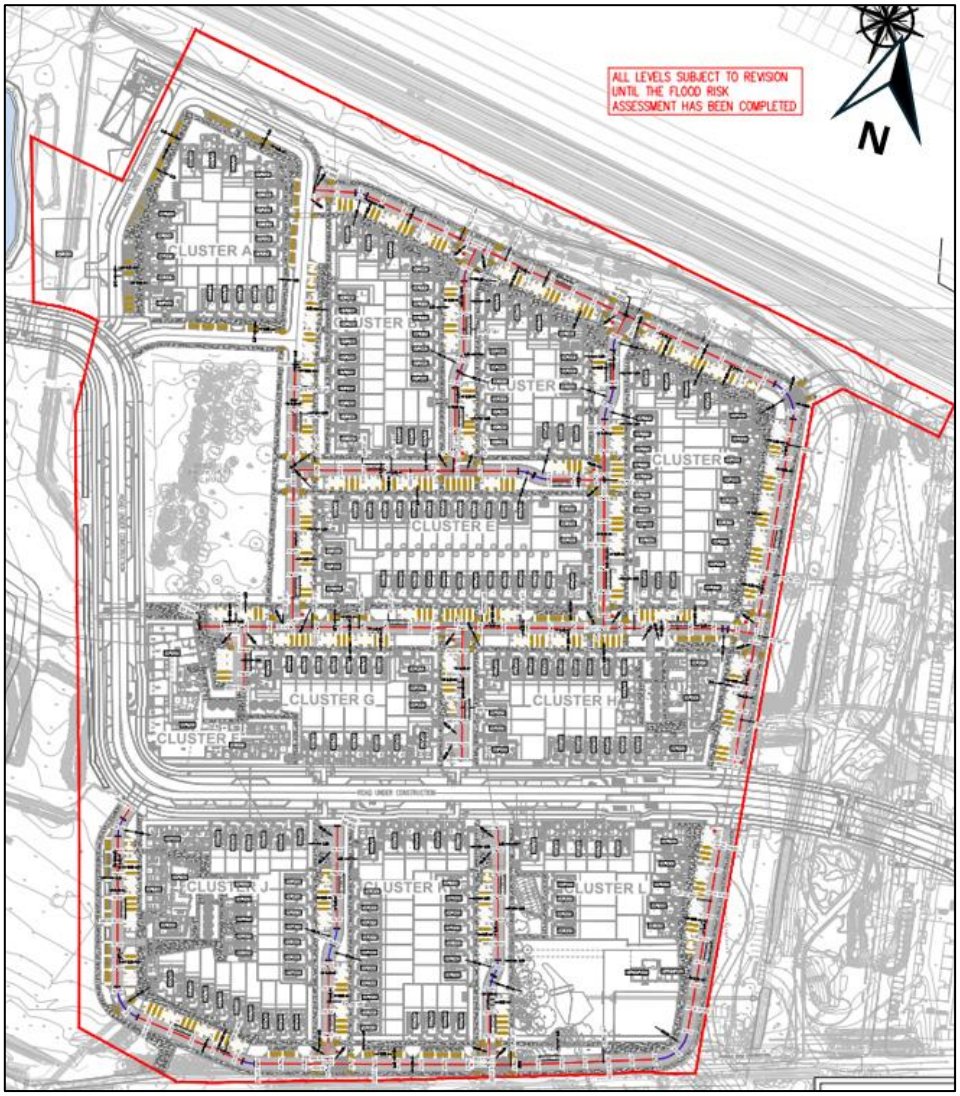



*Figure 3-4 Proposed Layout (Site 4)*

**Site 5**

The proposed development comprises 236 no. residential units of mixed house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom and 3-bedroom typologies. All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services.

A summary of the proposed development schedule is detailed in **Table 3-3** and the proposed site layout is illustrated in **Figure 3-5.**

| Land Use / Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds |
|---|---|---|---|
| Apartments/Duplexes | 1-bed | 37 | 37 |
| | 2-bed | 107 | 214 |
| | 3+-bed | 57 | 171 |
| Houses | 3+-bed | 35 | 105 |

*Table 3-3 Proposed Development Schedule (Site 5)*

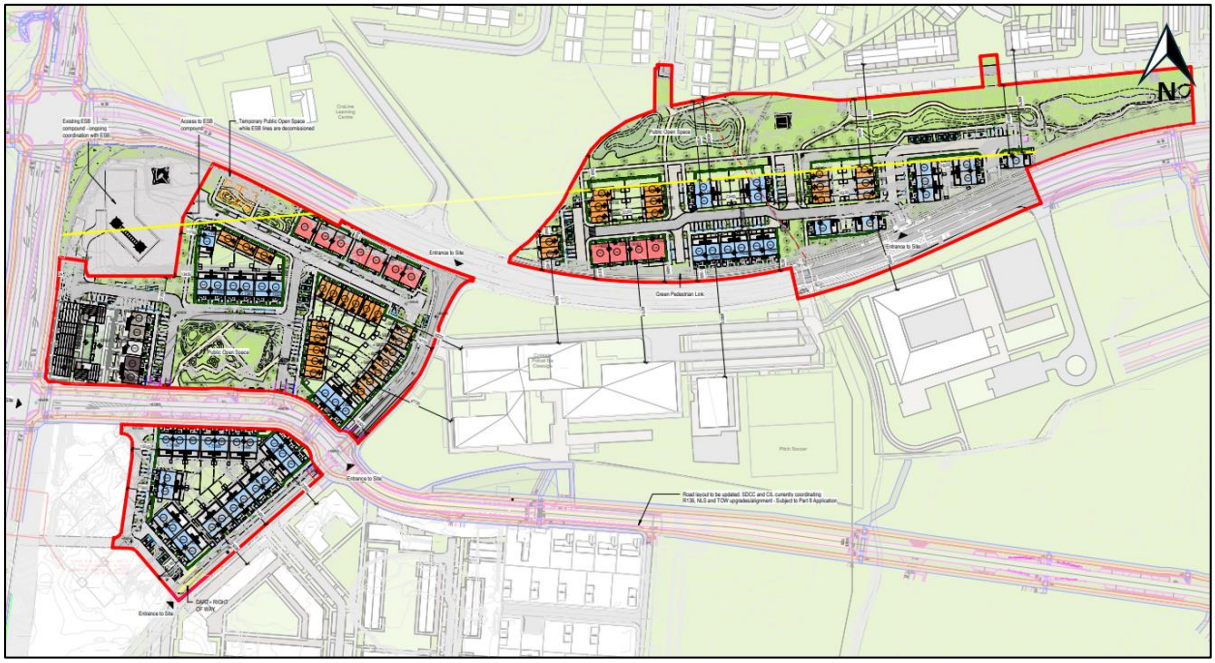


*Figure 3-5 Proposed Layout (Site 5)*

## 3.3 Proposed Site Access

### 3.3.1 Vehicle Access

**Site 3**

The subject site will benefit from 4 no. vehicle accesses. One of which will be along the western site boundary via Tullyhall Rise. Another will be located along Adamstown Avenue and the remaining are proposed along the Northern Link Street proposed under concurrent application Reg. Ref. SDZ24A/0033W. The vehicle accesses are in the form of priority junctions as well as an extension of Tullyhall Rise and are shown in **Figure 3-6** below.

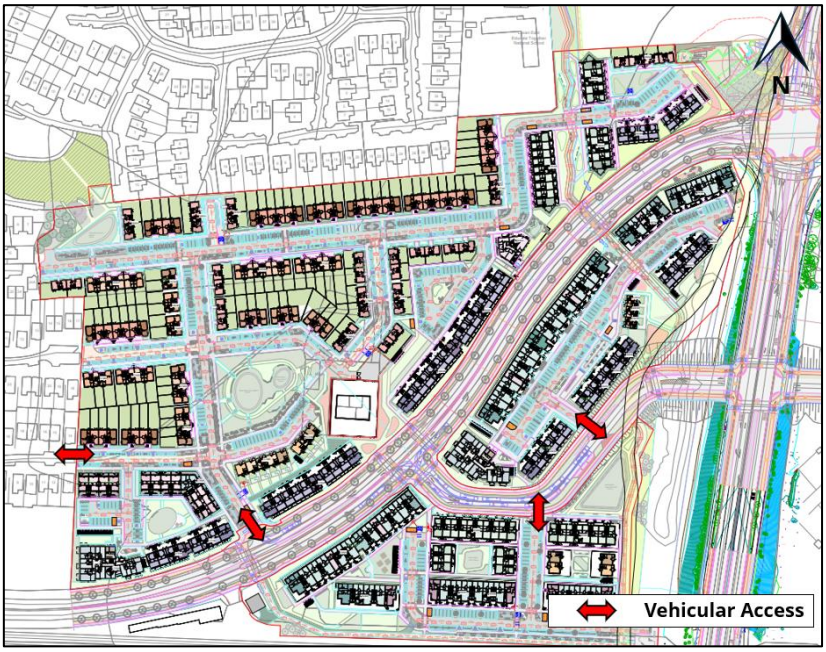



*Figure 3-6 Proposed Vehicular Accesses (Site 3)*

**Site 4**

The subject site will benefit from 4 no. vehicle accesses, two of which are via the Southern Link Road permitted under SDZ20A/0021, as well as one situated at the northeast corner of the subject site and another at the southeast corner. The vehicle accesses are illustrated in **Figure 3-7**.

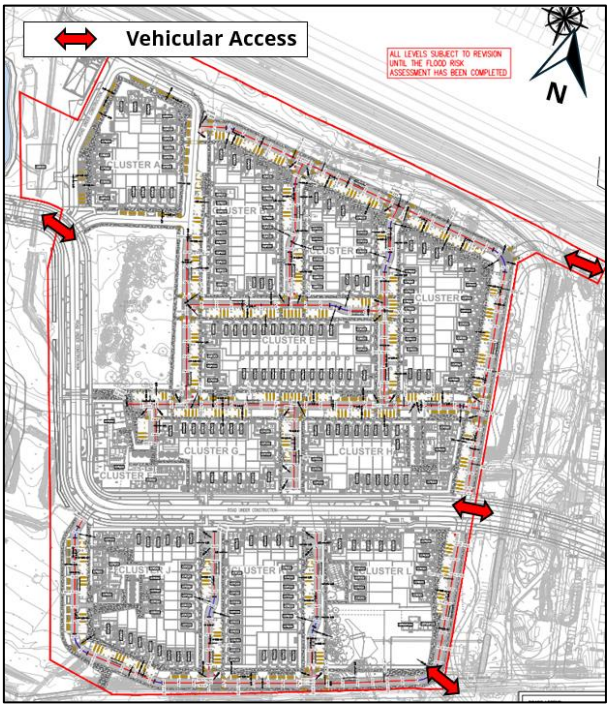



*Figure 3-7 Proposed Vehicular Accesses (Site 4)*

**Site 5**

The Subject Site will benefit from 10 no. vehicle accesses via the R136 to the west, Thomas Omer Way which travels through the subject site, Lynch's Park to the southeast, Kishogue Community College to the southeast and an existing ESB compound to the northwest. The vehicle accesses are illustrated in **Figure 3-8**.

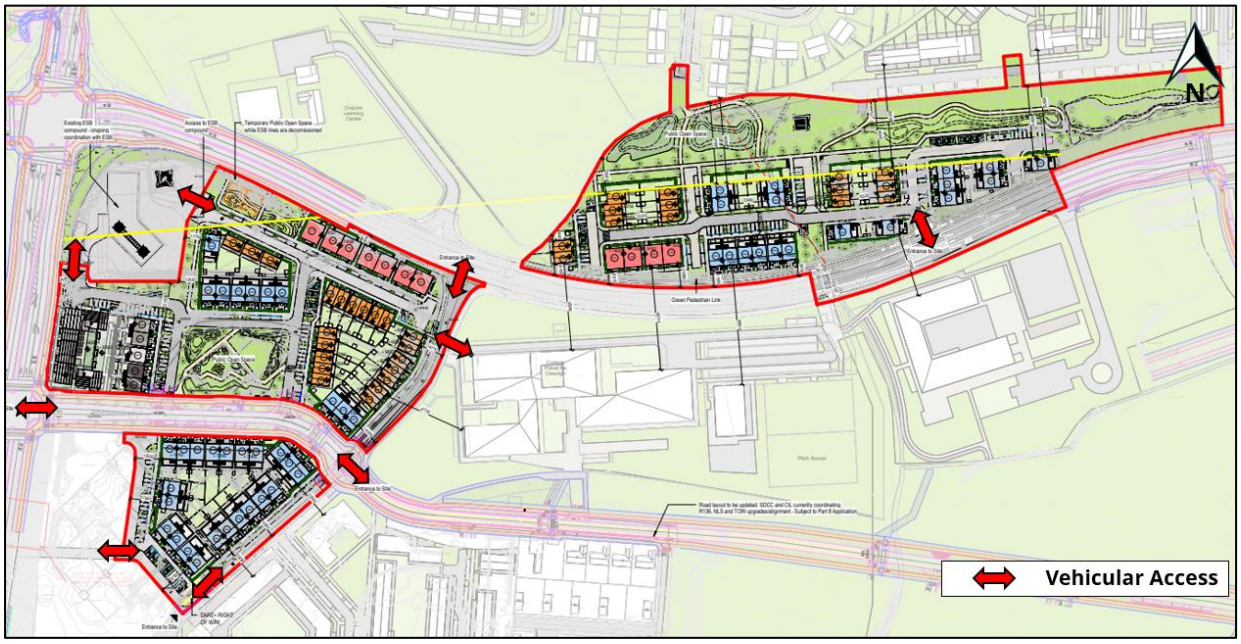



*Figure 3-8 Proposed Vehicular Accesses (Site 5)*

### 3.3.2 Pedestrian and Cycle Access

**Site 3**

The subject site will benefit from a number of pedestrian / cyclist accesses located along Adamstown Avenue, the Northern Link Street, as well as accesses to adjacent lands such as the residential park to the northwest and lands to the northeast. A greenway is proposed along the east of the proposed development site. The pedestrian / cyclist accesses are illustrated in **Figure 3-9** below.

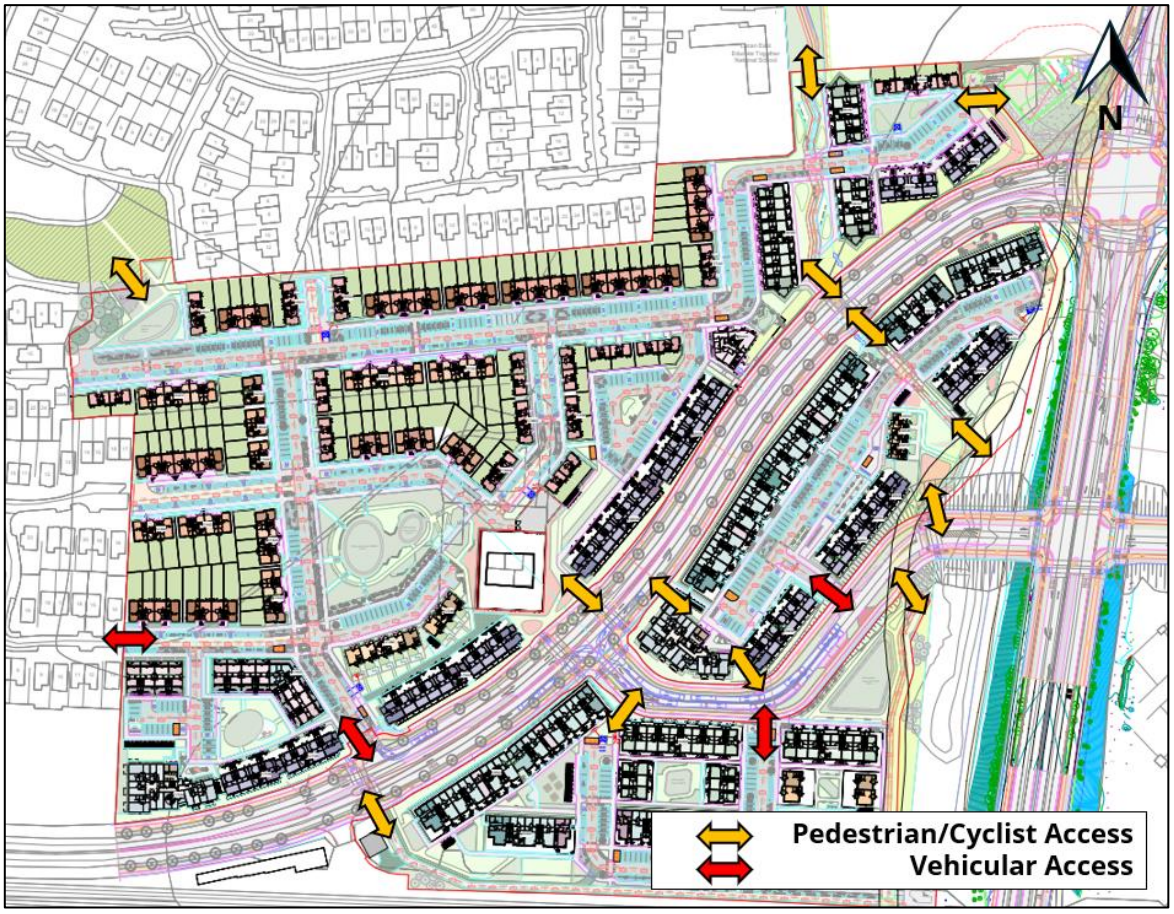



*Figure 3-9 Pedestrian / Cyclist Proposed Accesses (Site 3)*

**Site 4**

The subject site will benefit from a pedestrian / cyclist access in the southwest corner of the proposed development. The proposed development has been designed with pedestrians and cyclists taking precedence over other modes of transport. Pedestrian and cyclist's connectivity is provided throughout the development with filtered permeability connections provided to the permitted Southern Link Road (reg. ref. SDZ20A/0021) at strategic locations. The proposed development has been designed to reduce traffic speeds. In this regard, where there is a straight section of road, raised table junctions/flush kerbs have been provided along the internal local streets. Furthermore, on street parking and frequent pedestrian crossing facilities are present to encourage drivers to be more aware of their surroundings and reduce driving speed.

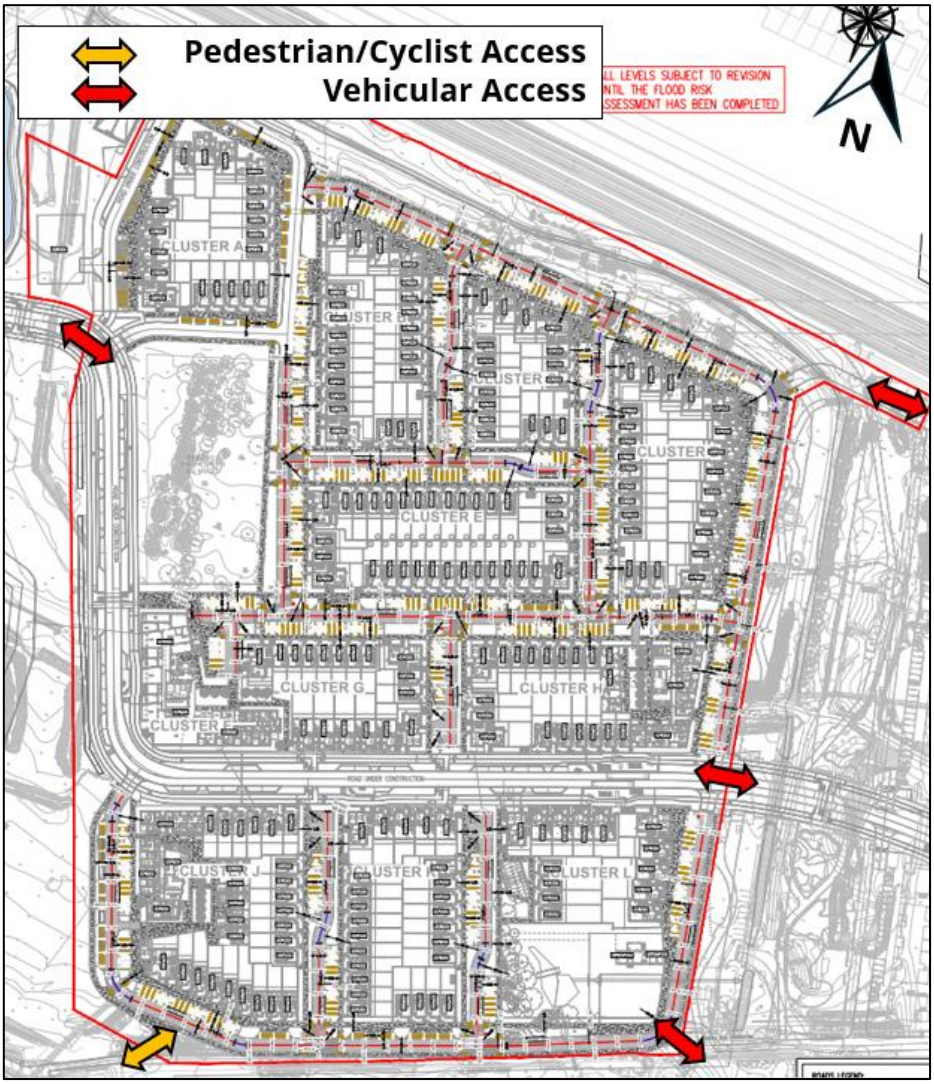



*Figure 3-10 Pedestrian / Cyclist Proposed Accesses (Site 4)*

**Site 5**

The subject site will benefit from 3 no. pedestrian and cyclist accesses via Thomas Omer Way as well as to the residential neighbourhoods to the north of the subject site. The pedestrian / cyclist accesses are illustrated in **Figure 3-11** below.

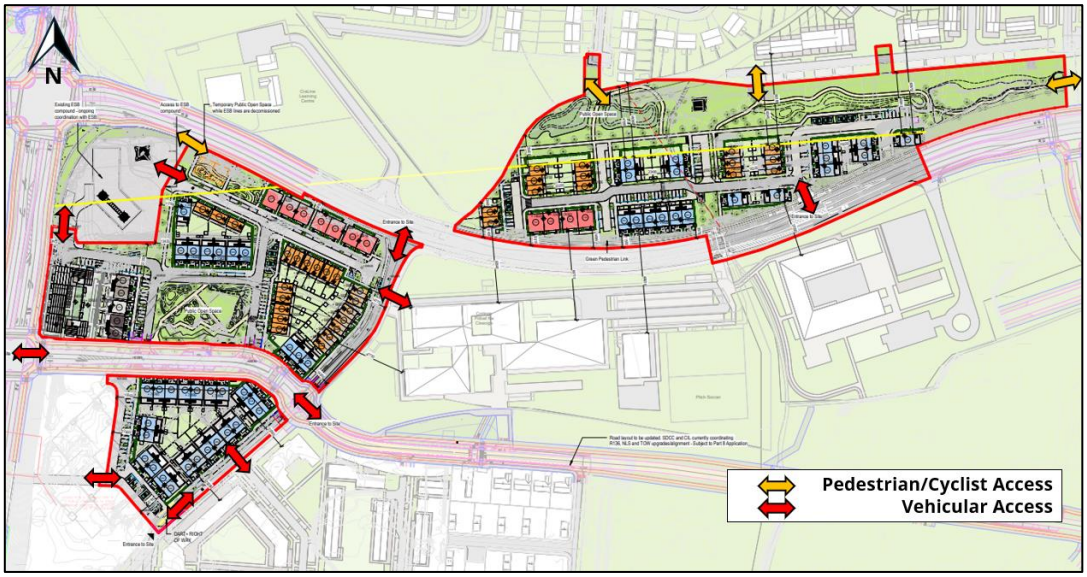



*Figure 3-11 Pedestrian / Cyclist Proposed Accesses (Site 5)*

## 3.4 Parking Arrangements

### 3.4.1 Car Parking

**Site 3**

The subject development site is located within SDCC Zone 2 Parking and therefore the quantum of car parking provision should be minimised. The car parking standards as set out in the South Dublin County Council Development Plan 2022 – 2028 are illustrated in **Table 3-4** below.

| Unit Type | | No. of Units / GFA (m2) | SDCC (Zone 2: Standard) | SDCC Req. |
|---|---|---|---|---|
| Apartments/ Duplex | 1-bed | 140 | 0.75 Space | 105 |
| | 2-bed | 151 | 1 Space | 151 |
| | 3+-bed | 144 | 1.25 Spaces | 180 |
| Houses | 3+-bed | 145 | 1.5 Spaces | 218 |
| **Total Residential** | | | | **654** |
| Crèche | | 553 m2 (6 classrooms) | 0.5 per classroom | 3 |
| **Total non-residential** | | | | **3** |
| **Total Car Parking Per Requirement** | | | | **657** |

*Table 3-4 Car Parking Standards (Site 3)*

In addition, as per the SDCC Parking Standards, 20% of the total parking spaces shall be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required. Although Chapter 12 of the Development Plan does not explicitly raise the requirement for the provision of accessible car parking at private developments, it is suggested that in reference to national guidance, at least 5% of car parking spaces are designated for accessible parking. In this case, this rate applies for car park provision for apartments/duplexes and any on street parking provided for the houses. Houses that have curtilage driveways are capable of catering for accessible parking.

It is proposed that the 435 no. apartments / duplexes / triplexes and 145 no. houses will be provided with 453 no. car parking spaces (0.78/ unit).

In addition, it is proposed to provide 3 no. car parking spaces for the creche. In total there is proposed to be 456 no. surface spaces, including 23 no. accessible spaces.

It is an objective for this development to reduce the need for commuters to travel by car and instead to avail of more sustainable modes of travel in line with current and future travel requirements as set out in recent policy documents within Ireland. It is noted that the concept for car parking reduction in apartments is relatively new in Ireland and, therefore, proposals to implement a more sustainable approach for car parking may take time.

The proposed parking strategy for the Site 3 mixed-use development has sought to respond to the site's excellent accessibility levels. Accordingly, a reduction in residential car parking below SDCC standards forms part of the adopted strategy.

The car parking provision for the proposed development (456 no. car parking spaces) is shown in **Figure 3-12** below.

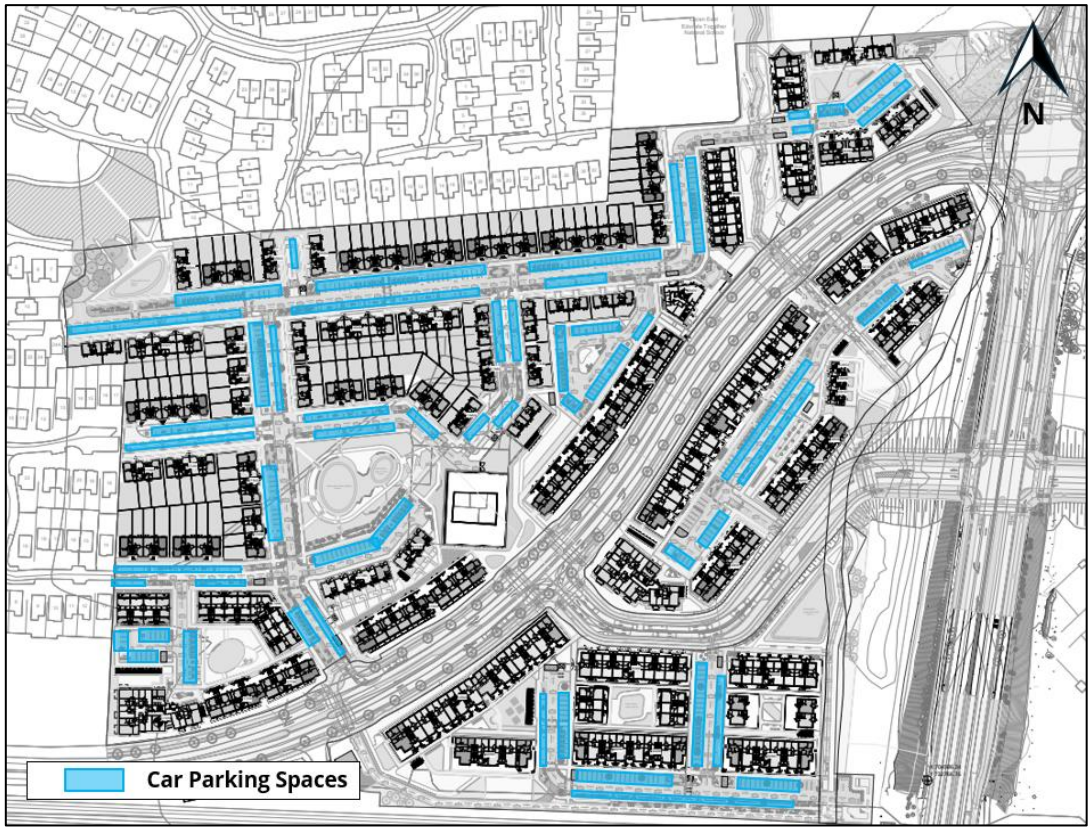



*Figure 3-12 Car Parking Spaces (Site 3)*

**Site 4**

The Clonburris SDZ Planning Scheme outlines that Zone 2 parking standards as set out within the South Dublin County Council Development Plan 2022-2028 should be applied to all development lands with an accessibility level of 1, 2 or 3.

The subject development site has been prescribed an accessibility level of 1.

The car parking standards as set out in the South Dublin County Council Development Plan 2022 – 2028 are illustrated in **Table 3-5** below.

| Unit Type | | No. of Units / GFA (m2) | SDCC (Zone 2: Standard) | SDCC Req. |
|---|---|---|---|---|
| Apartments/ Duplex | 1-bed | 65 | 0.75 Space | 49 |
| | 2-bed | 177 | 1 Space | 177 |
| | 3+-bed | 53 | 1.25 Spaces | 67 |
| Houses | 3+-bed | 141 | 1.5 Spaces | 212 |
| **Total Residential** | | | | **505** |
| Crèche | | 20 classrooms | 0.5 per classroom | 10 |
| Retail | | 150 m2 | 1 per 252 | 6 |
| Employment | | 200 m2 | 1 per 75 m2 | 3 |
| Community | | 600 m2 | 1 per 50 m2 | 14 |
| **Total non-residential** | | | | **33** |
| **Total Car Parking Per Requirement** | | | | **538** |

*Table 3-5 Car Parking Standards (Site 4)*

It is proposed that the 295 no. apartments / duplexes and the 141 no. houses will be provided with 384 no. car parking spaces (0.88/ unit).

In addition, it is proposed to provide 8 no. car parking spaces for the creche, 5 no. spaces for retail, 2 no. spaces for employment and 9 no. spaces for community. In total there is proposed to be 408 no. surface spaces, including 20 no. accessible spaces.

In addition to the above quantum of residential and non-residential car parking spaces, the Southern Link Road which bisects the proposed development includes for 48no. car parking spaces including 3no. disabled accessible spaces which shall be publicly accessible for use by visitors to the proposed development.

The car parking provision for the proposed development (409 no. car parking spaces) is shown in **Figure 3-13** below.

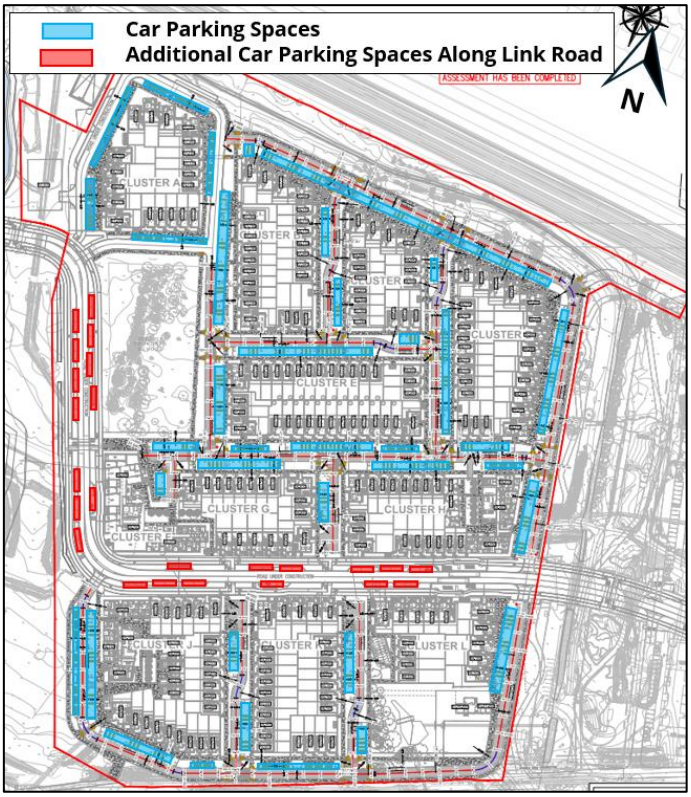



*Figure 3-13 Car Parking Spaces (Site 4)*

**Site 5**

The subject development site is located within SDCC Zone 2 Parking and therefore the quantum of car parking provision should be minimised. The car parking standards as set out in the South Dublin County Council Development Plan 2022 – 2028 are illustrated in **Table 3-6** below.

| Unit Type | | No. of Units / GFA (m2) | SDCC (Zone 2: Standard) | SDCC Req. |
|---|---|---|---|---|
| Apartments/ Duplex / Triplex | 1-bed | 37 | 0.75 Space | 28 |
| | 2-bed | 107 | 1 Space | 107 |
| | 3+-bed | 57 | 1.25 Spaces | 72 |
| Houses | 3+-bed | 35 | 1.5 Spaces | 53 |
| **Total Car Parking Per Requirement** | | | | **259** |

*Table 3-6 Car Parking Standards (Site 5)*

In addition, as per the SDCC Parking Standards, 20% of the total parking spaces shall be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required. Although Chapter 12 of the Development Plan does not explicitly raise the requirement for the provision of accessible car parking at private developments, it is suggested that in reference to national

guidance, at least 5% of car parking spaces are designated for accessible parking. In this case, this rate applies for car park provision for apartments/duplexes and any on street parking provided for the houses. Houses that have curtilage driveways are capable of catering for accessible parking.

It is proposed that the 201 no. apartments / duplexes / triplexes and 35 no. houses will be provided with 219 no. car parking spaces (0.93/ unit).

The car parking provision for the proposed development (219 no. car parking spaces) is shown in **Figure 3-14** below.

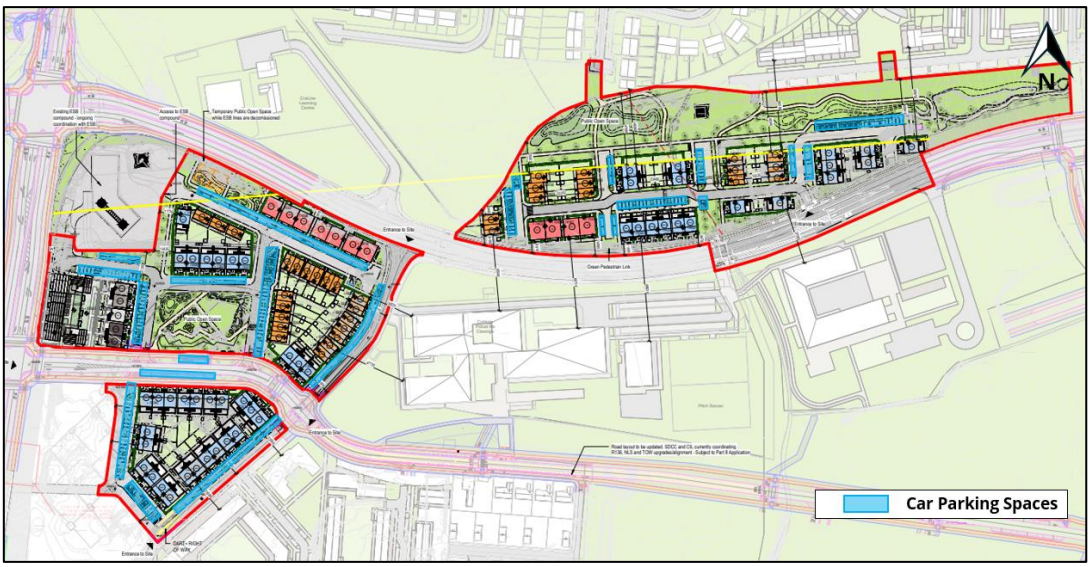



*Figure 3-14 Car Parking Spaces (Site 5)*

### *Residential Development Car Parking Allocation*

**Site 3**

A total of 453 no. car parking spaces (0.82/ unit) has been provided for the 435 no. apartments / duplexes / triplexes and 145 no. houses.

**Site 4**

It is proposed that the 295 no. apartments / duplexes and the 141 no. houses will be provided with 384 no. car parking spaces (0.88/ unit).

**Site 5**

A total of 219 no. car parking spaces (0.93/ unit) has been provided for the 201 no. apartments / duplexes / triplexes and 35 no. houses.

### *Creche Car Parking Allocation*

**Site 3**

There are 3 no. car parking spaces provided at surface level for visitors of the creche component of the mixed-use development.

**Site 4**

There are 8 no. car parking spaces provided at surface level for visitors of the creche component of the mixed-use development, as illustrated below in **Figure 3-15**.

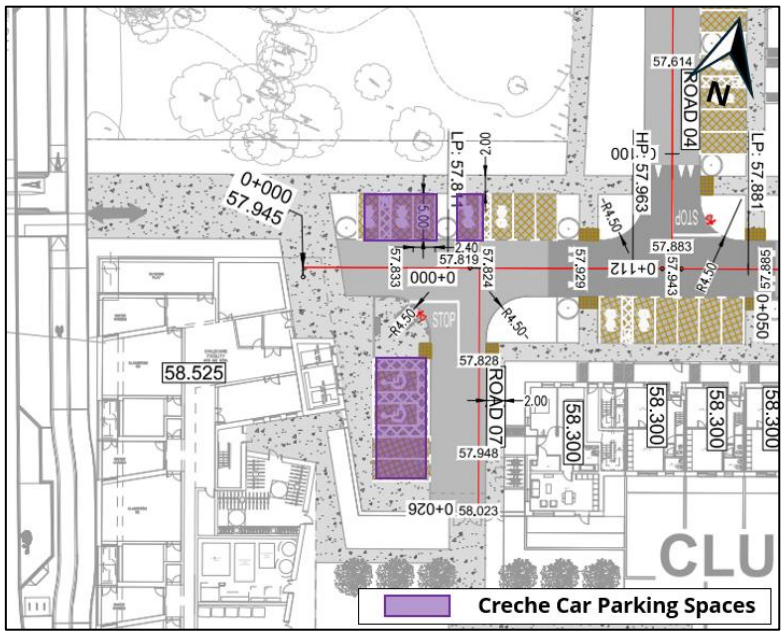



*Figure 3-15 Car Parking Allocation for Creche (Site 4)*

### *Mobility Impaired Parking*

**Site 3**

A total of 23 no. mobility impaired car parking spaces will be allocated between the development's mixed-uses, as detailed below and shown in **Figure 3-16**.

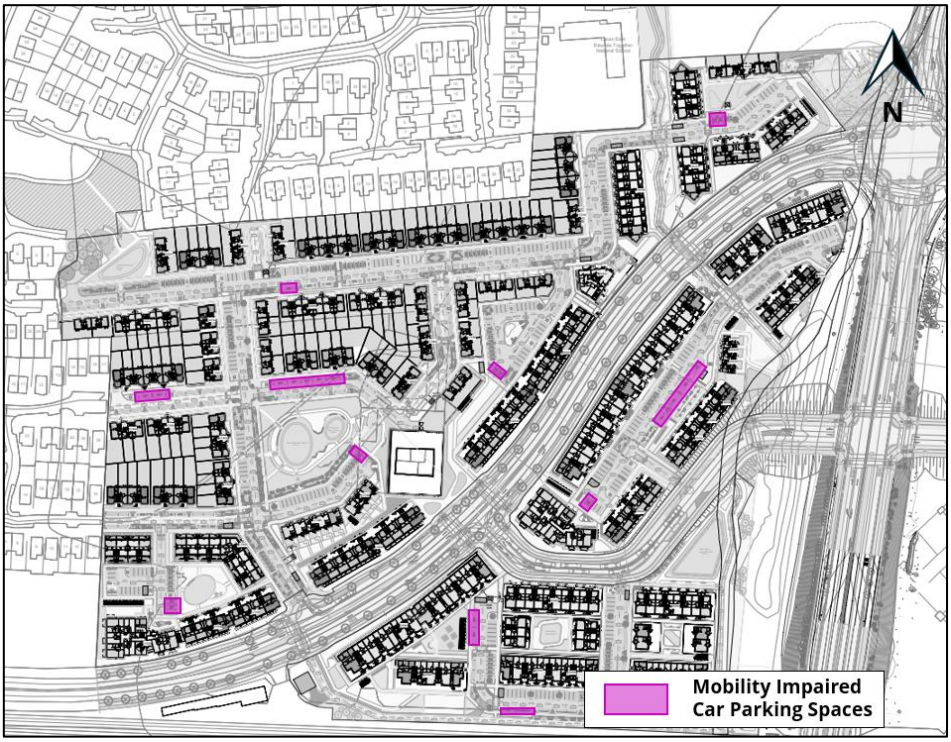



*Figure 3-16 Site 3 Mobility Impaired Car Parking Spaces*

**Site 4**

A total of 20 no. mobility impaired car parking spaces will be allocated between the development's mixed-uses, as detailed below and shown in **Figure 3-17** and **Figure 3-18**.

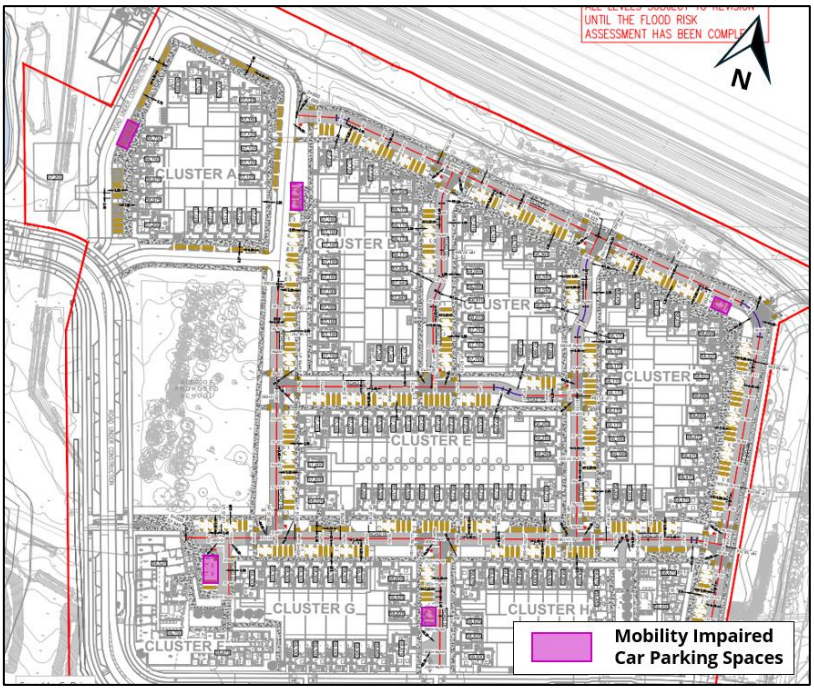



*Figure 3-17 Site 4 Mobility Impaired Car Parking Spaces (North of Link Road)*

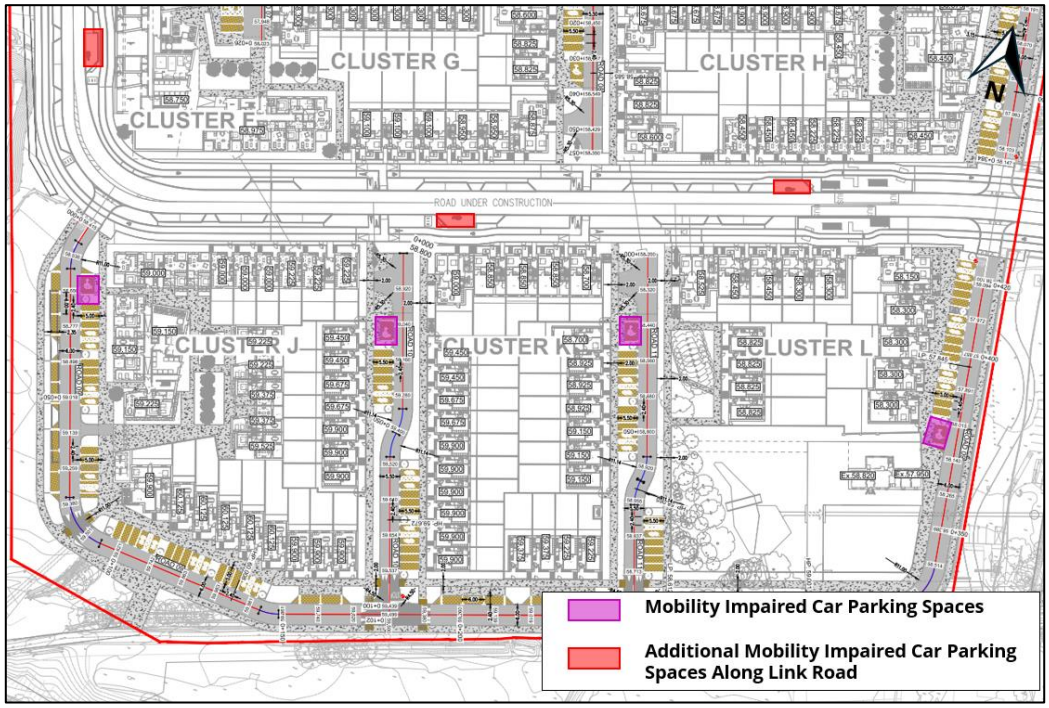



*Figure 3-18 Site 4 Mobility Impaired Car Parking Spaces (South of Link Road)*

**Site 5**

A total of 12 no. mobility impaired car parking spaces will be allocated between the development's mixed-uses, as detailed below and shown in **Figure 3-19**.

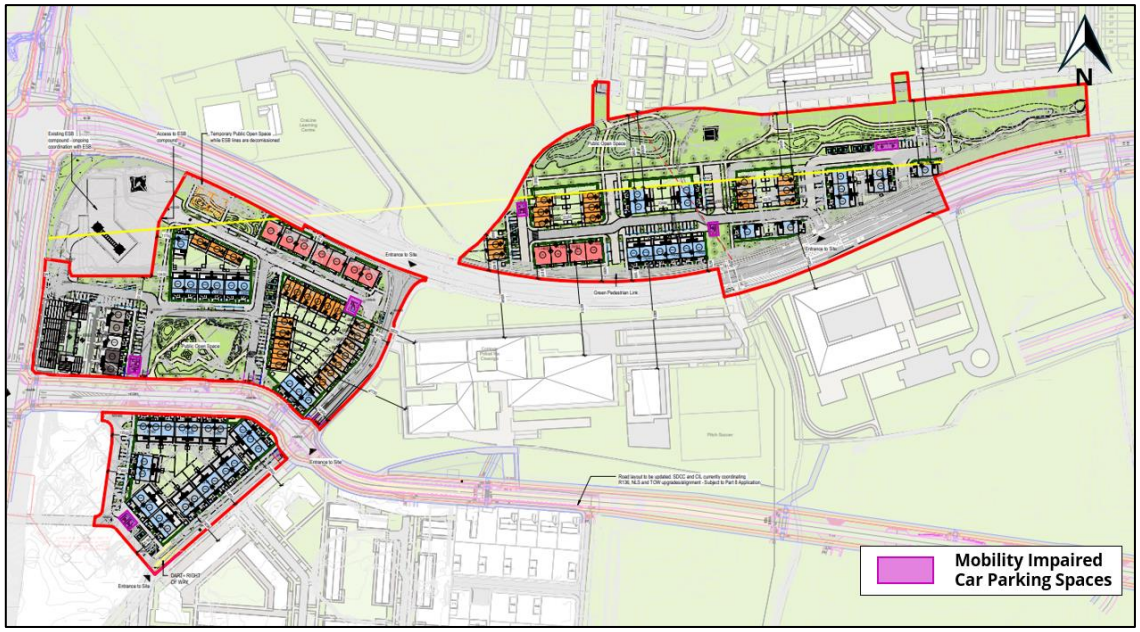



*Figure 3-19 Mobility Impaired Car Parking Spaces (Site 5)*

### *Electric Vehicle Parking*

**Site 3**

As per the SDCC Parking Standards, 20% of the total parking spaces will be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.

A total of 122 no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be reserved for the use of battery-powered electric vehicles.

**Site 4**

As per the SDCC Parking Standards, 20% of the total parking spaces will be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.

A total of 134 no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be reserved for the use of battery-powered electric vehicles.

**Site 5**

As per the SDCC Parking Standards, 20% of the total parking spaces will be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.

A total of 18 no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be reserved for the use of battery-powered electric vehicles.

### *Car Parking Management Regime*

**Site 3**

The availability of parking spaces is a key determinant of mode choice and car usage. With the objective of minimizing travel by car and encouraging the use of sustainable modes instead, it is proposed to limit the car parking provision and promote a ‘car lite’ scheme. This is considered an appropriate approach considering the site’s excellent accessibility characteristics (e.g. walking, cycling, bus, coach, LUAS and rail opportunities) to places of work, education and essential

services. This 'car lite' approach will help to reduce car dependency in Dublin, reduce traffic congestion and pollution levels, improve the quality of the environment and help tackle climate change in addition to encouraging sustainable travel.

It is therefore considered that the proposed provision of 456 no. car parking spaces, for the subject mixed-use development is appropriate to meet the predicted demand. Furthermore, to support the low car ethos of the proposed development, several initiatives for sustainable travel will be implemented.

**Site 4**

The availability of parking spaces is a key determinant of mode choice and car usage. With the objective of minimizing travel by car and encouraging the use of sustainable modes instead, it is proposed to limit the car parking provision and promote a 'car lite' scheme. This is considered an appropriate approach considering the site's excellent accessibility characteristics (e.g. walking, cycling, bus, coach, LUAS and rail opportunities) to places of work, education and essential services. This 'car lite' approach will help to reduce car dependency in Dublin, reduce traffic congestion and pollution levels, improve the quality of the environment and help tackle climate change in addition to encouraging sustainable travel.

It is therefore considered that the proposed provision of 408 no. car parking spaces for the subject mixed-use development, is appropriate to meet the predicted demand. Furthermore, to support the low car ethos of the proposed development, several initiatives for sustainable travel will be implemented.

**Site 5**

The availability of parking spaces is a key determinant of mode choice and car usage. With the objective of minimizing travel by car and encouraging the use of sustainable modes instead, it is proposed to limit the car parking provision and promote a 'car lite' scheme. This is considered an appropriate approach considering the site's excellent accessibility characteristics (e.g. walking, cycling, bus, coach, LUAS and rail opportunities) to places of work, education and essential services. This 'car lite' approach will help to reduce car dependency in Dublin, reduce traffic congestion and pollution levels, improve the quality of the environment and help tackle climate change in addition to encouraging sustainable travel.

It is therefore considered that the proposed provision of 219 no. car parking spaces, for the subject mixed-use development is appropriate to meet the predicted demand. Furthermore, to support

the low car ethos of the proposed development, several initiatives for sustainable travel will be implemented.

### 3.4.2 Cycle Parking

**Site 3**

Reference has been made to SDCC Development Plan. Under the SDCC's standards, the scheme is required to provide at least 1105 no. cycle parking spaces comprising a minimum of 877 no. long stay and 228 no. short stay spaces.

The development proposes to accommodate a total of at least 1116 no. cycle spaces. This provision incudes 882 no. long stay and 234 no. short stay visitor parking spaces. This quantum complies with the SDCC standards (1105 spaces). In accordance with SDCC the long-term bicycle parking should be located in a secure area that is not visible to the general public. We confirm that the bicycle parking provision provides for a wide range of bicycles for all users in accordance with the NTA's Cycle Design Manual, 2023. In addition to the above, EV bicycle parking and bike share standards are proposed.

| Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds | SDCC Standard | | SDCC Req. | |
|---|---|---|---|---|---|---|---|
| | | | | Long-Stay | Short-Stay | Long-Stay | Short-Stay |
| Apartments/ Duplex | 1-bed | 140 | 140 | 1 per Bed | 1 per 2 Units | 140 | 70 |
| | 2-bed | 151 | 302 | | | 302 | 76 |
| | 3+-bed | 144 | 432 | | | 432 | 72 |
| Houses | 3+-bed | 145 | 435 | - | - | - | - |
| Crèche | | 553 m2 (6 classrooms) | - | 1 per 5 staff | 1 per 10 children | 3 | 10 |
| **Sub-Total Cycle Parking Per Requirement** | | | | | | **877** | **228** |
| **Total Cycle Parking Per Requirement** | | | | | | **1105** | |

*Table 3-7 Cycle Parking Standards and Requirements (Site 3)*


*Figure 3-20 Site 3 Cycle Parking*

**Site 4**

Reference has been made to SDCC Development Plan. Under the SDCC's standards, the scheme is required to provide at least 755 no. cycle parking spaces comprising a minimum of 588 no. long stay and 167 no. short stay spaces.

The development proposes to accommodate a total of at least 793 no. cycle spaces. This provision incudes 591 no. long stay and 202 no. short stay visitor parking spaces. This quantum complies with the SDCC standards (754 spaces). In accordance with SDCC the long-term bicycle parking should be located in a secure area that is not visible to the general public. We confirm that the bicycle parking provision provides for a wide range of bicycles for all users in accordance with the NTA's Cycle Design Manual, 2023. In addition to the above, EV bicycle parking and bike share standards are proposed.

| Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds | SDCC Standard | | SDCC Req. | |
|---|---|---|---|---|---|---|---|
| | | | | Long-Stay | Short-Stay | Long-Stay | Short-Stay |
| Apartments/ Duplex | 1-bed | 65 | 65 | 1 per Bed | 1 per 2 Units | 65 | 33 |
| | 2-bed | 177 | 354 | | | 354 | 89 |
| | 3+-bed | 53 | 159 | | | 159 | 27 |
| Houses | 3+-bed | 141 | 423 | - | - | - | - |
| Crèche | | 20 staff & 90 children | - | 1 per 5 staff | 1 per 10 children | 4 | 9 |
| Retail | | 6 staff (150 m2) | - | 1 per 5 staff | 1 per 150 m2 | 1 | 1 |
| Employment | | 200 m2 | - | 1 per 200 m2 | 1 per 200 m2 | 1 | 1 |
| Community | | 20 staff (600 m2) | - | 1 per 5 staff | 1 per 100 m2 | 4 | 7 |
| **Sub-Total Cycle Parking Per Requirement** | | | | | | **588** | **167** |
| **Total Cycle Parking Per Requirement** | | | | | | **755** | |

*Table 3-8 Cycle Parking Standards and Requirements (Site 4)*

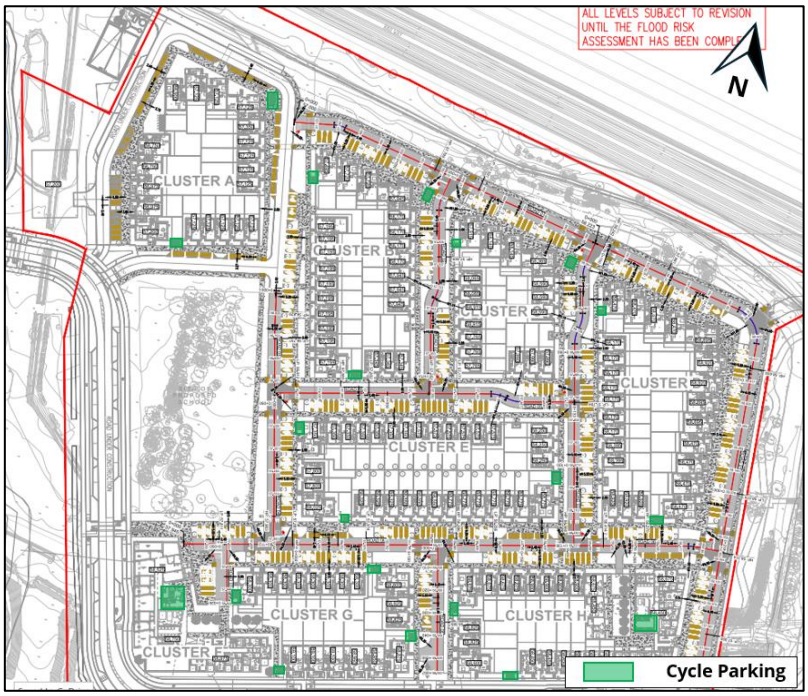



*Figure 3-21 Site 4 Cycle Parking (North of Link Road)*

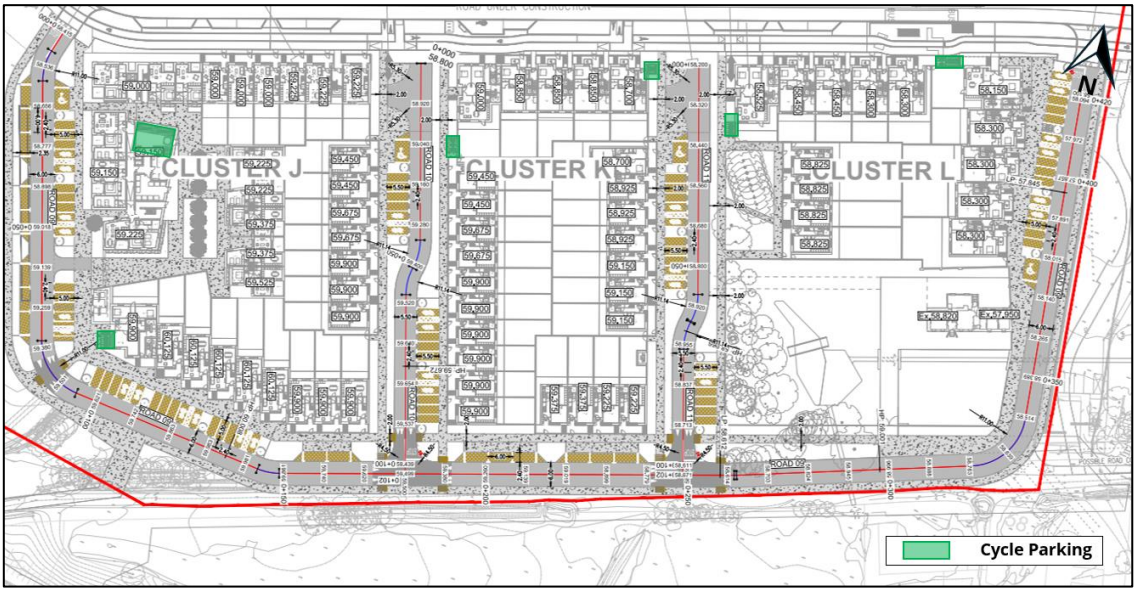



*Figure 3-22 Site 4 Cycle Parking (South of Link Road)*

**Site 5**

Reference has been made to SDCC Development Plan. Under the SDCC's standards, the scheme is required to provide at least 577 no. cycle parking spaces comprising a minimum of 422 no. long stay and 155 no. short stay spaces.

The development proposes to accommodate a total of at least 628 no. cycle spaces. This provision incudes 527 no. long stay and 101 no. short stay visitor parking spaces. This quantum complies with the SDCC standards. In accordance with SDCC the long-term bicycle parking should be located in a secure area that is not visible to the general public. We confirm that the bicycle parking provision provides for a wide range of bicycles for all users in accordance with the NTA's Cycle Design Manual, 2023. In addition to the above, EV bicycle parking and bike share standards are proposed.

| Unit Type | | No. of Units / GFA (m2) / No. of Staff | No. of Beds | SDCC Standard | | SDCC Req. | |
|---|---|---|---|---|---|---|---|
| | | | | Long-Stay | Short-Stay | Long-Stay | Short-Stay |
| Apartments/ Duplex | 1-bed | 37 | 37 | 1 per Bed | 1 per 2 Units | 37 | 19 |
| | 2-bed | 107 | 214 | | | 214 | 107 |
| | 3+-bed | 57 | 171 | | | 171 | 29 |
| Houses | 3+-bed | 35 | 105 | - | - | - | - |
| **Sub-Total Cycle Parking Per Requirement** | | | | | | **422** | **155** |
| **Total Cycle Parking Per Requirement** | | | | | | **577** | |

*Table 3-9 Cycle Parking Standards and Requirements (Site 5)*


*Figure 3-23 Site 5 Cycle Parking*

## 3.5 Existing Transport Facilities and Services

### 3.5.1 Road Network

Clonburris is located to the west of Dublin City Centre and is well connected to the National Road Network, served by several key strategic routes. The Clonburris SDZ boundary is broadly bounded by the Arterial corridors of Adamstown Avenue and Thomas Omer Way to the north, Ninth Lock Road to the east, the Arterial corridor of Newcastle Road to the west, the Grand Canal to the south, as illustrated in **Figure 3-24**. The key north-south arterial corridors through Clonburris include:

- R113 Fonthill Road North which crosses through the eastern portion of Clonburris;

- R136 Grange Castle Road which crosses through the centre of the SDZ lands; and
- R120 Newcastle Road which passes along the western boundary of the SDZ.

The R113, can be found to the east of the SDZ. This single carriageway road is subject to a speed limit of 60 km/h as it passes through the SDZ, with stretches of bus lane for southbound travel found along the western edge of the carriageway. Bus lanes for travel in both directions can be found north of the SDZ. The R113 connects to the N4 and Liffey Valley to the north and to Clondalkin and Tallaght to the south. The road also facilitates access to the Clondalkin Fonthill train station.

The R136 can be found running through the middle of the SDZ, also running in a north-south direction. This road has two lanes of traffic travelling in each direction with bus lanes also found on both sides. A speed limit of 80km/h is in place along the section of the R136 that passes through the SDZ. Travelling north along the R136 leads to junction 3 of the N4. Travelling south along the R136 leads to junction 2 on the N7, Citywest and Tallaght.

The R120 can be found to the west of the SDZ, running in a north-south direction. The single carriageway road is subject to a speed limit of 60 km/h in the vicinity of the SDZ. Travelling north along the R120 provides a connection to Lucan Village and junction 4 on the N4. The N4 national road connects the M50 motorway to the M4 motorway. Travelling south along the R120 provides a connection to Newcastle, junction 4 on the N7 and Rathcoole. The N7 national road connects the M50 motorway to the M7 motorway.

The key east-west corridors through the area include Adamstown Avenue and Thomas Omer Way to the immediate north, where these roads provide a connection between Fonthill Road North and Grange Castle Road. Coldcut Road, also to the north of the site provides an east-west connection from Fonthill Road North to Palmerston and Ballyfermot.

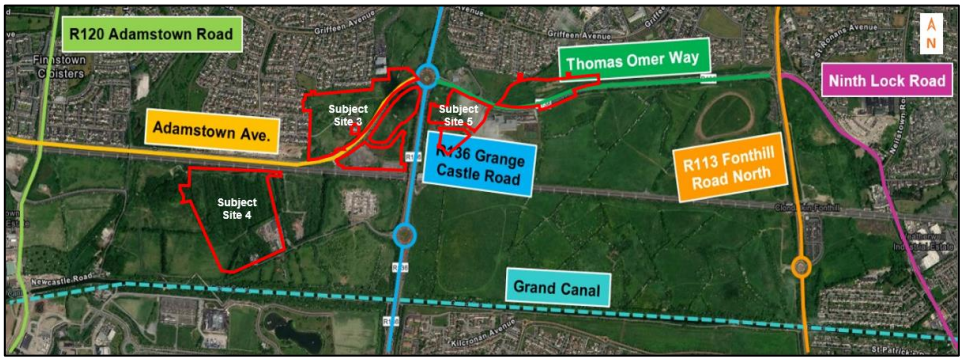



*Figure 3-24 Existing Road Corridors in Clonburris SDZ lands (Source: Google Maps)*

### 3.5.2 Existing Cycling Facilities

At present, the Clonburris SDZ lands are largely a greenfield site and as such there is limited cycle network within the lands. However, the Grand Canal Greenway, which links Adamstown to the City Centre, passes through the area along the Grand Canal as shown in **Figure 3-25**.

The SDZ lands are dissected by the Fonthill and Grange Castle Roads on a north south axis both of which include segregated cycle facilities offering links to Lucan Village, Liffey Valley and the N4, which also features segregated cycle facilities and a cycle link to the City Centre. To the South, there are cycle links to the Grange Castle Business Park and further south, Clondalkin Village and Tallaght.

Thomas Omer Way is orientated along the northern boundary of the Clonburris SDZ lands and has segregated cycle tracks on both sides of the road. The R120 Adamstown Road is orientated along the west of the Clonburris SDZ lands and features shared pedestrian and cyclist facilities on both sides.

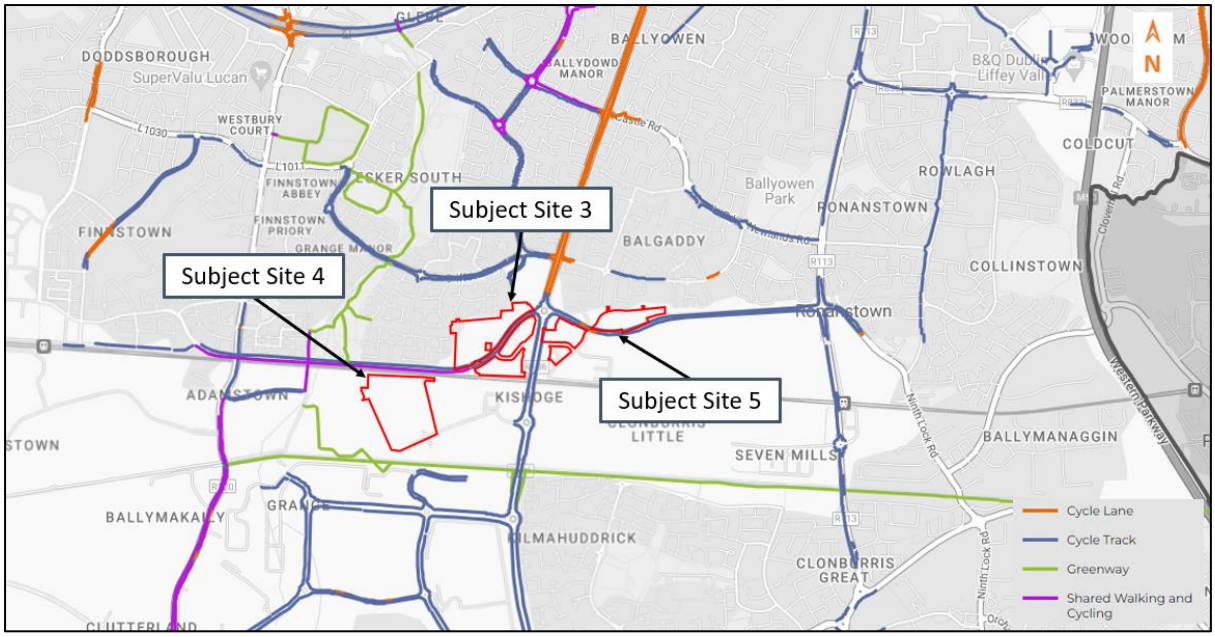



*Figure 3-25 Existing Facilities South Dublin Active Travel (Source: SDCC Active Travel GIS Maps)*

### 3.5.3 Existing Pedestrian Facilities

The Ninth Lock Road located along the eastern boundary and Thomas Omer Way on the northern boundary of the Clonburris SDZ lands includes footpaths on either side along most of its length. The paths surfaces are generally of a high-quality, whilst sections of the path are on Ninth Lock Rd narrow in places and the path is immediately adjacent the carriageway as shown in **Figure 3-26**.

*Figure 3-26 Fonthill Road (R113) Northbound*

The Fonthill Road features footpaths on either side, segregated from the carriageway by way of a grass margin (**Figure 3-27**). The paths are generally in good condition and are of a consistent width throughout. Fonthill Road offers walking connections to the Fonthill Retail Park and Liffey Valley Shopping Centre to the north, and Clondalkin village and the Nangor Road to the south.

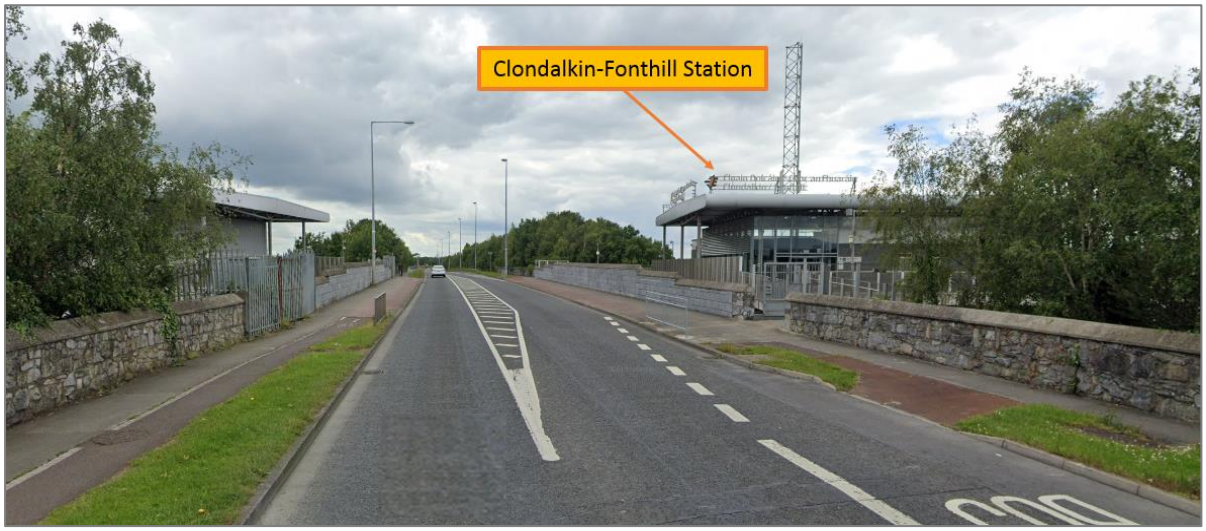



*Figure 3-27 Fonthill Road (R113) Northbound*

The Grange Castle Road also features footpaths on either side segregated from the carriageway by way of a grass margin (**Figure 3-28**). The paths are generally in good condition and are of a consistent width throughout. The Grange Castle Road offers walking links to Lucan Village in the north, Adamstown to the west via its intersection with Adamstown Avenue, and to the south walking links to Grange Castle Business Park and Corkagh Park.


*Figure 3-28 Grange Castle Road Northbound (R136)*

The Grand Canal Greenway, which follows an east west axis, offers a leisure walk links towards Dublin City Centre and Adamstown to the west. A new canal bridge has just been completed by SDCC. It features a shared space on the southern side and a pedestrian space on the southern side (**Figure 3-29**).

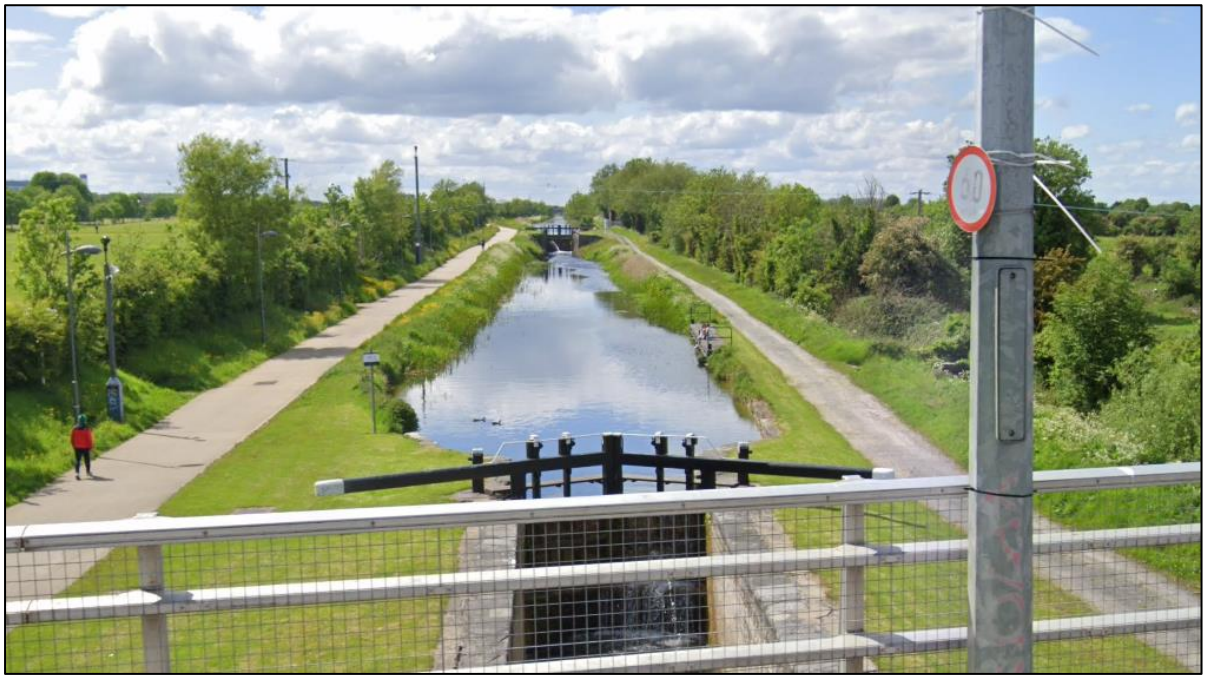



*Figure 3-29 Grand Canal Greenway from Fonthill Road*

### 3.5.4 Existing Public Transport – Bus

There are a number of roads in the immediate area that have bus priority in the form of Quality Bus Corridors (QBC's). These include the following and are shown in **Figure 3-30:**

- Grange Castle Road features QBC's in both directions (Bus no. 151, W4),
- Lock View Road and Bawnogue Road (Bus no. 13 and 51d),
- Balgaddy Road (Bus no. C1, C2 and L53)
- Ninth Lock Road (Bus no. G2), and
- Fonthill Road features a southbound QBC (Bus no. 51d, G2 and L54).

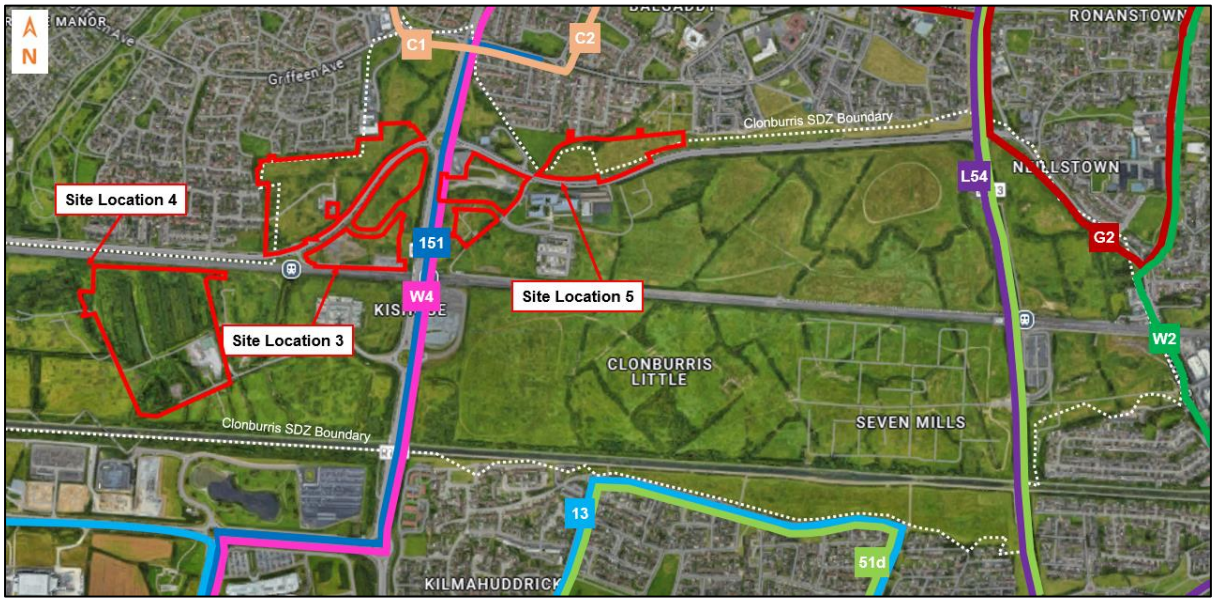



*Figure 3-30 Existing Bus Route Network around the Subject Sites*

**Table 3-10** below show the frequency of services for these bus routes while **Figure 3-31** highlights the locations of the bus stops closest to the subject sites.

| Route No. | Description | No. of Services per Day | | |
|---|---|---|---|---|
| | | Mon - Fri | Sat | Sun |
| 13 | Harristown – Grange Castle | 85 | 68 | 59 |
| | Grange Castle – Harristown | 87 | 68 | 63 |
| G2 | Liffey Valley Shopping Centre – Spencer Dock | 82 | 67 | 49 |
| | Spencer Dock – Liffey Valley Shopping Centre | 81 | 67 | 49 |
| 51d | Aston Quay / Waterloo Road – Clondalkin | 1 | - | - |
| | Clondalkin – Aston Quay / Waterloo Road | 1 | - | - |
| L54 | River Forest – Red Cow Luas | 35 | 32 | 29 |
| | Red Cow Luas – River Forest | 36 | 32 | 39 |
| 151 | Docklands – Foxborough | 48 | 46 | 31 |

| | | | | |
|---|---|---|---|---|
| | Foxborough - Docklands | 51 | 48 | 34 |
| W4 | The Square – Blanchardstown SC | 46 | 33 | 30 |
| | Blanchardstown SC – The Square | 46 | 33 | 30 |
| C1 | Adamstown to Sandymount | 59 | 41 | 39 |
| | Sandymount to Adamstown | 59 | 41 | 39 |
| C2 | Adamstown to Sandymount | 59 | 41 | 39 |
| | Sandymount to Adamstown | 58 | 41 | 39 |
| L53 | Adamstown Station to Liffey Valley SC | 35 | 32 | 29 |
| | Liffey Valley SC to Adamstown Station | 35 | 32 | 29 |

*Table 3-10 No. of Services per Day on Existing Bus Routes (Source: Transport for Ireland)*


*Figure 3-31 Location of Local Bus Interchanges in Relation to the Subject Sites*

### 3.5.5 Existing Public Transport – Rail

The proposed developments are situated on the Kildare railway line. The recently opened Kishoge Railway Station is located to the south of the subject site boundary. Along Fonthill Road North, approximately 1,500m east of the subject site lies the Clondalkin-Fonthill station (**Figure 3-32)**. This station is served by commuter services to Heuston Station as well as Drumcondra, Dublin Connolly, Tara Street, Dublin Pearse and Grand Canal Dock, via the Phoenix Park Tunnel. Intercity trains do not serve this station.

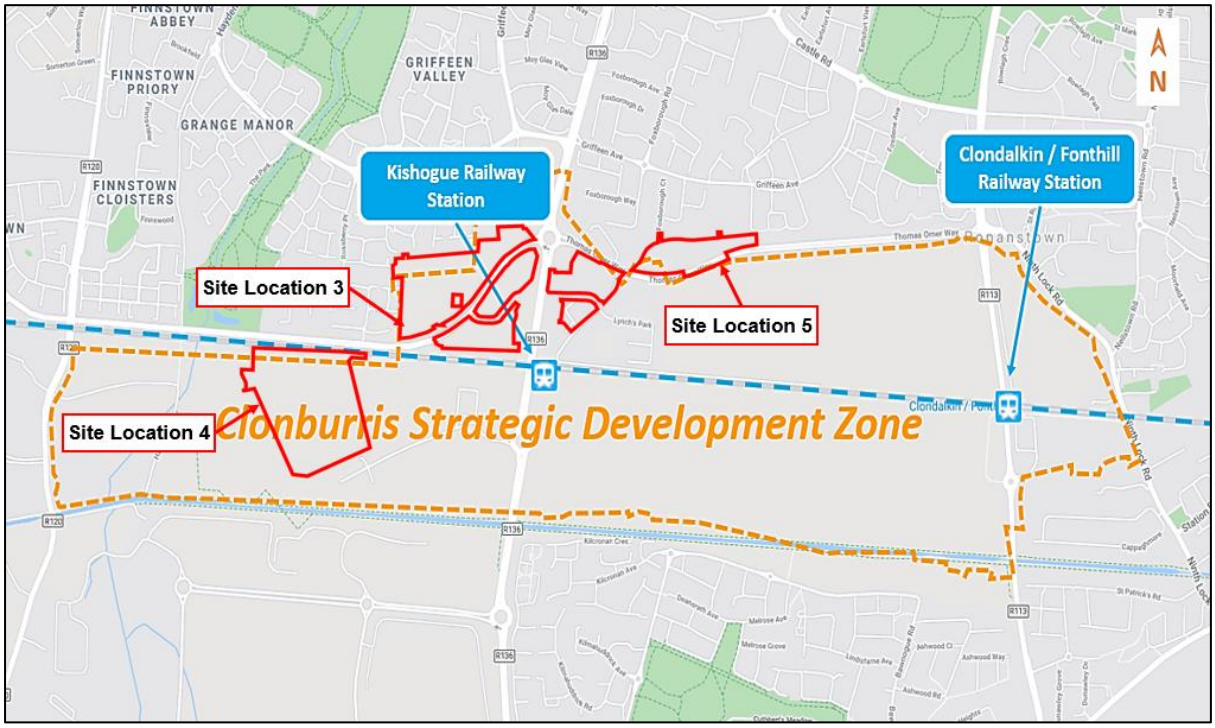



*Figure 3-32 Existing Rail Network around Clonburris SDZ*

Eastbound services calling at Kishogue offer good connections to Heuston station, which is the busiest station on the intercity train network offering strong connections to the regional cities and towns. **Table 3-11** below outlines the stations that are served by outbound trains from Kishogue station and the number of services these stations are served by outbound trains daily:

| Direction | No. of Services per Day | | |
|---|---|---|---|
| | Mon - Fri | Sat | Sun |
| To Newbridge | 5 | - | 1 |
| To Portlaoise | 17 | 15 | - |
| To Hazelhatch & Celbridge | 17 | - | - |
| To Carlow | 1 | - | - |
| To Kildare | 1 | 2 | 4 |
| To Grand Canal Dock | 17 | - | - |
| To Dublin Heuston | 22 | 18 | 5 |
| **Total No. of Outbound Services** | **80** | **35** | **10** |

*Table 3-11 No. of Outbound Services per Day from Kishogue Train Station*

## 3.6 Future Transport Facilities

### 3.6.1 Roads Proposals

The following road infrastructure upgrades as outlined within the Clonburris SDZ Planning Scheme (May 2019) and the South Dublin County Council Development Plan (2022 – 2028) that are proposed within/close to the Clonburris SDZ scheme include the following and are shown in **Figure 3-33**:

- Clonburris/Kishogue Street Network: Various streets proposed within the Clonburris SDZ lands (which includes – the Clonburris 'Southern Link' Street; (currently under construction) as well as the proposed 'Northern Link' Street),
- Celbridge Link Road: A new road between the Adamstown SDZ lands and Celbridge Road (R403),
- Newcastle Road (R120): Junction upgrades at SuperValu roundabout and Hillcrest Road,
- Griffeen Avenue: Improvements at junctions with Griffeen Road, Outer Ring Road and the link between them,
- New Nangor Road Extension: New road between R120 and Brownstown,
- Junction upgrade at Fonthill Road/N4,
- Cloverhill Road/Ninth Lock Road Upgrade and Link Road: Upgrade of Cloverhill Road from the M50 and upgrade of Ninth Lock Road from Fonthill Road to a new link road adjacent to the Dublin-Kildare railway Line,
- Western Dublin Orbital Route: New Road from the N7 to the N4 Leixlip Interchange with an extension to the N81.

The aforementioned upgrades at Ninth Lock Road and Griffeen Avenue will be in line with the Clonburris SDZ Scheme. These existing roads will be designated as 'Link Streets' under this scheme and shall be upgraded as traffic calmed streets. The scheme also proposes a number of key junction improvements through and along the proposed 'Arterial Streets' within the subject lands to improve the connectivity. These improvements are proposed on Fonthill Road and Grange Castle Road. Furthermore, the proposed Western Dublin Orbital Route would provide additional connections towards Rathcoole, Saggart and Tallaght.

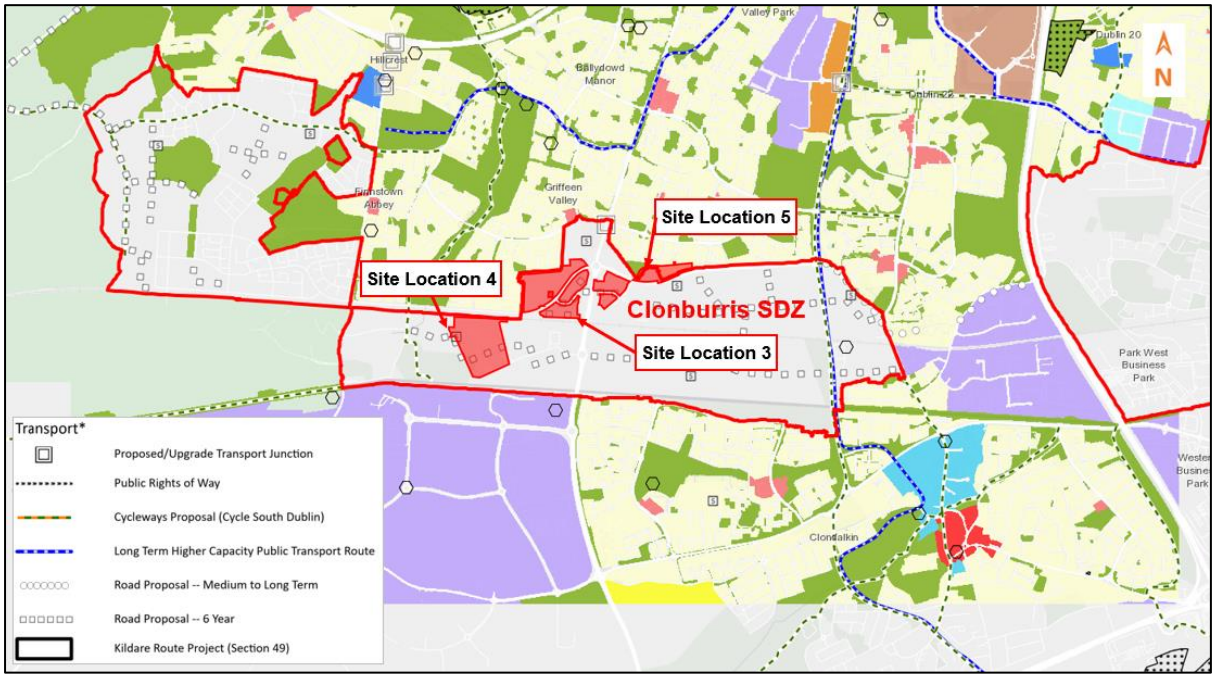



*Figure 3-33 Proposed Road Infrastructure around the Clonburris SDZ*

### *Clonburris Southern Link Street*

The Clonburris Southern Link Street Scheme was granted planning permission by South Dublin County Council in August 2021 (under Planning Reg. Ref. SDZ20A/0021) and is under construction. The proposed scheme forms part of the Clonburris SDZ Planning Scheme (2019) as road infrastructure to support the development of SDZ lands in conjunction with the Clonburris Northern Link Street. The Clonburris Southern Link Street will allow the southern lands of the SDZ to be opened up for development and allow access for the road network for future residents. The Link Street will transverse through the subject development.

The Clonburris Infrastructure Development consists of the Clonburris Southern Link Street (CSLS) (**Figure 3-34**) and associated trunk infrastructure to serve the Clonburris Strategic Development Zone lands to the south of the Kildare/Cork Railway Line. The new CSLS will connect from the R120 Newcastle Road to the Ninth Lock Road with proposed intersections with the R136 Grange Castle Road and the R113 Font Hill Road. The proposed street will provide access for vehicular traffic, pedestrians, cyclists, and public transport to the Clonburris SDZ lands to the South of the Kildare/Cork Railway Line and provide linkages to the surrounding arterial road network.

The CSLS will consist of 4.0km of new road generally in the form of a 7m wide single carriageway with 1.75m wide off-road cycle tracks, 2m wide footpaths and public lighting. The CSLS includes the provision of 288 no. on-street car parking spaces (including 26 no. disabled parking spaces) as

well as a number of pedestrian crossings and bus stop locations. It will include 8 no. new junctions and alterations to 4 no. existing junctions, in addition it will provide a number of vehicular access spurs to facilitate future development of adjoining lands.

As mentioned, the CSLS will run in an east-west direction through the subject site and provide the site with access to the surrounding road network in the form of the R113 Fonthill Road North and Ninth Lock Road to the east and the R136 Grange Castle Road and R120 Adamstown Road to the west. From the CSLS planning application, a construction period of 24 months is expected in the best-case scenario where no obstacles arise and funding is available for the entirety of the project, but it would be operational by the design year 2028.

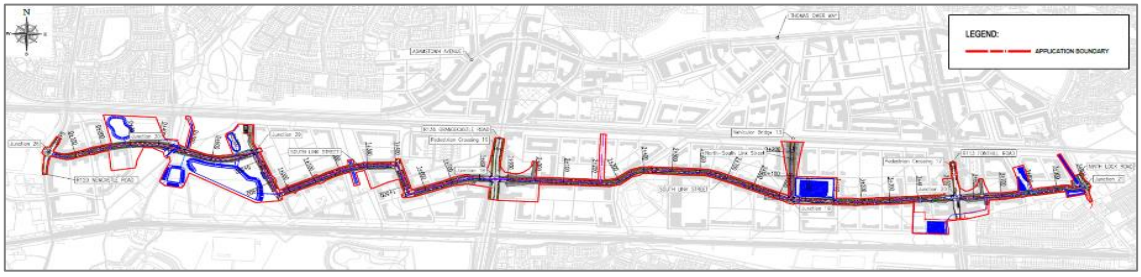



*Figure 3-34 Proposed Clonburris Southern Link Street Scheme and Surrounding Existing Road Network*

### *Clonburris Northern Link Street (CNLS)*

Stage 2 of the Clonburris Infrastructure Development consists of the Clonburris Northern Link Street (CNLS) and associated trunk infrastructure to serve the Clonburris Strategic Development Zone lands to the North of the Kildare/Cork Railway Line. It was granted planning permission by South Dublin County Council in February 2025 (under Planning Reg. Ref. SDZ24A/0033W). Stage 2 will include the following infrastructure:

- Approx. 2.3km of a new Link Street (CNLS) and 800m of side streets, with:
    - Ancillary cycle facilities
    - Pedestrian crossings
    - Traffic signals
    - Footpaths
    - Bus stops.
    - 79 no. car parking spaces
    - Public lighting and;

- Miscellaneous ancillary works.

- Provision / upgrade of 12 signalised junctions (5 new and 7 upgraded) along with minor priority-controlled junctions are proposed along the street alignment to provide access to existing and future developments within the Clonburris SDZ;
- Approx. 2km of upgrades on existing streets;
- Provision of 2 main public parks centrally (c. 2.78 ha) and in the eastern part of the subject lands (c. 0.77 ha);
- Drainage infrastructure works to include surface water attenuation areas, SUDs and landscaped areas including attenuation ponds and the provision of underground attenuation. Provision of surface water drainage and waste supply trunk infrastructure within the proposed road corridors. Wastewater infrastructure including a foul pumping station and foul pipe network within proposed road corridors;
- Provision of trunk watermain infrastructure within the CNLS as well as connections to the permitted watermain infrastructure as part of SDZ20A/0021; and
- Ancillary site development and landscape works associated with the development.

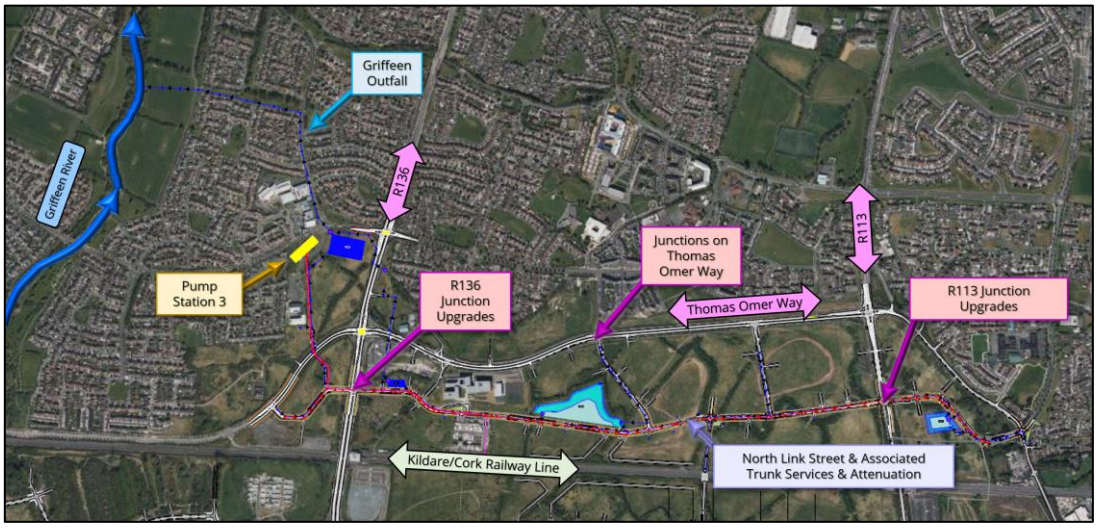



*Figure 3-35 Proposed Clonburris Northern Link Street*

### 3.6.2 Pedestrian and Cycle Network Proposals

#### *Clonburris SDZ Planning Scheme*

The design approach for pedestrian and cyclist infrastructure will be to apply uniform design widths along the streets that are under consideration and will consider the existing greenway network and pedestrian priority routes to interact with the proposed 'Arterial' and 'Link' corridors under the Clonburris SDZ planning scheme.

Local pedestrian priority streets/routes shall also be provided in designated areas in and around the vicinity of the proposed Kishoge and Clonburris Urban Centres. These local routes within the SDZ lands will create an opportunity to link with the Grand Canal Green which runs through and along the entire southern boundary of the SDZ lands and links with Dublin City Centre in the form of a dedicated pedestrian and cycle route (**Figure 3-36**). Local Streets that provide through routes for strategic pedestrian and cycle routes should be filtered to prioritise pedestrian and cyclists through access where junctions intersect with the link or arterial streets only.

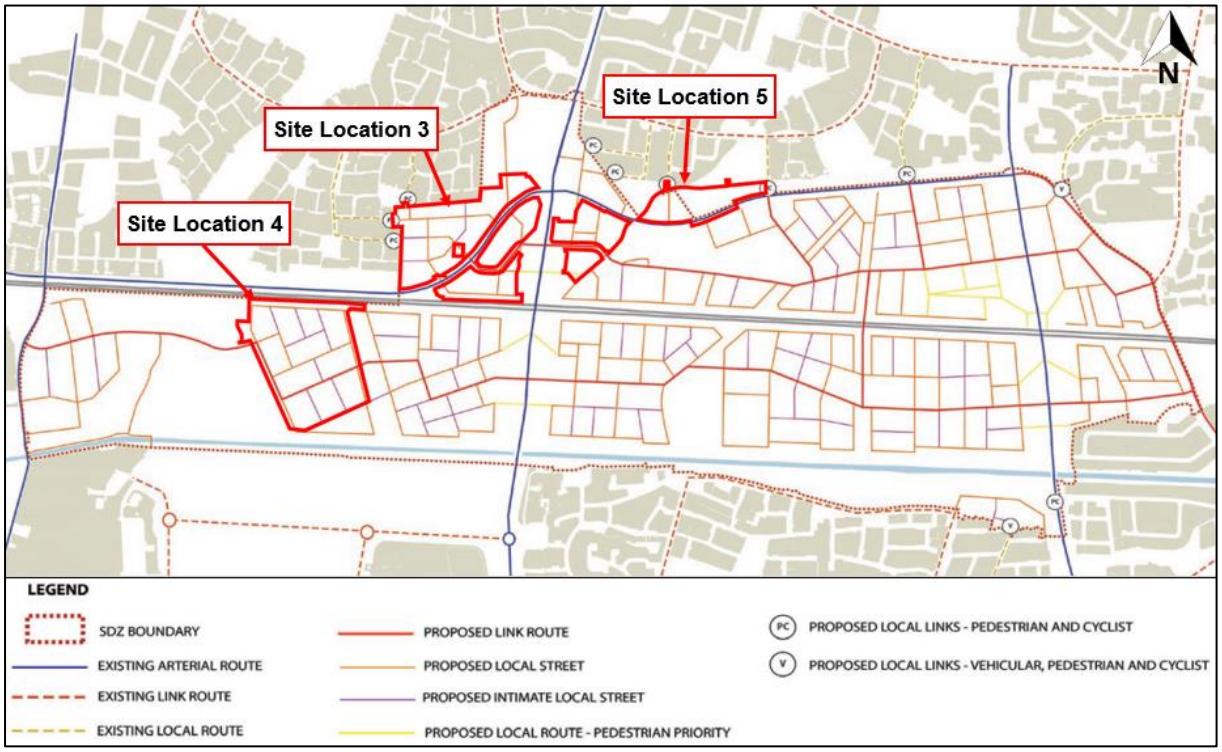



*Figure 3-36 Clonburris SDZ Street Hierarchy (Clonburris SDZ Planning Scheme May 2019)*

Five dedicated pedestrian crossings on Arterial Streets have been incorporated in the designs of the road infrastructure proposals. These are located as follows:

- Three along the R136 Grange Castle Road:

- Two north and south of Kishoge train station where pedestrian priority route converges on either side of the arterial road corridor; and
- One on the bridge over the railway line, adjacent to the train station to cater for pedestrian desire crossing movements to/from either side of the road.
- Two along the R113 Fonthill Road North, north and south of Clondalkin and Fonthill train station where pedestrian priority route converges on either side of the arterial road corridor.

A number of bridges are required to enable north-south movement across the Grand Canal and Kildare Railway for different modes. A total of five new bridges are proposed in addition to the upgrade of an existing pedestrian and cycle bridge to a 'green bridge' at Hayden's Lane. Within the SDZ lands, the Railway Line splits the lands including Griffeen Valley Park and the lands to the south.

In order to mitigate the disintegration of the green infrastructure, in particular the Griffeen Valley Park and the Griffeen River, a green bridge shall be provided over the railway line. The Clonburris scheme aims to retrofit or replace the existing pedestrian bridge over the railway line to provide a green bridge connecting the Griffeen Valley Park and the proposed extension of the park to the south to enhance pedestrian and cyclist accessibility.

### *GDA Cycle Network Plan*

In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA was adopted as part of the GDA Transport Strategy 2022-2042. The majority of the proposed 2013 cycle network remains unchanged in the updated proposals. The primary changes to the network found in the updated plan are the provision of a number of greenway routes through the Clonburris SDZ lands as well as a change in the hierarchy from secondary route to primary route for the facilities to be provided on the R136 Grange Castle Road, north of the roundabout junction with Thomas Omer Way. The proposed cycle facilities presented in the Greater Dublin Area Cycle Network Plan 2023 are shown below in **Figure 3-37**.

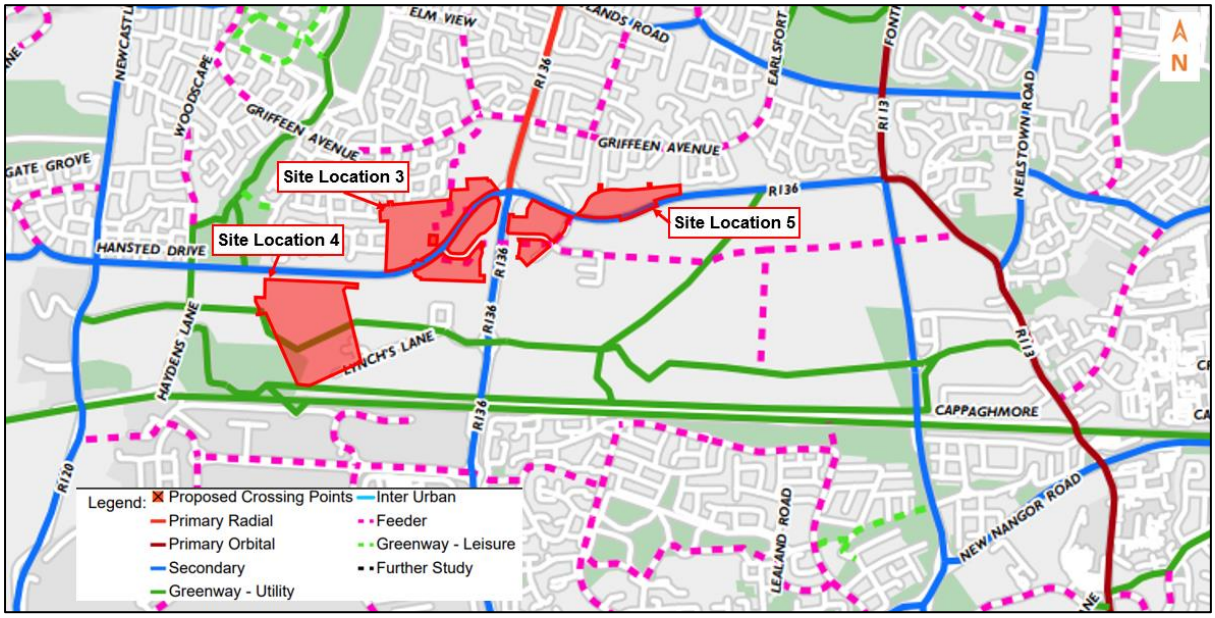



*Figure 3-37 Proposed Cycle Routes (Extract: GDA Cycle Network Plan 2023)*

## Proposed Cycling Networks

South Dublin County Council has prepared a Cycle Network Plan as part of the Cycle South Dublin Programme. Cycle routes detailed in the plan are at different stages of development, while some have been completed, others await construction or are at a design or consultation stage. A summary of the proposed routes in the vicinity of the Clonburris SDZ is presented in **Table 3-12** below.

| Route No. | Description | | | Current Status |
|---|---|---|---|---|
| 1 | Lucan Canal Loop | 4.4 km | Now | Advanced Design Stage |
| 2 | Grand Canal Extension | 5.4 km | Now | Final Design Stage |
| 15(A) | Clondalkin Boot Road to Coldcut Road | 2.6 km | Soon | Existing Cycle Lanes Reviewed |
| 16 | Ninth Lock Road | 1.2 km | Soon | Preliminary Route Selection Stage |
| 26(A) | Griffeen Valley Park to Celbridge Link Road | 1.5 km | Soon | Under Construction |

*Table 3-12 Proposed Cycle Facilities in the Vicinity of the Clonburris SDZ ( Source: SDCC Active Travels GIS Map)*

### 3.6.3 Public Transport Proposals

#### *High Frequency Orbital Bus*

The Clonburris SDZ Strategy outlines two orbital bus services operating from Tallaght to Blanchardstown, serving the Clonburris SDZ. These Orbital routes would tie into the BusConnects Plans and the GDA Transport Strategy 2022-2042. It must be noted that these services have not been finalised and may be subject to change based on further design and planning undertaken by the NTA and SDCC. The two services include:

- Core Orbital Service operating North – South on the Fonthill Road North (R113) with an indicative headway of 5 minutes; and
- Secondary Orbital Service serving Liffey Valley to Tallaght via Lucan and Grange Castle Road (R136) with an indicative headway of 15 minutes.

As mentioned, these proposals are part of the GDA Transport Strategy 2022-2042 and it is envisaged that the provision of these high-quality orbital bus services would serve the demand by the residents and employees of Clonburris, provide an interchange with the rail stations at both Kishoge and Clondalkin-Fonthill and provide a high frequency service linking Clonburris to Tallaght, Blanchardstown, Liffey Valley and Fonthill Retail Park. **Figure 3-38** illustrates that the proposed orbital routing through the SDZ lands with indicative stopping and interchange locations highlighted.

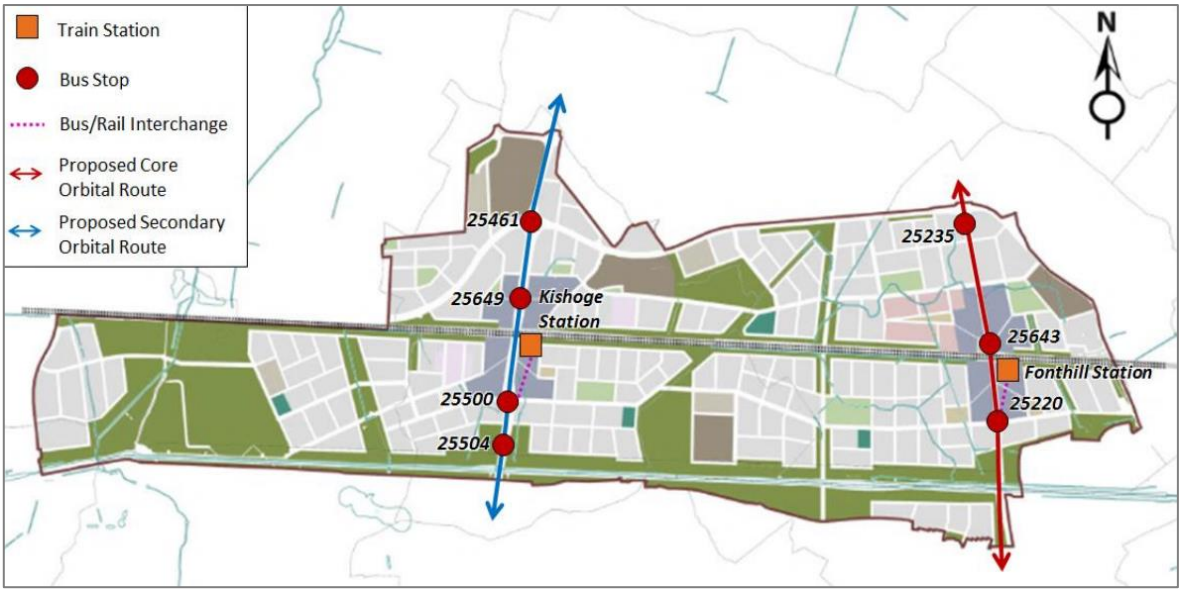



*Figure 3-38 Orbital Bus Stop Location within Clonburris SDZ (Source: Clonburris SDZ Transport Assessment and Transport Strategy – September 2017)*

### *Local Bus*

Local bus routes are planned to travel along the proposed Clonburris Southern Link Street in both directions. However, there would be an overall low to medium frequency. The Strategy also outlines local bus proposals that could support sustainable travel from Clonburris to key trip attractors with Lucan and Liffey Valley. These services include the following: -

- Local Bus 1: Lucan – Park West Service and
- Local Bus 2: Grange Castle to Liffey Valley Service via Clonburris.

Local Bus 1 would link Lucan, Adamstown, Clonburris and Park West Business Park (**Figure 3-39**) whilst Local Bus 2 would provide a connection between Clonburris and the employment areas at Grange Castle Business Park and Liffey Valley (**Figure 3-40**). Both of these services will serve the aforementioned bus stops and these local services could potentially provide a sustainable alternative instead of car journeys within the local area. It would also provide interchange with core and orbital bus services and supports the Public Transport measure detailed in the GDA Strategy.

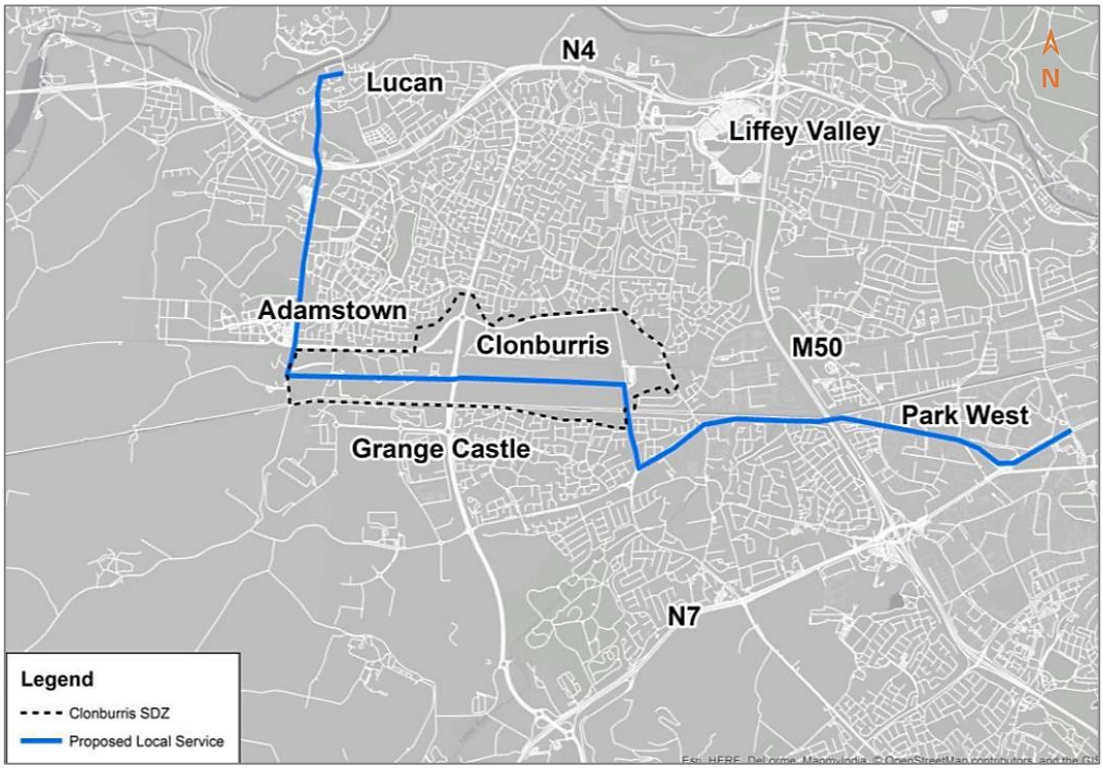



*Figure 3-39 Proposed Lucan – Park West Bus Route ( Source: Clonburris Transport Assessment and Strategy)*

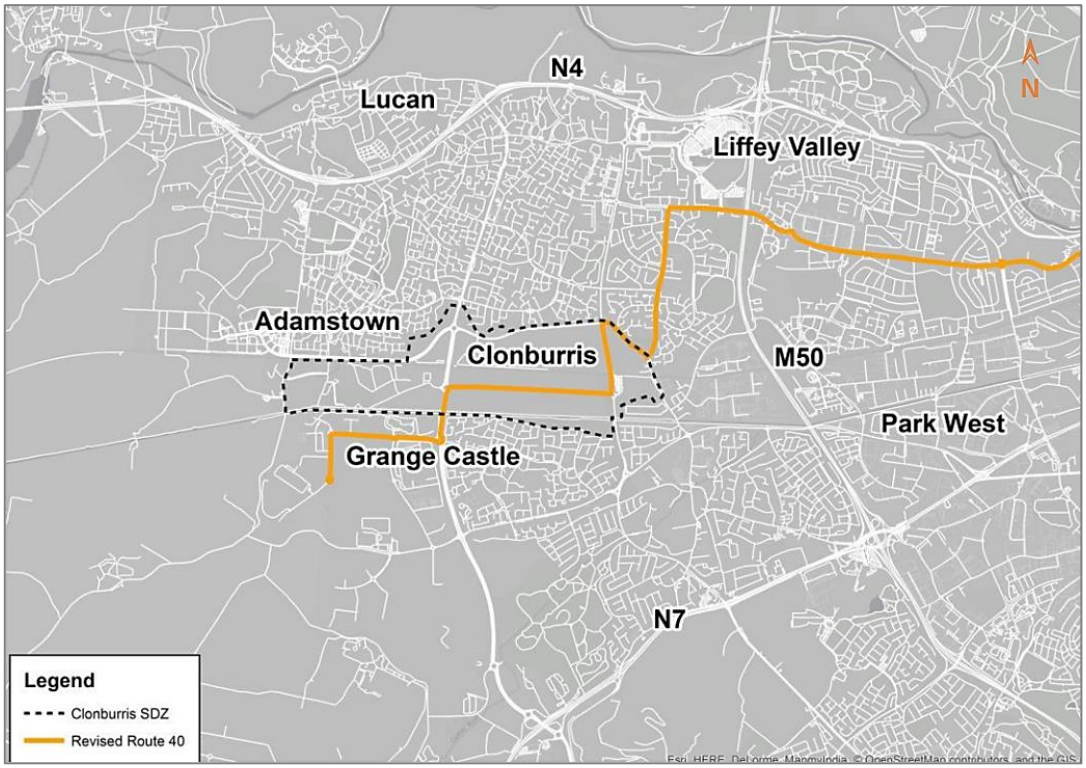



*Figure 3-40 Proposed Grange Castle to Liffey Valley Service via Clonburris ( Source: Clonburris Transport Assessment and Strategy)*

**Figure 3-41** illustrates the proposed routing of the new service through the Southern East-West Link Road within the Clonburris SDZ.

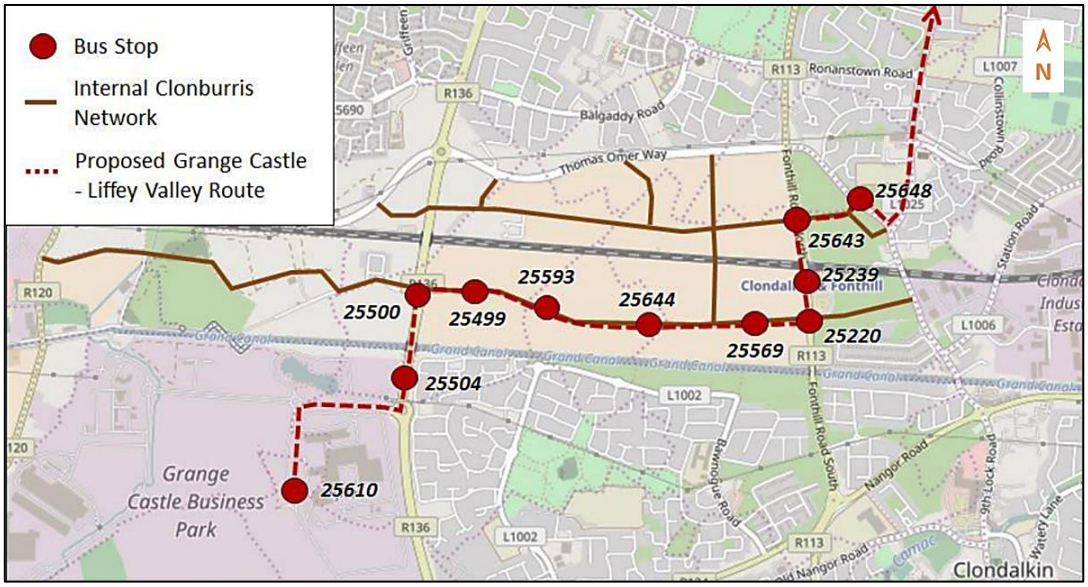



*Figure 3-41 Proposed Stops on the Southern Link Street of Clonburris SDZ ( Source: Clonburris Transport Assessment and Strategy)*

### *BusConnects*

The latest BusConnects network redesign and core bus corridors have been considered as part of this brief. The current proposals affect the current existing road corridors in the Clonburris SDZ lands however, the BusConnects network is intended to evolve with the future road network in the Greater Dublin Area. As such future revisions of the BusConnects could include the proposed road infrastructure in the Clonburris SDZ lands.

As **Figure 3-42** shows, the Clonburris SDZ will benefit from the proposed orbital W4 which will travel through the Clonburris site on Grange Castle Rd. BusConnects aims to operate this route every 30 minutes on weekdays and weekends (every 15 minutes during peak hours on weekdays). An additional orbital route, the W2, will operate on Ninth Lock Rd at a frequency of every 15 minutes. These routes serve the following destinations: -

- Orbital Route W4: Blanchardstown Shopping Centre to Tallaght via Liffey Valley,
- Orbital Route W2: Liffey Valley to Tallaght via Clondalkin.

The development will benefit from convenient access to the C Spine which will operate north of the scheme on Griffeen Avenue. The C Spine that is located within the vicinity of the scheme will make up of two branches, namely the C1 and C2. Both of these routes will have a frequency of 8 to 15 minutes during peak hours on weekdays and 30 minutes at weekends and weekday off-peak hours once all of the infrastructural works associated with BusConnects are completed. Both routes will begin at Adamstown and terminate in Sandymount. Furthermore, branches D1 and G2 (both routes operate 15 minutes on weekdays/every 20 minutes on weekends) are proposed on Grange Castle Rd and Ninth Lock Road respectively while branch D3 will travel on St. Cuthbert's Road. These routes will serve the following destinations:

- Route C1 and C2: Adamstown to Sandymount via Dublin City Centre, Ballyowen and Griffeen Valley.
- Route D1: Foxborough to City Centre via Grange Castle Business Park and the New Nangor Road.
- Route G2: Liffey Valley Shopping Centre to Spencer Dock via Dublin City Centre.
- Route D3: Clongriffin to Clondalkin via Bawnogue and Dublin City Centre.

Based on the existing BusConnects plans, local route L54, routes C1, C2 and the G2, orbital routes W2 and W4 are already operational. **Table 3-13** summarises the future frequency at which all routes will operate.

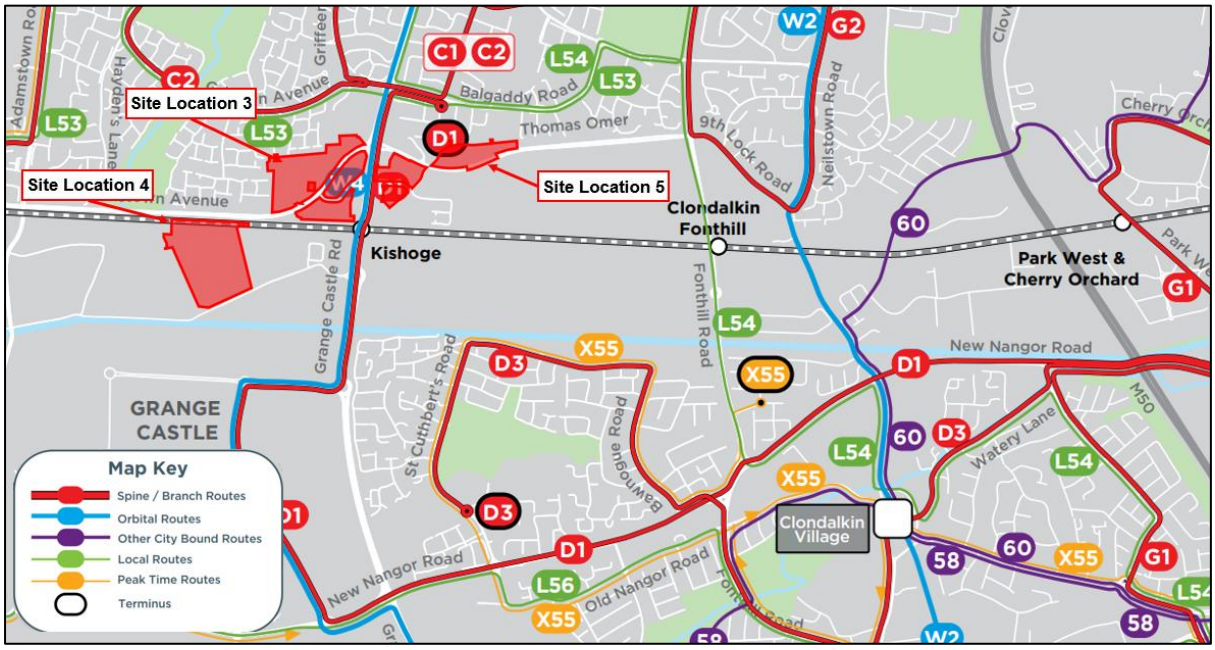



*Figure 3-42 Proposed BusConnects Network (Source: BusConnects)*

| Route No. | Description | Frequency (minutes) | | |
|---|---|---|---|---|
| | | Mon - Fri | Sat | Sun |
| D1 | Clongriffin – City Centre – Grange Castle | 15 | 15-20 | 20-30 |
| D3 | Clongriffin – City Centre – Clondalkin | 15 | 15-20 | 20-30 |
| G2 | Liffey Valley SC – City Centre – Spencer Dock | 12-15 | 15-20 | 20-30 |
| W2 | Liffey Valley – Clondalkin – Tallaght | 15 | 15-20 | 20-30 |
| W4 | Blanch. SC – Liffey Valley – Grange Castle Rd – Tallaght | 15 | 30-60 | 30-60 |
| L54 | River Forest – Lucan – Clondalkin – Red Cow | 30 | 30-60 | 30-60 |
| X55 | Clondalkin – City Centre - Ringsend | 5 services per day | - | - |

*Table 3-13 Future BusConnects Frequencies (minutes) by Route (Source: BusConnects)*

The location of these proposed cycle routes in the vicinity of the Clonburris SDZ are shown in **Figure 3-43** below.

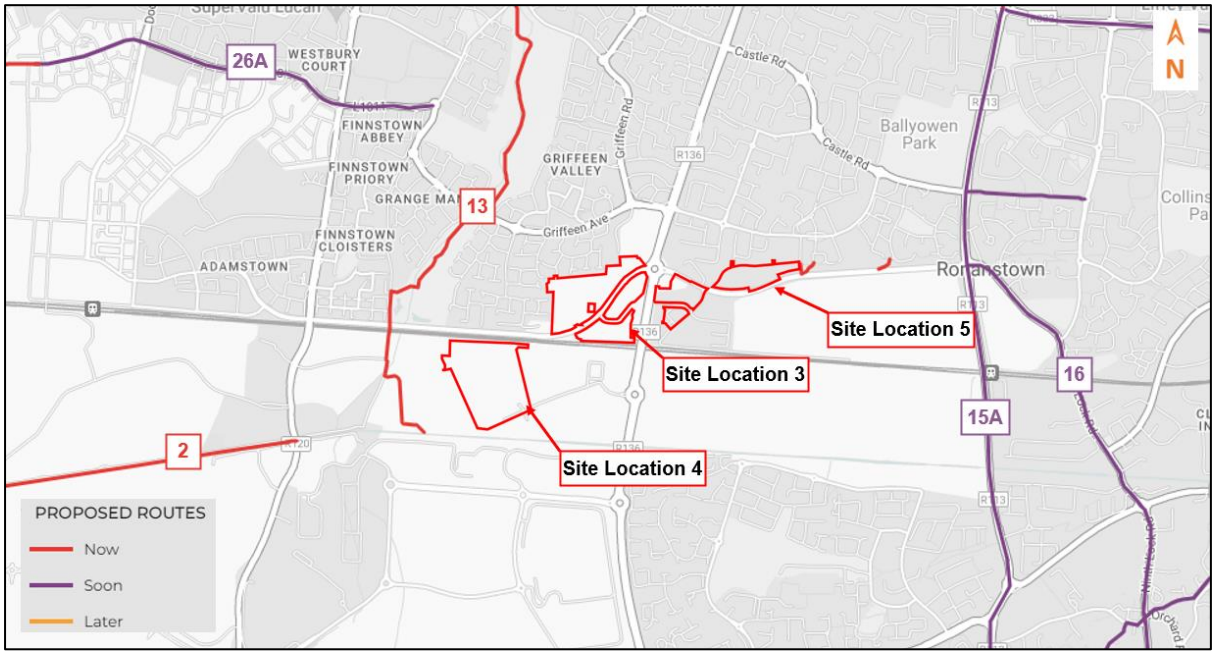



*Figure 3-43 Proposed Cycle Routes (Extract: SDCC Active Travel GIS Map)*

Likewise, the Clonburris SDZ Strategy also contains a comprehensive proposed walking and cycling network to be developed within the Clonburris SDZ Area as shown in **Figure 3-44** below.

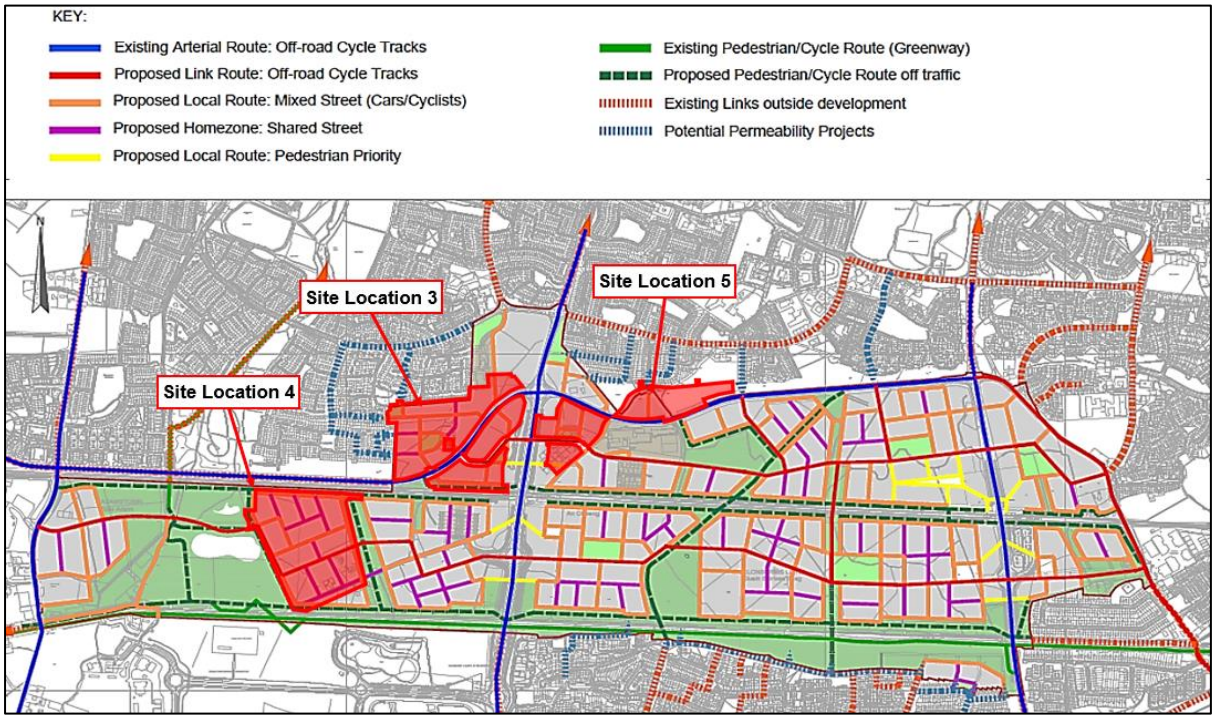



*Figure 3-44 Proposed Walking and Cycling Network (Source: Source: Clonburris SDZ Transport Assessment and Transport Strategy – September 2017)*

### 3.6.4 Public Transport Proposals – Light Rail

The SDZ lands can be potentially served by the Lucan Luas which is currently planned under the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035 and the Transport Strategy for the Greater Dublin Area 2022-2042. Under both strategies, the future Lucan Line would serve Lucan, Liffey Valley and Ballyowen (**Figure 3-45**). Although the proposals are in their infancy stage, the Luas Line would finish in Lucan close to the Clonburris SDZ but it is envisaged that there will be available interchange opportunities via BusConnects Routes or Active Travel mobility for the residents and employees in Clonburris.

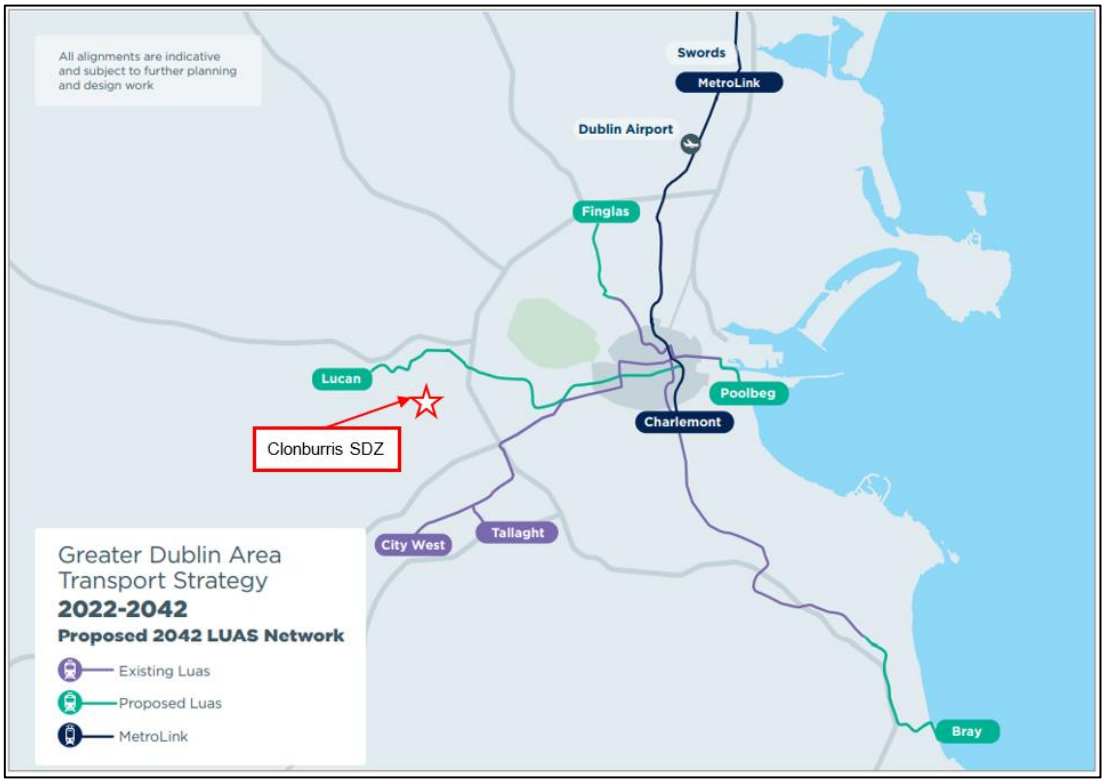



*Figure 3-45 Schematic of Greater Dublin Area Proposed Luas Network (Source: GDA Transport Strategy 2022-2042)*

### 3.6.5 Public Transport Proposals – Heavy Rail

The GDA Transport Strategy 2022-2042 outlines numerous public transport proposals to serve predicted growth in travel demand to 2035 and promote the use of sustainable modes of travel. In terms of heavy rail, the SDZ lands benefit from access to existing high-quality public transport services that operate along the Kildare/Cork Railway Line (**Figure 3-46**) which includes a four-track

system between Park West and Hazelhatch railway stations. Specific heavy rail measures which are likely to impact on the Clonburris development include: -

- The DART+ Programme: As shown in **Figure 3-46** below, this project will increase services between Dublin City Centre and Hazelhatch & Celbridge from 12 trains per direction per to 23 trains per direction per hour. It will also see an increase in capacity from 5,000 passengers per direction per hour to 20,000 passengers per direction per hour. New stations along the line will include Heuston West and Glasnevin. The expansion incorporates both the Kishoge and Clondalkin-Fonthill Railway Stations (**Figure 3-47**).

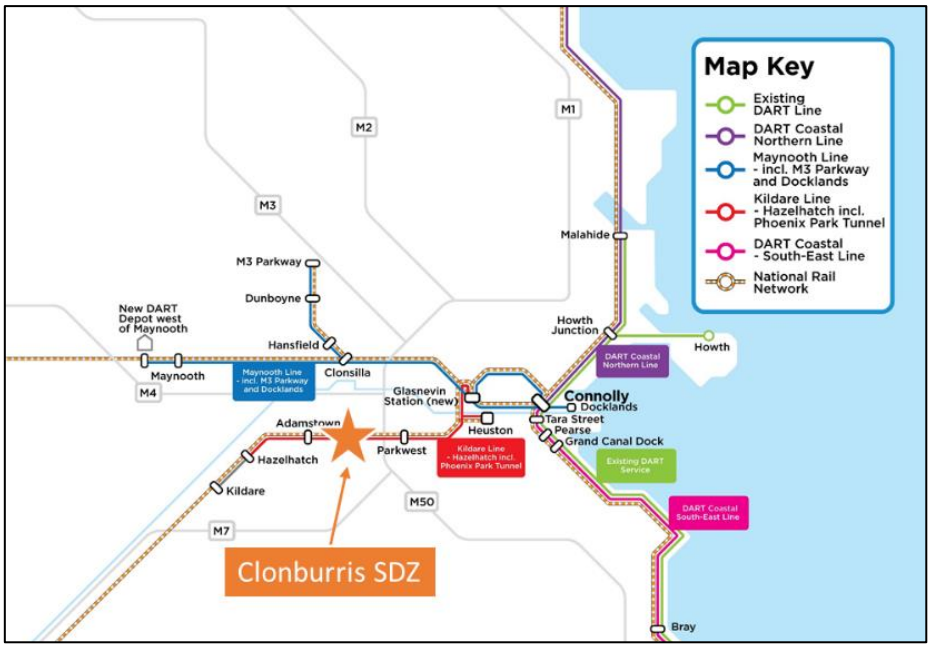



*Figure 3-46 Proposed DART+ Network (Source: Irish Rail)*

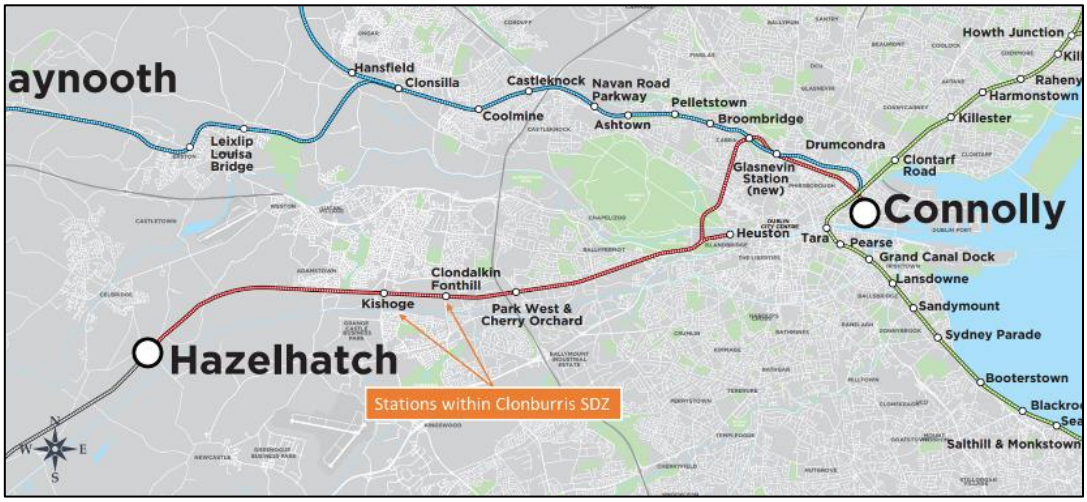



*Figure 3-47 DART+ South West Proposals (Source: Irish Rail)*

The implementation of the above transport infrastructure schemes by the local authority will be subject to the availability of funding. As no specific completion dates for any of these schemes have been published, for the purpose of this assessment we have assumed that none will be constructed by the subject residential development scheme's adopted design years.

# 4 Commuter Trends and Transport Needs

## 4.1 Introduction

It is important where feasible to establish travel trends and area specific transport needs when initially developing an MMP. The subject sites are located within a primarily residential area although there are other land uses nearby within walking distances such as schools, retail, employment and leisure. It is necessary to predict the nature of the proposed traffic to / from the site and investigate whether it is possible to influence the modal split of the commuters from the proposed developments.

Varying demographic profiles that have an immediate impact on the traffic network are commuters commuting to / from home as well as other journeys such as school pick up / drop off and shopping trips. These can have their trip patterns influenced. Visitors are more difficult to influence in their trip patterns as they can be unpredictable.

The current modal split for the Greater Dublin Area is presented in **Figure 4-1** below.

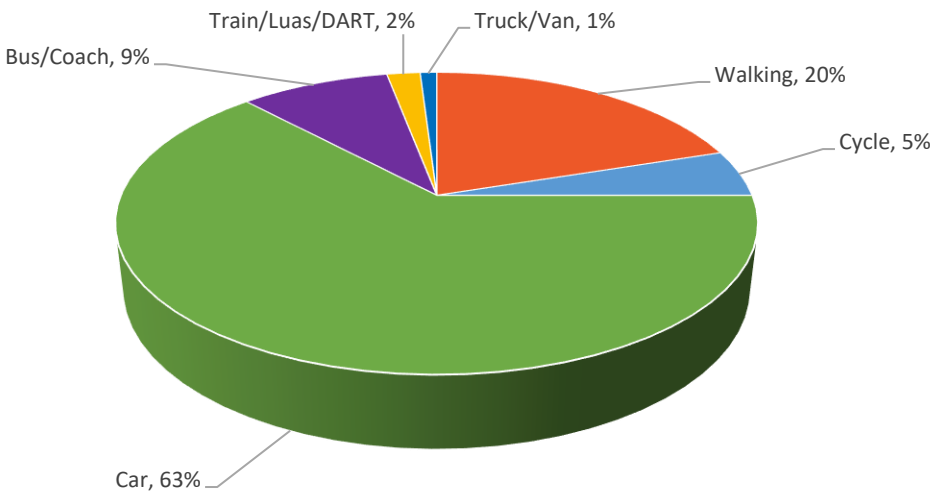



*Figure 4-1 Current Modal Split in the Greater Dublin Area (Source: National Household Travel Survey)*

## 4.2 Current Local Modal Split

The Central Statistics Office's Census Mapping App data has been investigated to determine the travel trends within the local vicinity of the subject Kishoge developments. Census Mapping App

is an interactive mapping tool that allows users to pinpoint a location on the map and access 2022 census data related to that area.

A number of developments located close to a rail station that are close to the subject sites were analysed to establish current commuter trends in the area. This analysis will form the basis of the initial travel characteristics that could be generated by the proposed developments.

**Figure 4-2** below illustrates the areas selected for this analysis. These sites were selected due to their proximity to the subject sites and as such best represents the development's future travel needs.


*Figure 4-2 2022 CSO small Areas Analysed*

The analysis of these Census small areas reveals the trend in travel modes used when travelling to work, school or college from their homes. A summary of the data collected from the aforementioned 10 selected sites is illustrated in **Figure 4-3**, **Figure 4-4** and **Figure 4-5** below.

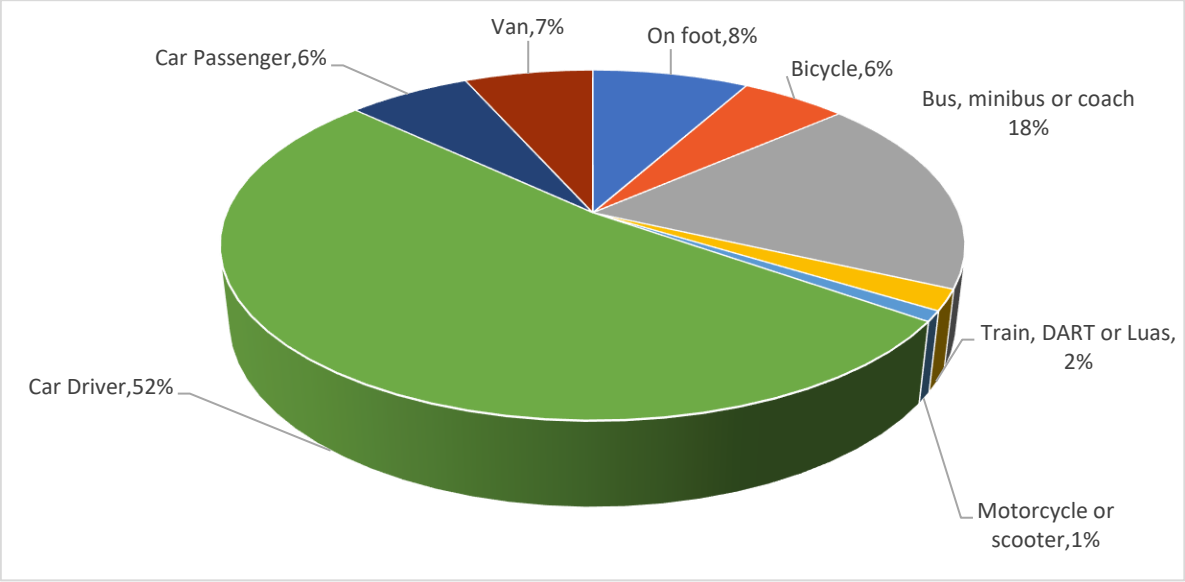



*Figure 4-3 2022 Modal Split for Commuting to Work for Existing Residential Developments*

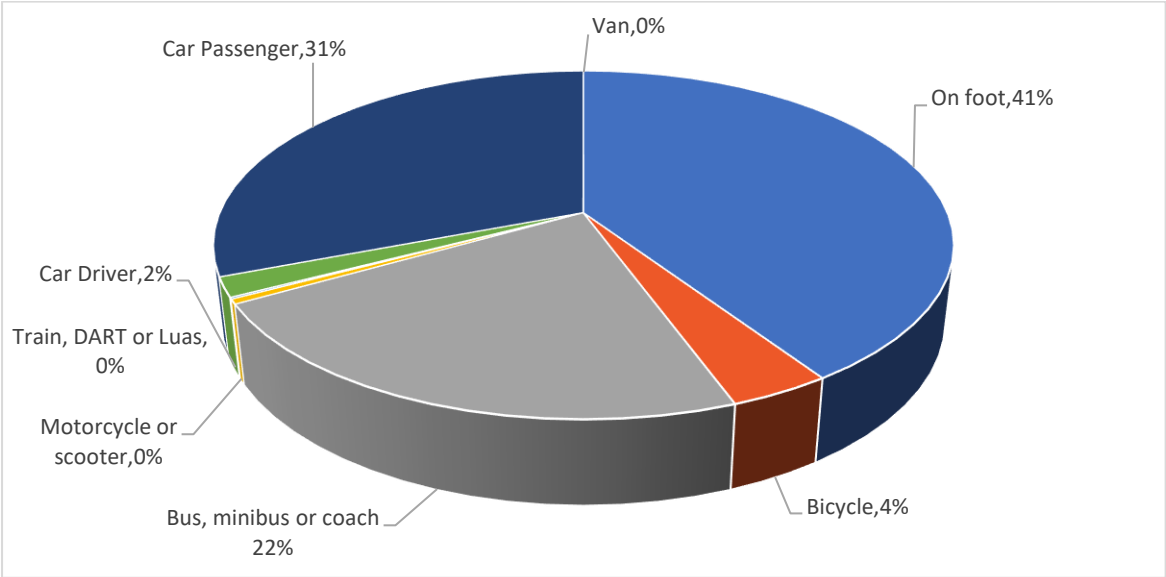



*Figure 4-4 2022 Modal Split for Commuting to School, College or childcare for Existing Residential Developments*

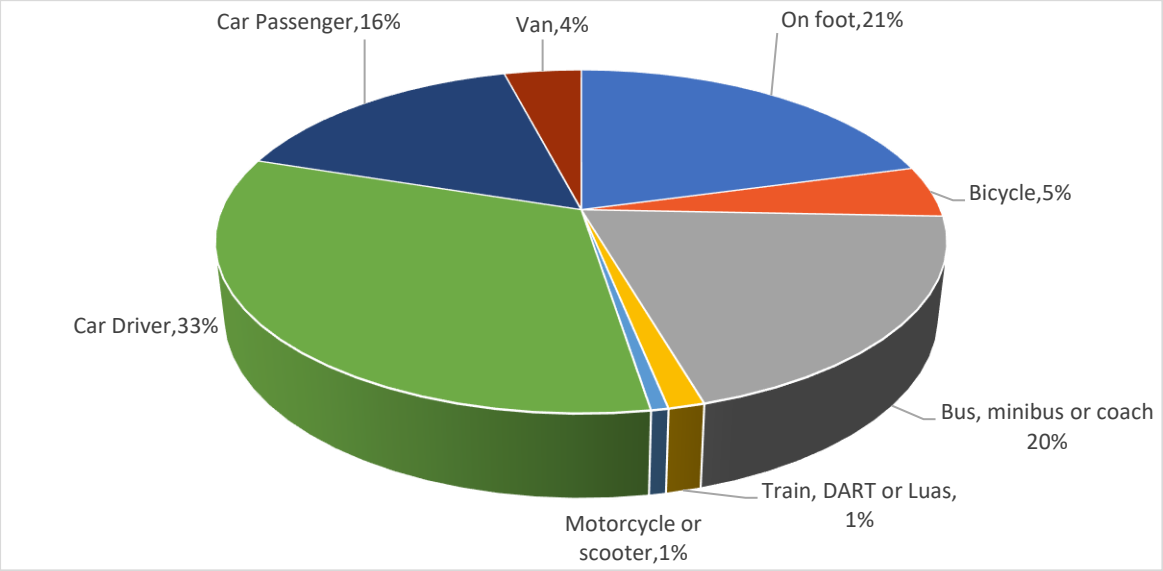



*Figure 4-5 2022 Modal Split for all Commuting Trips from Existing Residential Developments*

The charts above reveal that there is a vast difference in the modes of travel utilised by current local residents for work trips and education trips. Driving a car is the most popular mode of travel for those travelling to work, used by 52% of commuters. In contrast, only 2% of those travelling to school or college drive.

The most popular mode of travel to school or college is walking, with 41% of residents travelling on foot to their place of education. Just 8% of those commuting to work do so on foot. The proportion of commuters in both groups that cycle for their commute is very similar, being 6% of those who travel to work and 4% of those who travel to school, college or childcare.

With regard to public transport, 18% get the bus to work while 22% get the bus to school or college. Unexpectedly, the train is not utilised for any education trips and accounts for just 2% of trips to the workplace.

## 4.3 Car Ownership and Usage

In order to determine an appropriate car parking provision for the subject developments, the current demand for car parking within the surrounding area of the proposed development site was researched, using the 2022 CSO data and, in particular, the level of current car ownership.

The 2022 CSO small area map has been reviewed. The properties within the immediate vicinity of the proposed development sites are mainly well-established housing units with only a small number of apartments and, therefore, are not very reflective of the type of development being proposed to undertake a comparison in terms of car ownership.

However, these properties represent similar attributes to the proposed developments in terms of location within the urban environment, similar distance from the City Centre as well as having good availability of bus and rail based public transport. Therefore, 10 no. small areas in the vicinity of the subject site were assessed, as illustrated in **Figure 4-2.**

A total of 1053 units (986 houses and 67 apartments) within these 10 Small Areas of interest were included in this assessment. The CSO data for residents who do not own a car in this area is presented in **Table 4-1**.

| Small Area | No. of Apartments | No. of Houses | No. of Households with No Car | % of Households with No Car | Equivalent Rate of Parking Ownership (Space / Unit) |
|---|---|---|---|---|---|
| **1** | 0 | 123 | 41 | 33% | 0.67 |
| **2** | 1 | 116 | 29 | 25% | 0.75 |
| **3** | 0 | 136 | 17 | 13% | 0.87 |
| **4** | 0 | 96 | 24 | 25% | 0.75 |
| **5** | 0 | 102 | 34 | 33% | 0.67 |
| **6** | 0 | 103 | 10 | 10% | 0.9 |
| **7** | 0 | 98 | 8 | 8% | 0.92 |
| **8** | 45 | 41 | 16 | 19% | 0.81 |
| **9** | 21 | 78 | 13 | 13% | 0.87 |
| **10** | 0 | 93 | 8 | 9% | 0.92 |
| **Average** | | | | **19%** | **0.81** |

*Table 4-1 2022 CSO Car Ownership Data*

**Table 4-1** highlights that the proportion of households that do not own a car within the particular census small areas varies between a low of 8% on areas 7 and 10, to a high of 33% in areas 1 and 5. The overall average level of car parking demand within these locations therefore81 spaces per unit. It is noted that these small areas are primarily housing unit, which typically adhere to the past development standard of 2 spaces per unit.

## 4.4 Subject Site Proposed Modal Split

It is considered that an appropriate aim of the MMP would be to reduce the level of single occupancy car trips from the subject sites and promote the utilisation of sustainable modes of travel. The key target of this MMP will therefore be to reduce single occupancy car based employment trips from approx. 52% (as per existing trends in the local area) to 37% over the development build-out period (up to the 2029 Future Design Year). This equates to a 15% overall reduction in single occupancy vehicle trips. *'The Essential Guide to Travel Planning'* (DfT (UK) 2008) states *that "good travel plans have succeeded in cutting the number of people driving to work by 15%".*

The MMP would subsequently seek to transfer this previous 'car' based trips onto the following modes / travel options:

- Heavy Rail
- Bus
- Cycle
- Walking, and
- Car Sharing

# 5 Objectives and Targets

## 5.1 Introduction

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

## 5.2 MMP Objectives

The overall aim of this MMP is to reduce the dependency on the use of the private car by increasing residents' awareness to the other travel alternatives available to them. To support this principal objective, several sub-objectives have been set out:

- Reduce existing levels of private car use by encouraging people to walk, cycle, use public transport, car share or even reduce the number of trips undertaken / required
- Make all residents aware of the sustainable transport options available to them
- Encourage the use of sustainable modes of transport
- Encourage the most efficient use of cars and other vehicles
- Reduce any transport impacts of the development on the local community
- Promote walking and cycling as a health benefit
- Managing the ongoing development and delivery of the Mobility Management Plan with future residents
- Promote smarter living and working practices that reduce the need to travel overall
- Promote healthy lifestyles and sustainable, vibrant local communities

The above objectives can be achieved through the integrated provision of hard and soft initiatives. Soft measures include the dissemination of important information regarding:

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

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

always be the case. Similarly, if an individual is unaware of the availability of service and proximity of local shops and facilities, they may choose to travel a greater distance than necessary in order to access a service. Accordingly, the objectives of this MMP can therefore be summarised as follows:

- Considers the needs of residents in relation to accessing facilities for employment, education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances;
- Reduce the vehicular traffic generated by the developments to a lower level of car trips than predicted within the Engineering Services Report
- Develop good urban design by ensuring permeability of the development to neighbouring areas and provision of cycle facilities including storage

## 5.3 MMP Actions and Objectives

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

Since the overall aim of the MMP is to reduce reliance upon the private car, it is appropriate to set a target which relates to this objective. It is also necessary to collect data to identify and understand the baseline travel habits, against which the MMP's progress can be measured. It is recommended that residents' questionnaires are circulated once the site reaches 50% occupancy. These questionnaires will establish the baseline travel data for the subject site.

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

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

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

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

**A4** - To undertake a baseline travel survey when the facility is operational;

**A5** – Identify modal split targets which can be reviewed once the baseline travel characteristics are established.

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

**T1** - To support the development as a sustainable community;

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

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

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

**T5** – Achieve the identified modal split travel targets (Reference Section 4.2)

The above targets will be achieved by introducing an integrated package of measures that focus on promoting travel to and from the development sites by sustainable modes of transport as a viable alternative to the private car. These means and supporting strategies will seek to encourage residents to consider lower carbon travel alternatives in everyday journeys.

The interim mode split targets for the subject site are set out in **Table 5-1**.

| Mode of Travel | Local Modal Split Census 2022 | 1st Year Target | MMP 5-Year Target |
|---|---|---|---|
| **On foot** | 21% | 22% | 23% |
| **Bicycle** | 5% | 7% | 9% |
| **Bus, Minibus or Coach** | 20% | 21% | 22% |
| **Train, DART or Luas** | 1% | 6% | 11% |
| **Motorcycle or Scooter** | 1% | 1% | 1% |
| **Car Driver** | 33% | 28% | 24% |
| **Car Passenger** | 16% | 9% | 4% |
| **Van** | 4% | 4% | 4% |

*Table 5-1 Interim Mode Share Targets for the Proposed Developments*

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

Targets for the increase in the proportion of trips undertaken by walking and cycling have been set based on the expected expansion of the local pedestrian and cycle network, which make journeys using active modes safer and more comfortable.

The target for an increase in bus travel have seen set based on the expected rollout of the BusConnects network which will increase the frequency of services in the Clonburris area. It is expected that there will be a sharp increase in the desire for train based travel given that the Clondalkin-Fonthill train station only came into operation in 2016 and the Kishoge Station opened in 2024. The number of services calling at these station as well as the reliability of these services is expected to increase significantly in the coming years with the implementation of the DART+ South West program.

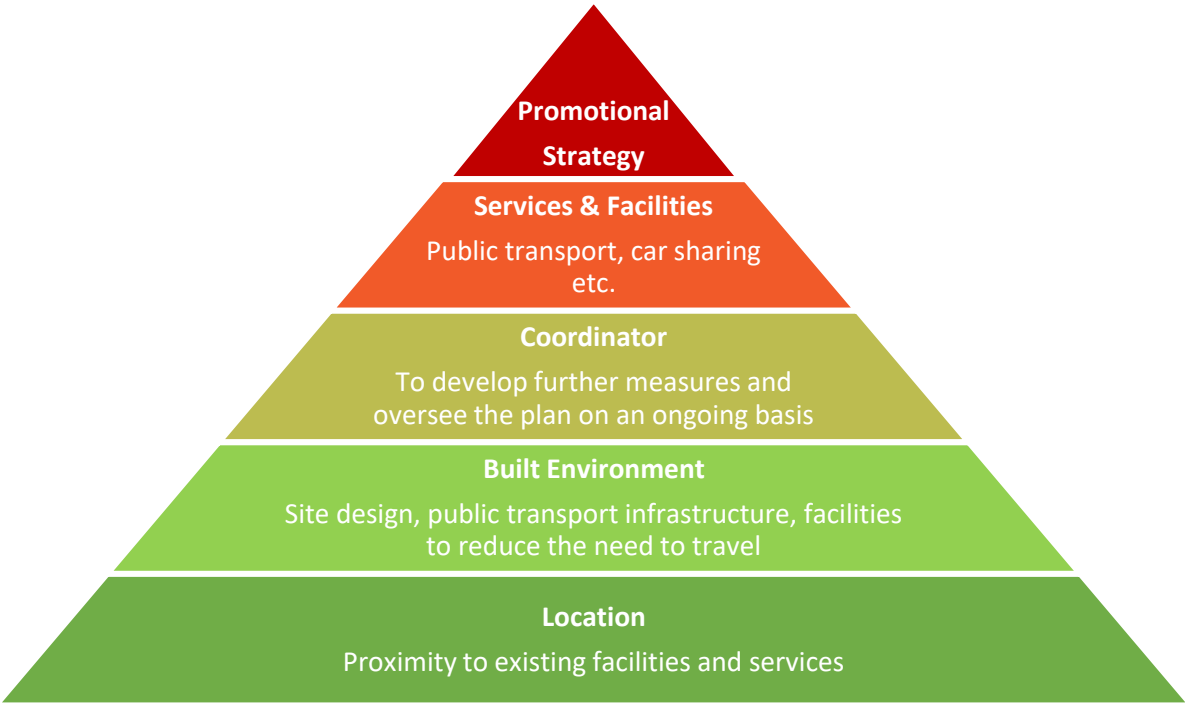
Ambitious targets for the mode share of both car passengers and car drivers have been set to compliment the infrastructure rollouts which will make travel by active modes and public transport more attractive. There is expected mode share change for the proportion of trips made my motorcycle or van. The proportion of those travelling to work, school or college by motorcycle is already extremely low while those travelling by van likely need to utilise a large vehicle for commercial purposes.

# 6 MMP Measures

## 6.1 Introduction

Mobility management plans have a wide range of possible “hard” and “soft” tools from which to choose from with the objective of influencing travel choices. The following section introduces potential strategy measures that could be considered at the subject Clonburris residential development. The range of initiatives discussed here is by no means exhaustive but is indicative of the kind of measures available and the processes and resources required to implement them.

The 5 tier Travel Plan Pyramid below has been developed to illustrate the key elements of a successful Mobility Management Plan. (Reference: *Good Practice Guidelines: Delivering Travel Plans through the Planning System*, DfT (UK), 2009).




Accordingly, the subject Clonburris residential developments MMP is organised as a series of integrated sub-strategies covering the different modes of travel and associated management and awareness related issues to all modes.

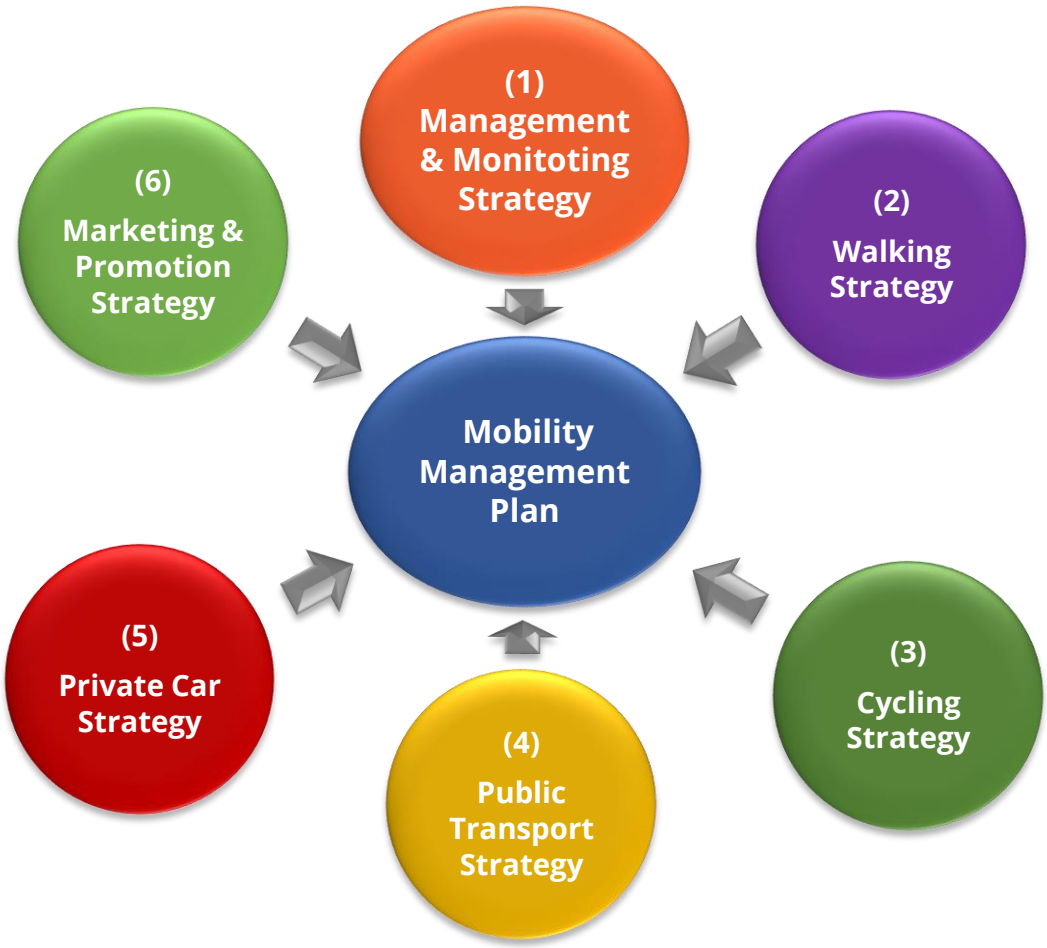



*Figure 6-1 ` Residential MMP Action Plan Strategies*

## 6.2 Mode Specific Measures

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

a) Walking - provision of facilities
b) Cycling – discounted cycle purchase, bike service workshops, cycle training
c) Public Transport (Bus, Luas) – discounted travel tickets
d) Private Car Strategy including car sharing and car clubs

## 6.3 Management and Monitoring Measures

To ensure the success of a Mobility Management Plan, defining a management structure is critical to its effective implementation. Therefore, a Mobility Manager must be appointed, and a Resident's Group should be established if possible. This will ensure the ongoing success of the MMP. A programme of monitoring has been designed to generate information by which the success of the MMP can be evaluated. This will be the responsibility of the Mobility Manager.

The MMP information will be reviewed and updated regularly. This is achieved by research into the travel options and liaising with the residents to determine the most appropriate and useful information to communicate. The Mobility Manager will also be responsible for managing the annual review of the MMP including the surveys to be undertaken by residents.

## 6.4 Marketing and Promotion Measures

The Mobility Manager will be involved in the promotion of the MMP and to make residents aware of its existence. The most important and cost-effective measure to be introduced as part of this MMP is the 'Welcome Travel Pack', which will be issued to all new residents of the site when they move in.

The Pack will contain information about all modes of transport available for journeys to and from the site. It includes information related to journeys to a number of local destinations which are considered to be key to residents. These include local shops, schools, health facilities and bus stops and train stations within the vicinity of the subject development site.

Information within the Pack will include details of the listed destinations and the services and facilities they offer. In addition, contact details of the Mobility Manager will be provided. The Pack will also give details of safe pedestrian and cycle routes to / from the site, in addition to fare and timetable information for public transport.

A simple cost-benefit analysis of public transport versus the use of the private car will also be set out in the Travel Pack. This, along with all of the information contained within the Pack will be available prior to occupation and will be reviewed annually and updated, as necessary.

# 7 Preliminary Action Plan

## 7.1 Overview

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

## 7.2 Management and Monitoring Strategy

### 7.2.1 MMP Management

The development, implementation and coordination of the MMP in the short, medium and long term requires management support and resources if it is to be successful in achieving its long-term aspirations and targets. Funding for many of the specific actions will need to be assigned appropriate budgets. Where full funding is not available from internal sources, external funding sources will be investigated. Some of the measures may in the longer-term result in cost saving. The role of management will also actively seek a partnership approach with other organisations as part of the continues development of the MMP.

### 7.2.2 MMP Monitoring

It is essential that the continued and subsequent impact of the MMP initiatives is monitored on a regular basis for the following principal reasons;

- To demonstrate that the various targets are being achieved (or not met, at which point the measures being used should be reviewed) as people only value what they can measure and relate to,
- To ensure that the MMP continues to receive the support of residents and management,
- To show that both financial and resource input is being utilised to maximum effect.

To ensure that the Residential MMP is responsive to emerging opportunities and operational requirements, the status of the principal management and monitoring focused initiatives of the subject MMP are outlined in **Table 7-1**.

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| MMS 1 | Appointment of a Mobility Manager for the overall site | - | ✓ | - | - | | |
| MMS 2 | Establish MMP Steering Group and meeting / reporting arrangements | - | ✓ | - | - | | |
| MMS 3 | Nominate MMP 'Champion' and role (Senior Management) | - | ✓ | - | - | | |
| MMS 4 | Establish MMP 'Charter' and confirm senior management support for:<br>• MMS 4a – MMP memorandum of understanding<br>• MMS 4b – Identify and agree MMP objectives<br>• MMS 4c – Review and establish MMP targets | - | <br>✓<br>✓<br>✓ | <br>-<br>-<br>✓ | <br>-<br>-<br>✓ | | |
| MMS 5 | In partnership with Local Authority review funding opportunities and potential budgets for:<br>• MMS 5a – Setting up and launching MMP<br>• MMS 5b – Annual MMP management costs<br>• MMS 5c – Participation in calendar of events<br>• MMS 5d – MMP incentives<br>• MMS 5e – MMP facilities<br>• MMS 5f – MMP training requirements | - | <br>✓<br>✓<br>-<br>-<br>-<br>✓ | <br>-<br>-<br>✓<br>✓<br>✓<br>- | <br>-<br>-<br>✓<br>✓<br>-<br>- | | |
| MMS 6 | Establish 'External' engagement contacts and collaboration programme | - | ✓ | - | - | | |
| MMS 7 | Agree Monitoring and Reporting Programme with respect to:<br>• MMS 7a – Residents / Staff Travel Surveys<br>• MMS 7b – Roll out / uptake of MMP initiatives<br>• MMS 7c – MMP Budgets<br>• MMS 7d – MMP performance (KPI's) | - | <br>✓<br>-<br>✓<br>✓ | <br>-<br>✓<br>✓<br>- | <br>✓<br>✓<br>✓<br>- | | |
| MMS 8 | Explore the opportunity and benefit of establishing mode specific 'user' groups (e.g. walking, cycling etc.) | - | - | ✓ | - | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| MMS 9 | Review travel practises by trip purpose and implement policy to encourage sustainable travel practices | - | - | - | ✓ | | |
| MMS 10 | Explore the opportunity of appointing a resident 'Champion' for each mode specific 'user' group (e.g. walking, cycling, public transport etc.) | - | - | - | ✓ | | |
| MMS 11 | A Sustainable Travel Pack to be provided to new residents | - | ✓ | ✓ | - | | |

*Table 7-1 Preliminary Schedule of MMP's Management and Monitoring Initiatives*

The identified Management and Monitoring strategy promotes a total of 30 measures. The implementation schedules of these measures are outlined in **Figure 7-1** below.

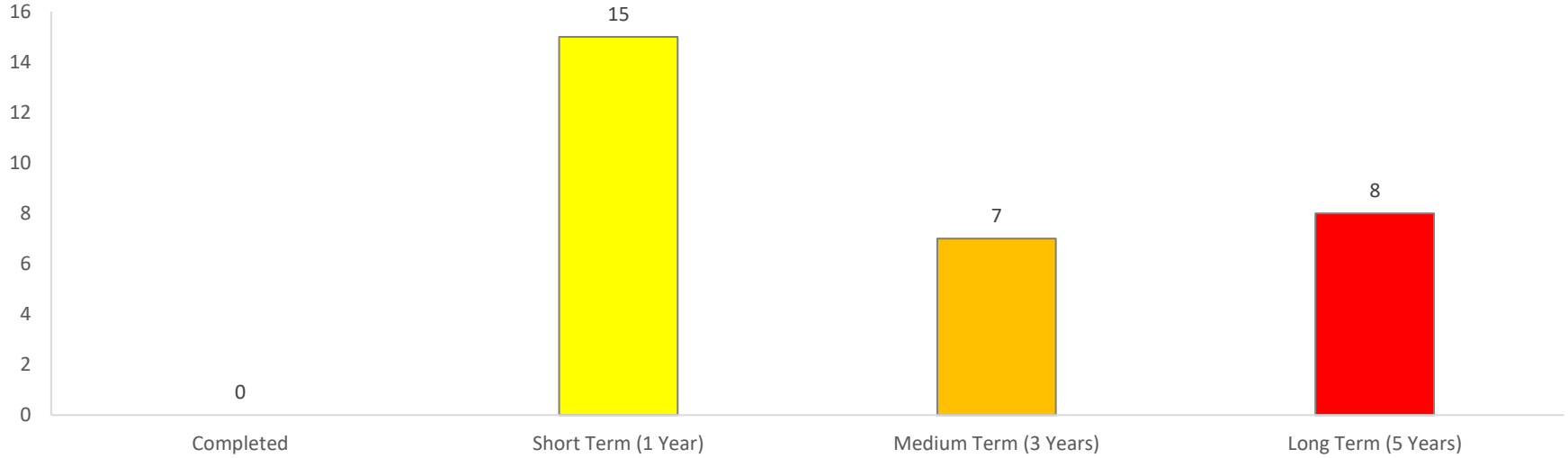



*Figure 7-1 Roll-out of MMP's Management and Monitoring Initiatives*

## 7.3 Walking Strategy

The status and preliminary scheduling of the principal walking focused initiatives of the MMP are outlined in **Table 7-2** below.

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| WS 1 | Develop a 'Walking' Accessibility Sheet for the site | - | ✓ | - | - | | |
| WS 2 | Explore the opportunity of creating a calendar of 'Walking' Events and incentives: | | | | | | |
| | • WS 2a - Walk to work / school week | - | - | - | ✓ | | |
| | • WS 2b - Walk on Wednesdays | - | - | - | ✓ | | |
| | • WS 2c - Pedestrian Training | - | - | - | ✓ | | |
| | • WS 2d - Travel diary with incentive / awards scheme | - | - | - | ✓ | | |
| | • WS 2e – Coordinated with PT events | - | - | - | ✓ | | |
| WS 3 | Investigate the potential benefit and uptake of setting up a 'buddying' scheme to address personal security issues of walking: | | | | | | |
| | • WS 3a - Residents | - | - | ✓ | - | | |
| WS 4 | Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet walking and accessibility requirements for: | | | | | | |
| | • WS 4a - Internal routes on-site | - | - | - | ✓ | | |
| | • WS 4b - External routes to key off-site destinations | - | - | - | ✓ | | |
| WS 5 | Develop a 'Walking' Fact Sheet | - | ✓ | - | - | | |

*Table 7-2 Preliminary Schedule of MMP's Walking Initiatives*

The MMP's Walking Strategy promotes a total of 10 measures. The preliminary implementation schedule of these walking initiatives is outlined in **Figure 7-2** below.

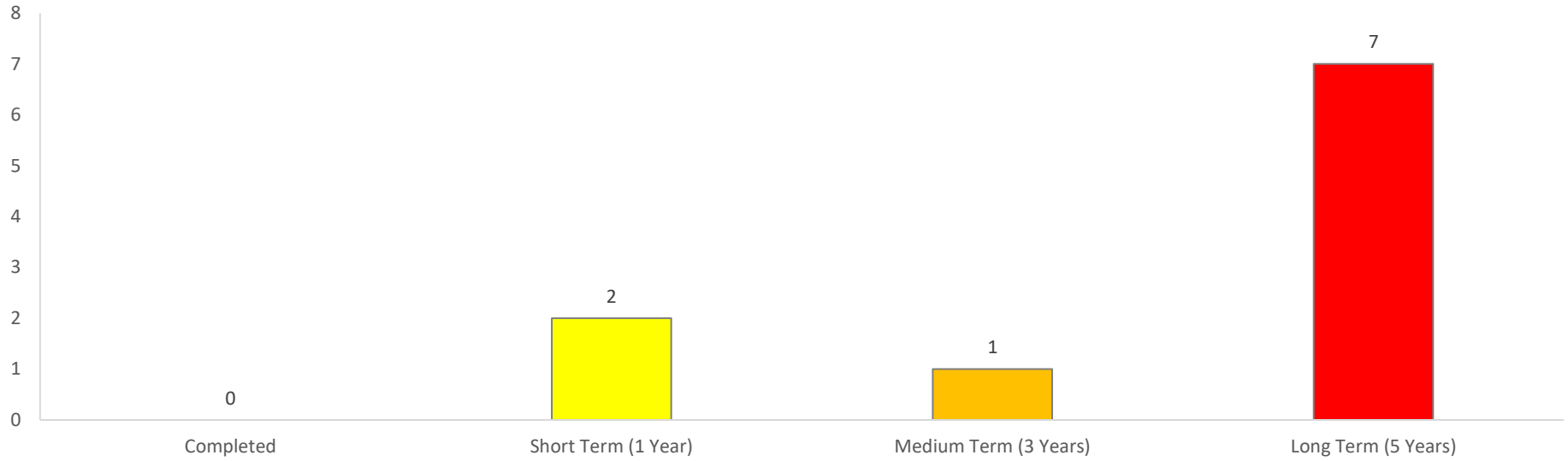



*Figure 7-2 Roll-out of MMP's Walking Initiatives*

## 7.4 Cycling Strategy

The status and preliminary scheduling of the principal cycling focused initiatives of the MMP are outlined in **Table 7-3** below.

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| CS 1 | Investigate the potential benefit and uptake of setting up a 'buddying' scheme to address personal security issues associated with cycling | - | - | - | ✓ | | |
| CS 2 | Explore the opportunity of establishing a Bike Users Group | - | - | - | ✓ | | |
| CS 3 | Develop a 'Cycling' Accessibility Sheet for the site | - | ✓ | - | - | | |
| CS 4 | Explore the opportunity of creating a calendar of 'Cycling' Events and incentives | - | - | ✓ | - | | |
| CS 5 | Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet cycling requirements for external routes to key off-site destinations | - | - | - | ✓ | | |
| CS 6 | Investigate the potential demand for providing cycle training | - | - | - | ✓ | | |
| CS 7 | Explore the potential for launching a Travel Diary incentive / awards scheme | - | - | - | ✓ | | |
| CS 8 | Examine the opportunity and potential benefits and uptake of Bike service / maintenance workshops | - | - | ✓ | - | | |
| CS 9 | Market / Publicise the potential availability of employer operated discounted cycle purchase incentives | - | - | ✓ | - | | |

*Table 7-3 Preliminary Schedule of MMP's Cycling Initiatives*

The MMP's Cycling Strategy promotes a total of 9 measures. The preliminary implementation schedule of these cycling initiatives is outlined in **Figure 7-3** below.

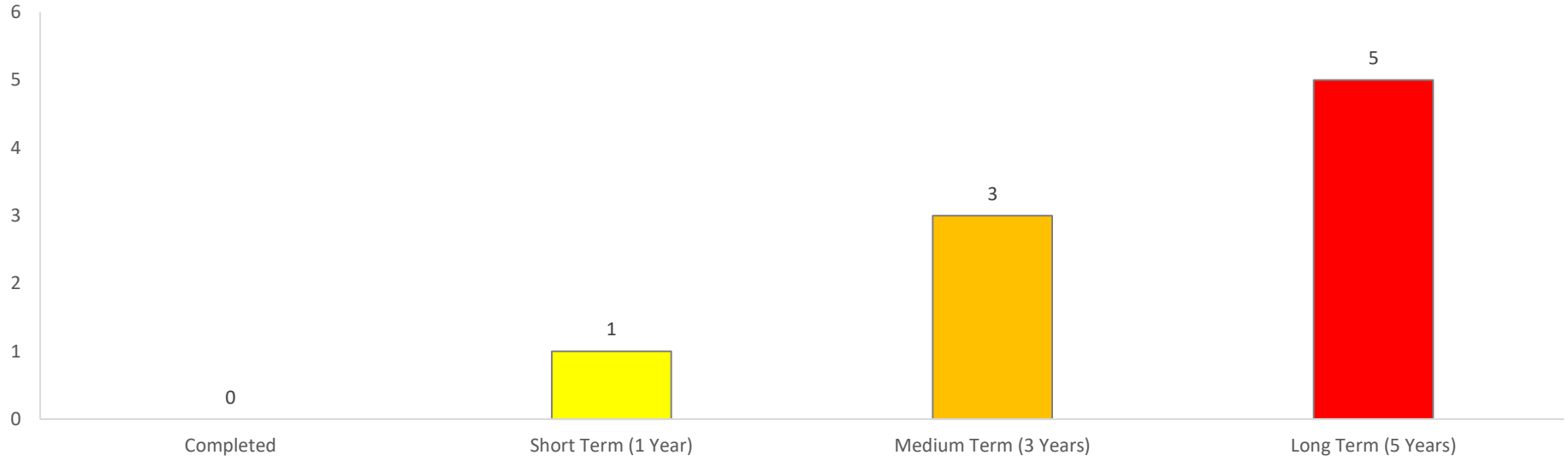



*Figure 7-3 Roll-out of MMP's Cycling Initiatives*

## 7.5 Public Transport Strategy

The status and preliminary scheduling of the principal public transport focused initiatives of the subject MMP are outlined in **Table 7-4** below.

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| PTS 1 | Explore the opportunities of:<br>• PTS 1a - maintaining the existing bus services<br>• PTS 1b - Enhancing the catchment of this service | ✓<br>- | -<br>- | -<br>- | -<br>✓ | | |
| PTS 2 | Investigate the potential benefits of establishing a Public Transport Users Group | - | - | - | ✓ | | |
| PTS 3 | Develop a 'Public Transport' Accessibility Sheet for the site | - | ✓ | - | - | | |
| PTS 4 | Compile and disseminate a 'Public Transport' Fact Sheet | - | ✓ | - | - | | |
| PTS 5 | Explore the opportunity of implementing a calendar of 'Public Transport' Events and incentives | - | - | - | ✓ | | |
| PTS 6 | In partnership with Dublin Bus / Irish Rail and local authority ensure all local bus / rail interchanges display up to date timetables, fare and route information | - | - | ✓ | - | | |
| PTS 7 | Encourage the use / initiatives for buses / rail where feasible for a range of different travel purposes | - | ✓ | - | - | | |
| PTS 8 | Promote the availability of the TaxSaver scheme | - | ✓ | - | - | | |
| PTS 9 | Explore the potential of a Travel Diary incentive / awards scheme | - | - | - | ✓ | | |

*Table 7-4 Preliminary Schedule of MMP's Public Transport Initiatives*

The identified Public Transport Strategy promotes a total of 10 measures. The implementation schedule of these measures is outlined in Figure 7-4 below.

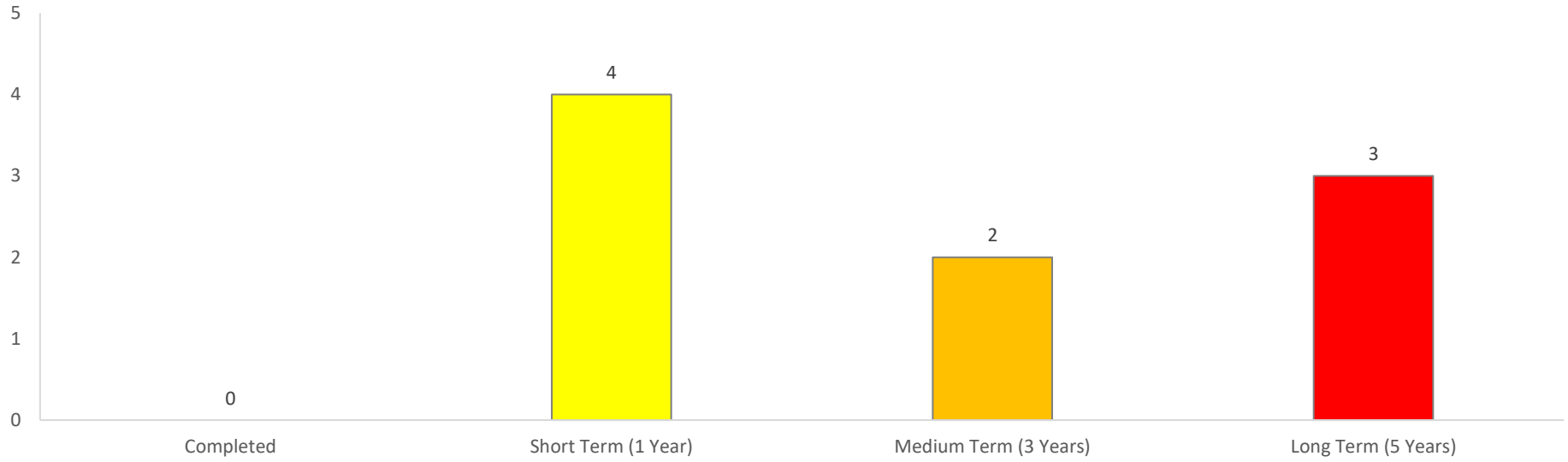



*Figure 7-4 Roll-out of MMP's Public Transport Initiatives*

## 7.6 Private Car Strategy

The identified action plan and preliminary scheduling of the principal private car focused initiatives of the subject MMP are outlined in **Table 7-5** below.

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| PCS 1 | Develop a 'Car' Fact Sheet | | ✓ | | | | |
| PCS 2 | Explore the opportunities of informal arrangements between residents for travel to work | - | ✓ | ✓ | - | | |
| PCS 3 | Encourage use of formal car sharing website (www.carsharing.ie) | - | ✓ | - | - | | |
| PCS 4 | Disseminate information about GoCar.ie | - | ✓ | - | - | | |
| PCS 5 | Develop a parking management strategy | - | ✓ | - | - | | |

*Table 7-5 Preliminary Schedule of MMP's Private Car Initiatives*

The MMP's Private Car strategy promotes a total of 6 measures. The preliminary implementation schedule of these private car focused initiatives is outlined in **Figure 7-5** below.

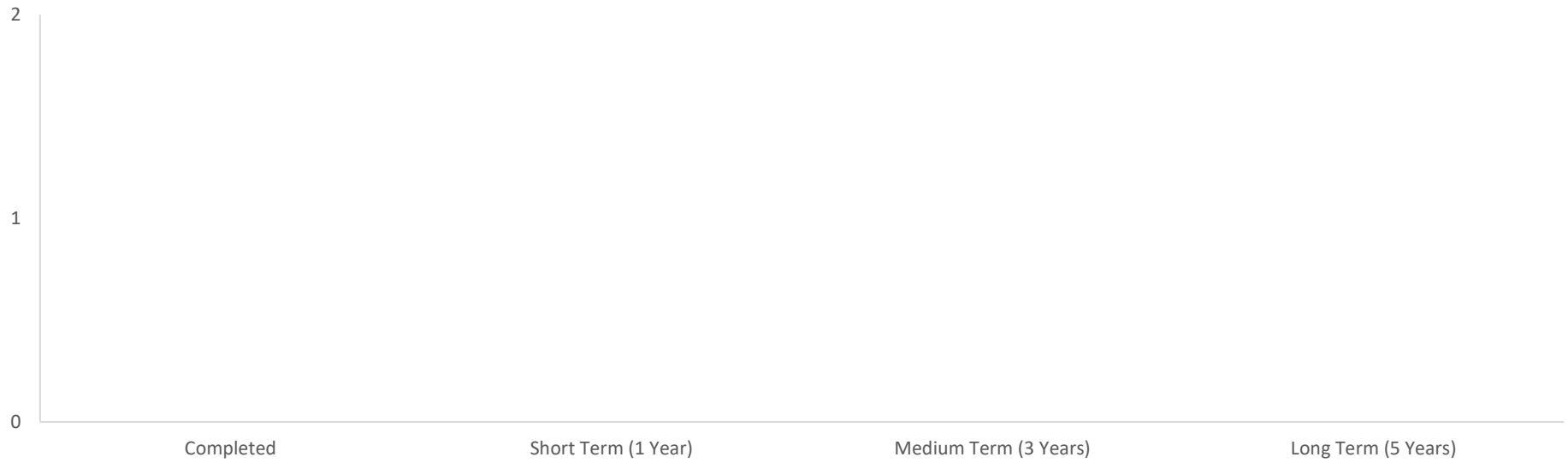



*Figure 7-5 Roll-out of MMP's Private Car Initiatives*

## 7.7 Marketing and Promotion Strategy

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

| Ref | Initiative | Status / Timescale | | | | Lead Party | Comments |
|---|---|---|---|---|---|---|---|
| | | Completed | Short (1 year) | Medium (3 years) | Long (5 years) | | |
| MPS 1 | Develop a marketing plan for the MMP | - | ✓ | - | - | | |
| MPS 2 | Compile formal 'Welcome Travel Pack' for each new resident | - | ✓ | | - | | |
| MPS 3 | Develop and introduce a dedicated MMP website | - | ✓ | - | - | | |
| MPS 4 | Develop an events calendar with 3 to 4 events per year and a supporting promotion strategy to market each event | - | ✓ | - | - | | |
| MPS 5 | Promote the success of the MMP process internally and externally | - | - | ✓ | ✓ | | |
| MPS 6 | As part of an induction meeting with all new residents, introduce the MMP, its objectives and recommended travel practices | - | ✓ | - | - | | |
| MPS 7 | Develop an MMP App to enhance access to MMP information and events | - | ✓ | - | - | | |
| MPS 8 | Investigate the opportunity for an MMP annual newsletter for distribution to all residents | - | ✓ | - | - | | |

*Table 7-6 Preliminary Schedule of MMP's Marketing and Promotion Initiatives*

The preliminary Marketing and Promotion sub-strategy promotes a total of 9 measures. The implementation schedule of these measures is outlined in **Figure 7-6** below.

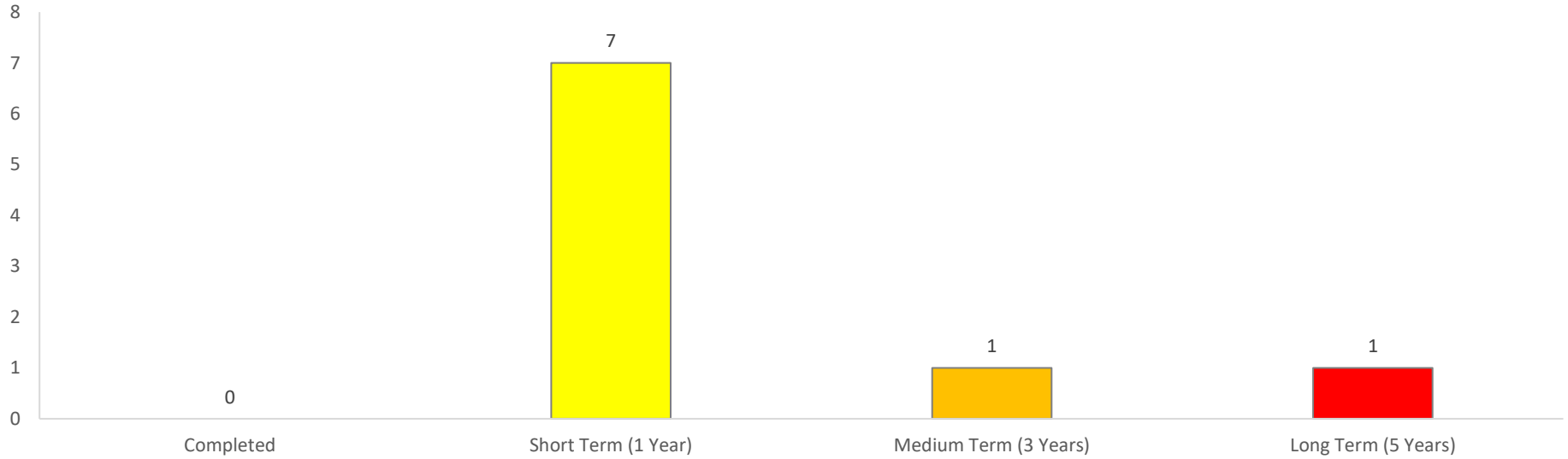



*Figure 7-6 Roll-out of MMP's Marketing and Promotion Initiatives*

# 8 Management of On-Site Parking Facilities

## 8.1 Introduction

As outlined in section 7.6, a key component in the effective operation of on-site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company who will be responsible for the control of the parking and access arrangements as well as the allocation of the parking spaces.

## 8.2 Car Parking Allocation

### *Car Parking Management Regime*

A car parking management regime will be implemented by the development's management company to control access to the on-site car parking bays. This results in the active management of the availability of on-site car parking for residents / visitors.

Residents within the proposed residential apartments will not be given ownership of a designated car parking space. Nevertheless, all residents of the proposed apartment units will have the opportunity to apply to the management company for both (i) a resident's car parking permit (updated annually or upon return of the same permit) to the management company to gain access to a dedicated (assigned) on-site car parking space or (ii) a visitor's car parking permit. A nominal charge will be applied to obtain a permit with the objective of covering the associated management and enforcement costs.

Each permit will enable the resident or visitor to park a vehicle within a specific assigned parking bay for a defined period of time. This management regime will enhance the availability of on-site car parking, ensuring that every resident who needs car parking an avail of an on-site car parking space whilst residents that actually don't own a car are not unnecessarily assigned a car parking space.

### *Car Sharing*

As part of the Transport Assessment & Transport Strategy prepared as part of the Clonburris SDZ Planning Scheme, a recommendation has been made to establish a car club network throughout the SDZ. In order to facilitate such a scheme, it is proposed to provide dedicated on-street car

parking spaces for car sharing in the most accessible areas of the SDZ, including near public transport interchanges.

# 9 Summary and Conclusion

DBFL Consulting Engineers (DBFL) have been commissioned to prepare a Mobility Management Plan (MMP) for proposed developments on lands at Kishoge, Co. Dublin. The developments will consist of the construction of Kishoge Site 3, Site 4 and Site 5.

Kishoge Site 3 comprises 580no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom and 3-bedroom typologies; 2-storey childcare facility; All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be from Adamstown Avenue and the Northern Link Street, proposed under concurrent application Reg. Ref. SDZ24A/0033W.

Kishoge Site 4 comprises 436no. residential units in a mix of house, apartment, duplex and triplex units comprising 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom typologies; a childcare facility on the ground floor of Block F; retail unit; community building; employment uses and All associated and ancillary site development and infrastructural works including surface level car parking, bicycle parking, hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, bin stores and foul and water services. Vehicular access to the site will be via the Southern Link Road permitted under SDZ20A/0021.

Kishoge Site 5 comprises 236 no. residential units including 55 no. social housing units, 113 no. affordable purchase units and 68 no. cost rental units. The scheme provides for a mix of 1, 2 and 3-bedroom units in a range of dwelling typologies, as follows:

a) 35 no. houses

b) 110 no. duplex units

c) 33 no. triplex units, and

d) 58 no. apartments

The proposal also includes all associated and ancillary site development and infrastructural works including a total of 219 no. car parking spaces at undercroft and surface level, bicycle parking, hard and soft landscaping and boundary treatment works, public, communal and private open space, public lighting, waste storage areas and foul and water services. Vehicular access to the site will

be from Thomas Omer Way and the Northern Link Street (NLS) proposed under concurrent application Reg. Ref. SDZ24A/0033W.

The measures proposed in this document will benefit the residents and will also help to mitigate any transport impacts of the developments on the wider local community. The identified preliminary action plan promotes a total of 70 initiatives across 6 sub strategy themes. A number of the initiatives run across multiple years, as the document functions a 'live' document, to be continuously updated and monitored. The breakdown of sub strategy themes has been presented in **Figure 9-1** below.

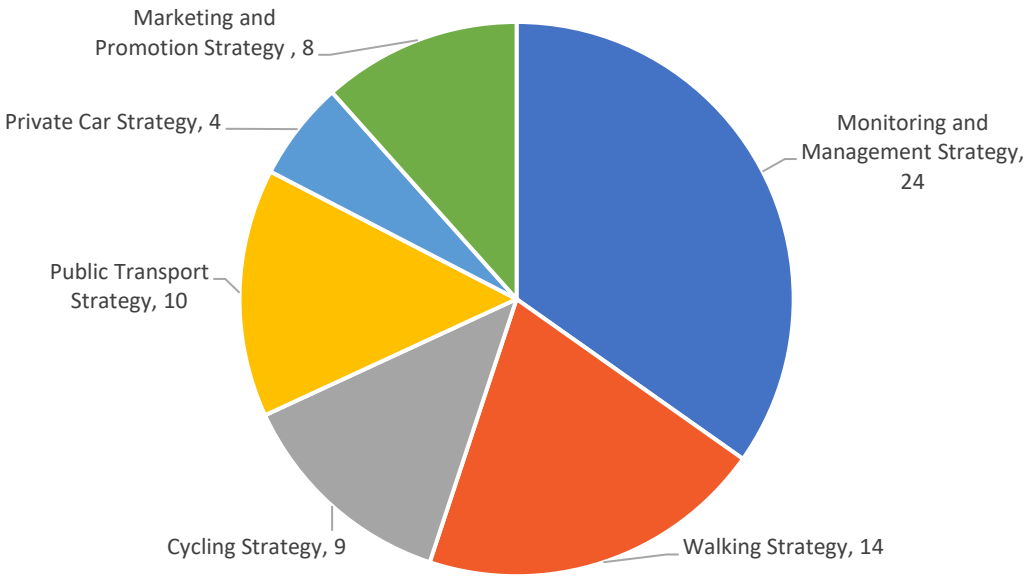



*Figure 9-1 MMP Sub Strategy Themes & Initiatives*

The implementation schedule of identified 70 MMP initiatives is outlined in the graph in **Figure 9-2** below. A total of 34 initiatives (or 49%) of the action plan initiatives are set out to be implemented within 1 year of the development being occupied. Some of the initiatives run across multiple years, as part of the 'Live Document Monitoring' and accordingly, have been counted across more than one timescale.

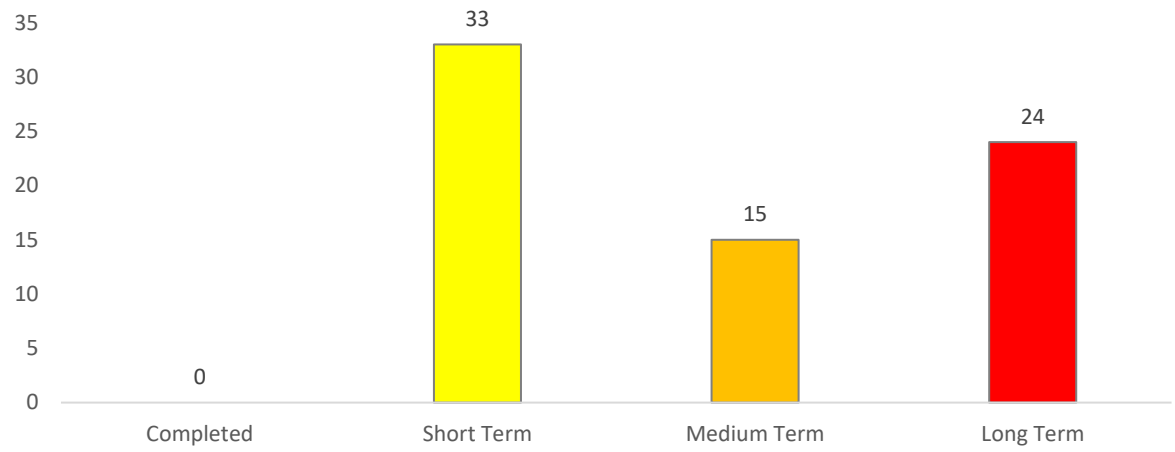



*Figure 9-2 Roll-out of MMP's Initiatives*

In the context of the subject development's operational framework, the local receiving environment and the identification of the Preliminary Action Plan as summarised previously, this document seeks to form the basis by which:

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

# Appendix A : Mode Specific Measures

## A1.0 Mode Specific Measures

### A1.1 Car Usage – Car Sharing

Car sharing is also known as lift-sharing, car-pooling or ride-sharing. Car sharing offers people a cost effective and a more sustainable way of travelling by car when other forms of transport are not viable.

Car sharing schemes encourage individuals to share private vehicles for particular journeys. Car sharing can be both formal and informal. Informal car sharing operates between individuals and neighbours and formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.

Car sharing would reduce a number of car trips and participants will meet other members in the community. A National Car Sharing database is now available at www.carsharing.ie. It is an all-island service for the public and is free of charge to use.

The benefits of car sharing:

- Reduced transport costs
- Reduced number of cars on the road which results in less pollution, less congestion and fewer parking issues
- Reduced need for a private car

The residential development's community website would have a section dedicated to the car share scheme and the residents would have an option to register. To encourage take up of the car sharing, the MMP Coordinator would host events to introduce prospective car sharers to each other and would help 'break the ice' as it is always more likely that people will share, particularly for the journey 'home', with somebody that they have met rather than a complete stranger.

### A1.2 Car Usage – Car Club

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

Individuals can join a car club, or an organisation may have a corporate package with one of the car club providers.

Car sharing clubs in Dublin have experienced significant growth in recent years. The facility allows members' access to a shared car in the local area for an hourly fee. This facility could be an attractive option for those who choose to start walking or cycling to work but may require access to a car at short notice. There may be potential to encourage one of the car sharing clubs to establish a shared car at the residential development. Residents and visitors can obtain further information at www.gocar.ie or www.yuko.ie.

### A1.3 Public Transport – Bus

The residential development will be well served by Dublin Bus services with bus routes passing in close proximity to the subject site on the R136 Grange Castle Road, R113 Fonthill Road and Ninth Lock Road. The bus stops are located in close proximity with frequent services operating daily.

### A1.4 Public Transport – Train

The subject sites lie in close proximity to the Kishogue railway station with services available to Dublin City Centre, Portlaoise, Carlow, Kildare and Hazelhatch & Celbridge. The subject site will also benefit from improved frequency, reliability and quality of service with the rollout of DART+ South West.

Encouraging the residents to use public transport starts with awareness and promotion. People's perceptions of public transport may be based on outdated experiences, or even on hearsay. Marketing information can be effective in selling the public transport service to them.

As well as providing information, part of the aim is to positively brand public transport, pointing out its advantages and attempting to reduce people's negative associations. The outcome of this is the importance of not encouraging people onto poor public transport, where negative experiences may further reinforce car preferences.

The use of information points within the development is an effective method of increasing awareness among residents about public transport options. These 'points' are usually information stands containing the latest bus and rail timetables, route maps and other promotional material.

The development's website can also be a conduit for this information and can incorporate links to the bus operators' websites and the Luas website.

A public transport information service can be offered to residents in which they have opportunity to register to receive public transport timetables for their preferred routes by email or text. Members are sent new timetables as they become available.

Financial incentives for staff can be an effective tool in the promotion of public transport use. This can be done through the provision of low interest or interest-free loans for the purchase of public transport season tickets where applicable (discounted season tickets etc.).

## A1.5 Walking

The development has been designed to ensure that the development is permeable with a number of access points / gateways to facilitate walking through the site. The feasibility of measures that promote walking will be influenced by factors such as the safety and ease of walking to and from the site and the age profile of commuters. Generally speaking, a distance of up to 4km is considered reasonable for walking. This distance is only indicative but can help to define target groups.

The health benefits of walking are a key element in promoting Mobility Management Plans. Walking improves cardiovascular fitness and burns calories. Walking will also increase your muscle tone, boost metabolism, ease stress, raise energy levels and improve sleep, which combined can also help with weight loss. Regular walking can also reduce the risk of coronary heart disease, diabetes, strokes, high blood pressure, cancer, osteoporosis and arthritis.

Walking will mainly be self-promoting and initiatives should focus on making people aware of the routes available to them. A map showing the walking routes should be prepared and placed at key locations within the development. These could be stand-alone signs or maps on notice boards. This information would also be available on the community website.

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

- Walking is truly the most sustainable form of transportation, and the world's first form of travel.
- All trips, regardless of mode, both begin and end on foot.

- Walking needs to have a greater level of priority in most cities, like walk-signal times, safer well-lit / marked crosswalks and pedestrian zones.
- Walking is an easy mode of travel for distances under 2km. Most people are prepared to walk between 800m to 1km to a train station or bus stop.

### A1.6 Cycling

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

The on-site cycle facilities will be linked to the existing off-site cycle routes.

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

- The provision of “pool” bicycles for short distance travel
- The provision of well-located high-quality cycle parking facilities
- Storage, changing and shower facilities for cyclists.

# Appendix B : Residential Management & Monitoring Measures

# B1.0 Management & Monitoring Measures

## B1.1 Introduction

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

## B1.2 Management Structure & Roles

The appointment of a Mobility Manger / Group is critical to the success of the MMP. For the MMP to be successful it is essential that all residents take ownership of it. Therefore, as the development is being built out and the community becomes established it will become increasingly important for management responsibility to be supplemented by the local community residing at the subject development.

### *Mobility Manager*

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

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

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

To promote and manage the shift towards high level, public transport use, the MMP should be monitored, developed, promoted and managed by the Mobility Manager. The Mobility Manager should encourage and promote the measures mentioned within this report to the commuters of the development.

***Residents Group***

As the development approaches full occupation; residents of the development will be invited to form a Residents Group.

## B1.3 Monitoring

Baseline conditions will be established as early as possible following the first occupations of the development. Following the baseline survey, annual surveys will be undertaken until the development is fully occupied. By this time, it is expected that the travel patterns will have been established. A review of the trends in the MMP results would then be used to identify whether further monitoring is required.

The Mobility Manager will be responsible for undertaking the monitoring, the processing of results and the production of the reports with the results of the findings.

The monitoring will take place in the form of Travel Surveys. These will be carried out on the same day every year. It is recommended that the timing of the Travel Survey should take place in a neutral time of year i.e. Spring or Autumn.

The survey would be in the form of a questionnaire that residents would complete. Communication of the Travel Survey will be through letters in the post or email. This letter will inform all residents of how to complete the survey online. Residents can also request a paper copy of the survey to be filled out by hand rather than electronically. However, the online method would be the preferred channel. The survey will include questions to allow the monitoring of the particular targets that have been set in the MMP.

It is essential that the residents see the results of the survey and review their own travel patterns against the typical data. Therefore, the results should be available on the community website.

The Mobility Manager will be responsible for the preparation of the annual monitoring reports. The objective of the review will be to assess the success of the MMP and to identify potential for future improvement.

An important part of the review would be to revise information relating to public transport, cycling and walking routes to ensure that it is relevant and up to date. This is critical if residents are going to be able to rely on information when making travel choices.

The annual reports will also include a review of where targets are being met and also identify potential changes to the measures implemented by the plan where targets are not being met. Specific short-term targets will be considered and agreed to ensure progress towards the overall target. Targets will also be revised to ensure that they remain appropriate and challenging.

# Appendix C : Residential Marketing & Promotion Measures

## C1.0 Marketing Measures

### C1.1 Raising Awareness, Marketing & Promotion

The education of residents on the Mobility Management Plan initiatives and the importance of contribution are very important. The services available to the residents must be communicated in a consistent and continuous manner to sustain behavioural change.

Promotion would start with the marketing of the residential development. The sustainable location of the development and the high-quality infrastructure provision for walking and cycling will be a prominent feature. The high quality links provided by Dublin Bus and Irish Rail to the various Employment Areas, City Centre and other links are also an attractive feature for encouraging sustainable travel for future residents.

Communications will include promotional initiatives and activities aimed at informing the residents of all relevant external bodies of the existing and proposed transport networks. Such initiatives will include, but not limited to:

- Internal communications channels
- Advertising – local press and media
- Publicity – promotion of benefits

### C1.2 Sustainable Travel Pack

Promotion of sustainable travel will continue when residents take up occupation of their new accommodation. A 'Welcome Pack' can be provided which will include maps and timetable information for walking, cycling and public transport journeys. It will also include information on a range of incentives to encourage take up of public transport and cycling etc.

The 'Welcome Pack' will be produced and approved prior to first occupation and staff will be trained in the contents of the information contained. The 'Welcome Pack' will include:

- A covering letter explaining the purpose of the 'Welcome Pack' and contact details of the Mobility Manager;
- An overview of the Mobility Management Plan;

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

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

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

## C1.3 Personalised Travel Plan

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

This process will allow residents to consider how they currently travel and promote alternative methods for their journeys to work, school and when accessing other local amenities. Personalised journey planning will also enable residents who might not otherwise use public transport realise there are local services available that can suit their needs.

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

## C1.4 Online Website

A dedicated online website for the residential development may be created and will focus on providing appropriate, up-to-date information on sustainable travel options for accessing the development site.

This website will act as a 'one-stop-shop' for the dissemination of site wide sustainable travel information to residents, as well as acting as a source of information for visitors. Information on the website will include details of local public transport routes, local amenities and facilities, walking and cycle maps and a link to online car sharing opportunities. The website will also provide links to other websites such as Dublin Bus and Irish Rail so as to encourage residents to plan their journeys using sustainable transport.

## C1.5 Smart Device Travel App

A Travel App could be developed for the residents at the development as well as visitors travelling to the site. This smart device app will enable all users to gain instant access to travel information. This may include:

- Timetables, location of stops, route information, fares, and real-time information for both buses and Irish Rail
- Interactive map showing users current location and highlighting local points of interest (e.g. closest bus stop)
- Pedometer for walkers

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QUALITY I.S. EN ISO 9001:2015 NSAI Certified

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