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Client

South Dublin County Council



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RESIDENTIAL TRAVEL PLAN

KISHOGE/CLONBURRIS, LOT 2, SITE 4

CONTENTS

1.0	INTRODUCTION	1
2.0	SITE LOCATION	2
2.1	Existing Land Use	3
2.2	Proposed Development	3
3.0	TRAVEL PLAN PURPOSE	5
4.0	EXISTING SITE CONDITIONS	6
4.1	Pedestrian Accessibility	6
4.2	Public Transport Services	6
4.3	Nearby Committed Development.....	7
5.0	CONTENT OF THE TRAVEL PLAN	8
6.0	INTEGRATION WITH THE CLONBURRIS SDZ MOBILITY MANAGEMENT PLAN FRAMEWORK	10
6.1	Sustainable Travel Mode Share Targets.....	10
6.2	Monitoring and Review	11
7.0	OBJECTIVES OF THE TRAVEL PLAN	12
7.1	Objective 1	12
7.2	Objective 2	12
7.3	Objective 3	13
8.0	INITIAL TARGETS OF THE TRAVEL PLAN	14
8.1	Population Groups	14
8.2	Census Data	14
9.0	MOBILITY MANAGEMENT MEASURES	16
9.1	Marketing & Communications	16
9.2	Walking & Cycling	17
9.3	Public and Shared Transport	17
10.0	IMPLEMENTATION, MONITORING, AND REVIEW	19

10.1	Implementation and Consultation.....	19
10.2	Travel Plan Coordinator.....	19
10.3	Clonburris SDZ MMPF Steering Group	19
10.4	Plan Monitoring and Review	20
11.0	SUMMARY.....	21
11.1	Mobility Management Measures	21

FIGURES

Figure 1 – Location of subject lands.....	2
Figure 2 – Subject lands extents and environs	3
Figure 3 - School Travel Mode Share Targets	11
Figure 4 - Other Travel Mode Share Targets	11

TABLES

Table 1 – Railway Services.....	6
Table 2 – Bus Services.....	7
Table 3 - CSO 2022 Census Data - Existing Modal Splits	14
Table 4 – Assumed Baseline Modal Splits for development residents.....	15
Table 5 – Ultimate Modal Splits targets for development residents	15

APPENDICES

APPENDIX A	USEFUL LINKS AND RESOURCES RELATED TO MOBILITY MANAGEMENT
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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by South Dublin County Council to prepare a Residential Travel Plan for a residential planning application located within the Clonburris SDZ lands.

In preparing this report, CS Consulting has made reference to the following:

- South Dublin County Council (SDCC) Development Plan 2022-2028
- Clonburris SDZ Planning Scheme 2019
- Design Manual for Urban Roads and Streets 2019
- CSO 2022 Census data

The objective of this report is to examine the traffic and transport implications associated with the proposed development, in terms of integration with existing traffic in the area. The report will determine the impact of the proposed development on the existing road network.

The report also examines the proposed development's vehicular access arrangements, car parking provision, site layout, and facilities for pedestrians and cyclists.

2.0 SITE LOCATION

The proposed development site is situated within Lot 2 Site 4 within the Clonburris Strategic Development Zone in Co. Dublin. The area enclosed by the application boundary extends to approx. 11.6ha. The subject site is located within the operational area of South Dublin County Council.



Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.



Figure 2 – Subject lands extents and environs
(sources: NTA, OSi, OSM Contributors, Microsoft)

The development site extends to approximately 11.6ha and is bounded to the north by the Irish Rail Railway line and to the south, east and west by lands zoned for development. The site is bisected by the permitted Southern Link Street (reg ref. SDZ20A/0021) from which vehicular, cycle and pedestrian access shall be provided.

2.1 Existing Land Use

The subject development site is currently predominantly greenfield and is partly in use as a SDCC Parks Depot. The site does not generate significant volumes of vehicular traffic.

2.2 Proposed Development

The proposed development comprises 436no. residential units in a mix of house, apartment, duplex and triplex units comprising 141no. houses (133no. 3-bedroom and 8no. 4-bedroom), 124no. apartment units (62no. 1-bedroom and 62no. 2-bedroom), 106no. duplex units (53no. 2-bedroom and 53no. 3-bedroom), 57no. triplex units (57no. 2-bedroom), 3no. age-friendly apartment units (3no. 1-bedroom), and 5no. garden apartment units (5no. 2-bedroom). Non-residential accommodation proposed (c. 1,550 m² total) includes: A childcare facility (c. 544sqm), retail unit (c. 150sqm), employment use within the existing Grange House (c. 173 sq

m) and a community building/ pavilion (c. 683 sq m) fronting Griffeen Valley Park. All associated and ancillary site development and infrastructural works including 408no. surface level car parking, 793no. bicycle parking (591no. long term and 202no. short term spaces), hard and soft landscaping and boundary treatment works, including public, communal and private open space, public lighting, substations, bin stores and foul and water services.

3.0 TRAVEL PLAN PURPOSE

Travel Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Occupants of and visitors to the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Travel Plan will also include proposed future improvements to those transport options already available.

The aim for the Plan is to provide more sustainable transport choices which lead to a reduction in the need for vehicular journeys, especially by private car. The Plan recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The Travel Plan should be considered as a dynamic process, wherein a package of measures and campaigns are identified, piloted, and then monitored on an ongoing basis. The nature of the Plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the Plan retain the support of users and receive continuous monitoring. Feedback and active management of the Plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

4.1 Pedestrian Accessibility

One of the specific objectives of the Planning Scheme is to prioritise walking and cycling throughout the internal route hierarchy, to create a network of walking and cycling routes within the Planning Scheme and to improve circulation and permeability.

Pedestrian and cyclist access to the development shall be possible from the permitted Southern Link Street (reg. ref. SD20A/0021).

Cycle access has been provided to the subject development via the primary access junctions on the Southern Link Street. Additional pedestrian and cycle-only accesses are provided from the Southern Link Street in accordance with the *Clonburris SDZ Planning Scheme*. Cycle parking for residents of the proposed apartment blocks within the development is proposed within dedicated cycle stores.

Following full development of the *Clonburris SDZ* road network, pedestrian and cyclist accessibility shall be further enhanced, giving easier access to areas surrounding the SDZ lands including Kishoge Railway Station and bus stops on Grange Castle Road.

4.2 Public Transport Services

4.2.1 Rail Services

The recently completed Kishoge railway station is situated approx. 700m to the east of the subject development site. The Kishoge Station is currently served by the Grand Canal Dock – Portlaoise, Dublin Heuston – Waterford and Dublin Heuston – Cork services.

Table 1 – Railway Services			
Origin	Destination	Daily Services	Peak Frequency
Grand Canal Dock	Portlaoise	48	5 mins
Portlaoise	Grand Canal Dock	48	5 mins
Dublin Heuston	Waterford	1	-
Waterford	Dublin Heuston	1	-
Dublin Heuston	Cork	46	5 mins
Cork	Dublin Heuston	48	5 mins

The subject development shall be situated within a 10-minute walk of the Kishoge railway station. Trains serving this stop shall connect the development directly to Dublin City Centre. Interchange with Luas light rail services is possible at Heuston Station.

Please refer to section 4.0 of the Traffic and Transport Assessment submitted within this planning application for details of future public transport improvements which shall improve the services at Kishoge Station.

4.2.2 Bus Services

The subject development shall be situated within 10-minute walk of 2no. existing bus services. There shall be an additional 4no. bus services accessible within a 20-minute walk of the subject development.

Table 2 – Bus Services					
Bus stops within 10-minute walk					
Route no.	Provider	Origin	Destination	Daily Services	Peak Frequency
151	Dublin Bus	Docklands	Foxborough	48	15 mins
		Foxborough	Docklands	51	15 mins
W4	Go-Ahead Ireland	The Square	Blanchardstown SC	46	15 mins
		Blachardstown SC	The Square	46	15 mins
Bus stops within 20-minute walk					
C1	Dublin Bus	Adamstown	Sandymount	59 (24hr)	7 mins
		Sandymount	Adamstown	59 (24hr)	7 mins
C2	Dublin Bus	Adamstown	Sandymount	59 (24hr)	6 mins
		Sandymount	Adamstown	58 (24hr)	6 mins
L53	Dublin Bus	Liffey Valley SC	Adamstown	35	25 mins
		Adamstown	Liffey Valley	35	23 mins

4.3 **Nearby Committed Development**

The *Clonburris SDZ Planning Scheme* provides for the progressive development of all lands within the Clonburris Strategic Development Zone. This shall naturally result in significant growth in background traffic across the local road network, which has been designed to cater for such anticipated traffic volumes.

Planning permission has been secured for the development of a number of plots within the SDZ.

As previously described, however, the Southwest Dublin Local Area Model intrinsically takes account of the future development of all lands within the Clonburris SDZ in the determination of future traffic flows on the local road network. It is therefore not necessary for the purposes of this assessment to establish the individual trip generation profiles of committed development within the SDZ, as these are already allowed for by the Southwest Dublin LAM.

5.0 CONTENT OF THE TRAVEL PLAN

The Travel Plan is a management tool that brings together transport, development occupants' and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Travel Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Travel Plan should be informed by and founded upon the following:

- A travel survey of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

It is intended that the Travel Plan for the proposed development will follow the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Travel Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

6.0 INTEGRATION WITH THE CLONBURRIS SDZ MOBILITY MANAGEMENT PLAN FRAMEWORK

An overall strategic Mobility Management Plan Framework (MMPF) has been prepared for the Clonburris SDZ Planning Scheme. The Clonburris SDZ Planning Scheme requires that individual Mobility Management Plans (MMP) are prepared for applications for larger sized developments within the Clonburris SDZ area. Each individual development should demonstrate how its MMP contributes to and supports the overall MMPF.

As stated in the *Clonburris SDZ Mobility Management Plan Framework* itself:

"The MMPF for the site will comprise physical infrastructure measures and behaviour change measures / "soft" measures that include travel campaigns, travel challenges and support in making travel choices through travel planning for residents, commuters and schools."

The key objectives of the Clonburris SDZ Mobility Management Plan Framework are:

- To support the sustainable movement within the site through the provision of public transport provision and walkable/ cyclable neighbourhoods;
- To ensure access to services by alternative means to single car occupancy;
- To support a basic level of access to public transport through the provision of a bus stop within 400 metres of residential dwellings throughout the site and rail services within 800m;
- To support the mode share targets established for the land use types within the masterplan; and
- To ensure the effectiveness of the mobility management plan through monitoring and reinforcement of measures.

Steering Group, Travel Plan Network, and Area Wide Travel Plan Coordinator

The *Clonburris SDZ Mobility Management Plan Framework* notes that a Steering Group shall be appointed for the delivery of travel management measures. It is envisaged that this group shall be responsible for the coordination, development and implementation of behavioural change measures under the Plan.

6.1 Sustainable Travel Mode Share Targets

Target modal splits for the Clonburris SDZ as a whole are specified in the *Clonburris SDZ MMPF*; these targets have been devised separately for each land use type within the SDZ area.

School travel Mode Share Targets are reproduced in Figure 3.

Table 7.17 School Travel Mode Share Targets

Time Period	Car	PT	Active
AM	17%	27%	56%

Figure 3 - School Travel Mode Share Targets
(source: Clonburris Transport Assessment and Transport Strategy)

Residential Mode Share Targets for trips classed as shopping, visiting and one-way trips are reproduced in Figure 4 below.

Table 7.18 Other Travel Mode Share Targets

Car	PT	Active
57%	21%	22%

Figure 4 - Other Travel Mode Share Targets
(source: Clonburris Transport Assessment and Transport Strategy)

6.2 Monitoring and Review

The Clonburris MMPF notes that:

"Monitoring should be carried out at a strategic level for the SDZ lands as a whole and at a local level/user level to determine the effectiveness of the measures that are implemented as part of work place travel plans, residential travel plans (community travel plans) and school travel plans. Following the implementation of a MMPF, it is recommended that an interim assessment which involves the collection of key data sets is carried out one year post occupation and a full monitoring assessment is carried out in year 2 of the site occupation. "

The Travel Plan Coordinator for the subject development shall conduct annual travel surveys of development occupants (and visitors, if practicable), to monitor travel habits and progress towards the modal split targets set; full reviews of the development's Travel Plan shall be conducted at intervals of one year and three years following completion. The results of these travel surveys and Travel Plan reviews shall be made available to the Clonburris SDZ Steering Group.

The development's Travel Plan Coordinator shall also assist the Clonburris MMPF Steering Group by gathering and supplying such additional travel data as may be required for monitoring or review of the MMPF.

7.0 OBJECTIVES OF THE TRAVEL PLAN

The objectives of the Travel Plan for the proposed development are as follows:

- To promote and increase the use of public transport, walking, and cycling for development occupants and visitors, and to facilitate travel by bicycle, bus and rail;
- To integrate mobility management into the development's operational decisions, policies and practices; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development site;
- To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development occupants and visitors.

7.1 Objective 1

To promote and increase the use of public transport, walking, and cycling for development occupants and visitors, and to facilitate travel by bicycle, bus and rail.

The encouragement and the increased use of other modes of transport, which are less damaging to the environment in terms of congestion and emissions, are directly linked to operating a lower-car-use development. Apart from the environmental benefits, the use of more sustainable modes of transport provides the following benefits to the individual:

- Savings in personal costs – walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government tax incentives.
- Health benefits – levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

7.2 Objective 2

To integrate mobility management into the development decisions, policies and practices; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment, together with economic savings. Regular communication with the Local Authorities on further improving

facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the Travel Plan.

7.3 Objective 3

To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development occupants and visitors.

The Travel Plan has a significant role to play in the provision of information and resources both to people within the development and to the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitudes, which in turn can influence behaviour.

8.0 INITIAL TARGETS OF THE TRAVEL PLAN

8.1 Population Groups

Journeys to and from the development shall be made by three distinct population groups: residents, staff (creche) and visitors. The targets set under the Travel Plan shall be limited to residents, as this is the primary group that are expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

8.2 Census Data

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO Small Area Population Statistics (SAPS) data derived from the 2022 census, which give modal splits for overnight residents' trips to places of work or study. The development site is located in census Small Area no. 267100003; the census modal splits for this area, as well as for adjacent areas, are given in Table 3.

Table 3 - CSO 2022 Census Data - Existing Modal Splits

Principal Travel Mode	SA2637100003 only	SA2637100003 + adjacent
Driving a Car or Van	31%	36%
Passenger in a Car or Van	10%	16%
Bicycle	2%	4%
Motorcycle	0%	1%
Bus	16%	13%
Train or Tram	1%	1%
Walking	15%	15%
Other/Work from Home	3%	5%
Don't Work/Not Stated	22%	9%

It should be noted that Kishoge railway station, located in proximity to the proposed development, has been opened in the time since the 2022 Census survey was carried out. As such, it is reasonable to expect that trips made by Train or Tram will have increased

proportionally. The assumed baseline modal splits for development residents is provided in Table 4.

Table 4 – Assumed Baseline Modal Splits for development residents

Principal Travel Mode	Assumed Trip Proportions on Opening
Driving a Car or Van	40%
Passenger in a Car or Van	10%
Bicycle	6%
Motorcycle	2%
Bus	12%
Train or Tram	10%
Walking	20%
TOTAL	100%

The ultimate modal split targets for the subject development shall align with those outlined within the Clonburris SDZ MMPF.

Table 5 – Ultimate Modal Splits targets for development residents

Principal Travel Mode	Ultimate Target Trip Proportions
Driving a Car or Van	35%
Passenger in a Car or Van	8%
Bicycle	7%
Motorcycle	2%
Bus	13%
Train or Tram	15%
Walking	20%
TOTAL	100%

9.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to encourage changes in travel behaviour and sustain a low rate of single-occupant car use. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring that policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour. The mobility management measures in the Travel Plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public and Shared Transport
- Implementation / Consultation / Monitoring

9.1 Marketing & Communications

The education of development occupants and visitors on the Travel Plan initiatives and the necessity of contribution is extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing development occupants and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the Travel Plan through both internal communications and external avenues.
- Developing an Access Map to show public transport facility locations and to highlight safe walking and cycling routes. In addition to this, Travel Information Points should be established at dedicated on-site locations, to make development occupants and visitors aware of the mode choices available in and around the development site. The Travel Information Points should be conspicuously located and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development occupants. The Pack will contain all the information relating to the Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.

- Developing a digital Travel Information Point for the development, in the form of a dedicated website and/or a mobile app. This will provide details of travel options to the site, as well as linking to external websites relevant to visiting the development.

9.2 Walking & Cycling

9.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

9.2.2 Bicycle Parking, Umbrellas and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained and made available to all bicycle users at apartment reception areas.
- Provision of umbrellas at apartment reception areas should be considered.

9.3 Public and Shared Transport

The proposed measures intend to promote the use of public transport and shared vehicles.

9.3.1 Service Information

It must be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

9.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TFI Leap Card.

9.3.3 Multi-Modal Trip Support

Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

10.0 IMPLEMENTATION, MONITORING, AND REVIEW

10.1 Implementation and Consultation

The Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Travel Plan Coordinator, and financial resourcing.

To implement the Travel Plan, the following inputs are required at a minimum:

- Management support and commitment;
- A Travel Plan Coordinator to oversee the Plan and liaise with the Clonburris SDZ MMPF Steering Group;
- Working Groups on various related issues;
- Consultations with development users and external organisations.

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

10.2 Travel Plan Coordinator

The Travel Plan will be managed by a Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Travel Plan Coordinator will also be best suited to monitor the results of the Plan.

The initially designated Travel Plan Co-ordinator for the proposed development shall be a member of the South Dublin County Council's Architects Department. The contact information for the Architect's Department is as follows;

Tel: 01 4149000

County Architect, Civic Offices, Town Centre, Tallaght, Dublin 24

Following completion and occupation of the subject development, the role of Travel Plan Coordinator may transfer to another suitably placed individual, for instance a member of the development's Management Company or a representative of a Residents' Association.

10.3 Clonburris SDZ MMPF Steering Group

The Clonburris SDZ MMPF Steering Group will be managed by South Dublin County Council who will invite representatives from the National Transport Authority, Transport Infrastructure Ireland and public transport operators.

The group will be responsible for monitoring progress and implementation of the *Clonburris SDZ MMPF* and will provide guidance at a strategic level to assist the Clonburris SDZ deliver on their mode split targets.

The Travel Plan Coordinator for the subject development shall engage with the Clonburris MMPF Steering Group as required, and will participate in any relevant consultation activities or travel data collection exercises.

10.4 Plan Monitoring and Review

Travel surveys of development occupants (and of visitors, if practicable) should be carried out in the early stages of the Travel Plan and repeated annually, to monitor the initial success of the Travel Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been. Full reviews of the Travel Plan shall be conducted one year after development completion and again two years thereafter.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been noted, a Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

11.0 SUMMARY

The proposed development site is situated within the Clonburris Strategic Development Zone in County Dublin. The proposed development site is located within walking distance of high-quality rail services that connect it to Dublin city centre. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

This site-specific Travel Plan is consistent with the objectives of the Clonburris SDZ MMPF.

11.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Travel Plan:

11.1.1 General

- Put in place a formal Travel Plan.
- Appoint a Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the travel patterns of development occupants by carrying out travel surveys.
- Revise and update the Travel Plan as required.

11.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

11.1.3 Public and Shared Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

APPENDIX A

USEFUL LINKS AND RESOURCES RELATED TO MOBILITY MANAGEMENT



CS CONSULTING

Civil, Structural & Traffic Engineering

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans

www.smartertravelworkplaces.ie
www.ways2work.bitc.org.uk

Sustainable Travel

www.smartertravel.ie
www.sustrans.org.uk
www.nationaltransport.ie
www.dttas.ie
www.eltis.org
www.mobilityweek.eu

Getting Active

www.getirelandactive.ie

Public Transport Information

www.transportforireland.ie
www.taxesaver.ie

Cycle to Work Scheme

www.revenue.ie

Walking challenges

www.pedometerchallenge.ie
www.irishheart.ie

Cycling

www.cyclechallenge.ie
www.dublinbikes.ie
www.irishcycling.com

Cycle to Work scheme

www.revenue.ie
www.bikescheme.ie

Designing and Planning for Cycling

www.cyclemanual.ie
 Transport for London Workplace Cycle Parking Guide
 See p16 for technical guidance on space allocations for cycle parking
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

Walking/ Cycling Routes

www.mapmyride.com
www.mapmyrun.com

Car Sharing

www.carsharing.ie

Misc.

Copenhagen Cycle Chic - Bikes, style and Copenhagen