MOBILITY MANAGEMENT
PLAN

RESIDENTIAL DEVELOPMENT
AT BALROY HOUSE,
CARPENTERSTOWN ROAD,
DUBLIN 15

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers
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OCSC Job No.: G451
# Residential Development at Balroy House, Carpenterstown Road, Dublin 15

GLENVEAGH HOMES LIMITED
MOBILITY MANAGEMENT PLAN

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1. INTRODUCTION

O’Connor Sutton Cronin & Associates (OCSC) have been commissioned to undertake this Mobility Management Plan (MMP) with respect to the proposed residential development at the former Balroy House site on Carpenterstown Road in Dublin 15. The exact site location can be seen in Figure 1 below. This MMP has been prepared in response to Item no. 5 of An Bord Pleanála’s Opinion.

The proposed development provides for 192 no. apartments in 5 no. apartment buildings, comprising 67 no. 1 bedroom apartments, 104 no. 2 bedroom apartments and 21 no. 3 bedroom apartments. In addition, it is proposed to provide a creche and gym within the scheme along with 240 car parking spaces and a basement in the southern portion of the site all on a site of c. 1.77 hectares, located on the Carpenterstown Road, Castleknock, Dublin 15, less than 9km from Dublin City Centre.

The proposed layout is shown overleaf in Figure 2.
Given the nature of the development, it is expected that the majority of trips will be by commuters during the normal peak travel hours of 08:00 – 09:00 and 17:00 – 18:00.

This plan is being prepared as a transportation demand management tool for the site. This will have the aim of reducing car use and the need for car use at the site, by increasing the attractiveness and practicality of other modes of transport.

The MMP targets set out herein will take account of future potential improvements in public transport provision over and above those currently
in operation. In this context, the MMP will set targets into the future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.

While an MMP generally relates to the long term operational stage of a development, this plan also gives due consideration to the short term construction stage. It is intended that this will form the basis of a contractor specific MMP which will be put in place for the duration of the construction period.
2. CONTENT OF THE TRAVEL PLAN

There are generally considered to be two types of MMP, dictated by the stage of development and whether or not the final occupants are known at the time of its development. In this instance, the final occupants are not known and given the residential nature of the development, there is considered to be significant potential variation in their travel habits. As a result, based on best practice, this MMP is intended to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available;
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes) from the development to the public transport services;
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling;
- Set out the anticipated targets with respect to modal choice;
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns.

Based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.
3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The site is located in close proximity to a number of public transport services including both rail and bus as discussed following.

RAIL

The site is located approximately 1.1km walk (14 minutes) from Coolmine Rail Station. This station provides access to the Dublin Connolly / Maynooth / Longford service. This forms part of the wider rail network throughout the Greater Dublin Area and links the site directly to Dublin City Centre as set out following.

BUS

The development site is located approximately 500m (7 minutes) walk from the nearest bus stop which is served by Dublin Bus Service No. 37. This service runs from Blanchardstown to Dublin City Centre with an approximate 20 minute frequency.
CYCLE

The local cycle facilities are shown in Figure 5 following, with the development site circled in red for context.
As can be seen there are limited cycle facilities available at present in the local area.

Figure 5: Existing Local Cycle Infrastructure
4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

There are a number of proposals which will further enhance the sustainable transport infrastructure serving the site, be it directly or indirectly. These are discussed in further detail below.

BUS

Further improvements to the Dublin bus network are proposed as part of Bus Connects. Relative to the development site, the most relevant is the proposed W4 Route which will run along the M50 between Tallaght and Blanchardstown with an estimated 30 minute frequency. The proposed Bus Connects services near the development site are shown in Figure 6 following
RAIL

Future improvements to rail infrastructure locally include the planned DART Expansion Programme from Irish Rail and as set out in the Greater Dublin Area Transport Strategy. This would see the electrification of the rail line from Dublin City to Maynooth, allowing for an increased frequency of service.

CYCLING/WALKING

However, as noted previously, there are future proposals set out in the Fingal Development Plan for a cycle route along Carpenterstown Road which correspond with further proposals set out in the National Transport Authority’s Greater Dublin Area Cycle Network Plan. The proposed future network under this plan is shown below.

![Figure 7: Proposed Future Cycle Infrastructure](image)

Taking the above into consideration, the site accessible by a wide variety of transportation options which will facilitate a modal shift away from private car travel.
5. OBJECTIVES OF THE TRAVEL PLAN

The primary goal of this MMP is to both facilitate and encourage a positive modal shift towards more sustainable modes of transport. With this in mind, the objectives of this MMP are as follows:

− to reduce the dependence on the private car as a means of travel;
− to discourage the use of the private car in those circumstances where car use does occur;
− to increase and facilitate the number of people choosing to walk, cycle or travel by public transport;
− to develop an integrated and unified approach to traffic management for the site which will include public transport, private vehicles, business fleet management and suppliers of commercial services;
− to work closely with the Local Authority, the National Transport Authority, Irish Rail, Dublin Bus, the Railway Procurement Agency and Bus Éireann in a partnership model to promote an increased uptake in public transport.

In order to achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in the light of ongoing experience gained from the implementation of this plan.

PARKING PROVISION

During the construction stage, on-site parking will be limited to essential personnel only and short term set down for deliveries etc. Given the lack of alternative parking options locally, construction staff will be required to travel by alternate means which is considered acceptable given the level of public transport services operating in the local area and the potential for increased levels of car sharing.
Provision of car parking for the operation development will be in line with Section 4.21 of the *Guidelines for Planning Authorities, Design Standards for New Apartments*. On this basis, it is proposed 240 no. car parking spaces. The resulting proposed car parking allocation is set out in the table following.

<table>
<thead>
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<th>Type of Use</th>
<th>No. of Car Parking Spaces Provided</th>
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<tr>
<td>Residents</td>
<td>213</td>
</tr>
<tr>
<td>Visitors</td>
<td>20</td>
</tr>
<tr>
<td>Crèche</td>
<td>7</td>
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<td>Total</td>
<td>240</td>
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*Table 7: Car Parking Spaces Provided*

The provision of car parking is discussed in further detail within the Traffic Impact Assessment that has been submitted with this application.

Taking the above into consideration, it is an objective of this plan to promote the use of car parking as in a car store role while encouraging alternative modes of travel.

Cycle parking is to be provided in excess of the Development Plan standards, which would require just 236 no. cycle parking spaces. However, it is proposed to provide a total of 352 no. cycle parking spaces to serve the development which will facilitate and encourage a positive modal shift towards travel by bicycle.

**CAR TRAVEL & OCCUPANCY**

It is an objective of this plan to minimise the number of people using private cars, particularly during peak commuting hours, and in cases where it does occur, to increase the number people travelling as passengers.
BUS

There are currently one route which serve stops within an 500m (7 minute) walk of the development site. It is an objective of this plan to increase awareness of such services and encourage their use as a viable and convenient alternative to private car travel where possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

RAIL

The commuter service provides direct access to Dublin City Centre and a number of key employment areas. It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

CYCLING/WALKING

It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible during both the construction and operational stages.

MODAL SPLIT

As previously noted, there is no information available regarding the ultimate occupier of the development. Therefore it is envisaged that within 6 months of opening of the development, following a survey of the occupiers, the existing modal split of the development will be establish and at this stage it will be possible to set out a target modal split.
These target modal split will take into account the types of development proposed here and the high level of public transport, cycle & pedestrian infrastructure locally.
6. SPECIFIC MEASURES

In order to achieve the objectives and modal split targets set out in Section 5, a number of specific measures are proposed to be put in place.

While not a place of work, it is nevertheless intended that the development will give due consideration to information available as part of the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

MANAGEMENT AND CO-ORDINATION

A separate Mobility Manager/Travel Co-ordinator will be appointed at the development during both the construction and operational stages. For the operational stage in particular, it is expected that role will be fulfilled by a member of the Management Company staff. The duties of the Mobility Manager will include inter alia:

• Conducting travel surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
• Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
• Acting as an information point and posting information in common areas;
• Negotiating with public transport companies and other service providers;
• Setting up and administering registers for particular measures such as taxis if the need arises;
• Branding of the plan;
• Ongoing promotion and marketing of the plan through various mediums;
• Evaluation and adaptation of the plan in the light of experience.
CAR SHARING

The Mobility Manager for both the construction and operational stages will ensure that car sharing would be promoted via schemes such as establishing a car sharing database or encouraging the use of existing car sharing services, an action which forms part of the Smarter Travel Workplaces programme. Commuters will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

Taxis also provide an opportunity for people who require the flexibility of car travel while also removing the requirement to travel via car. Information on local taxi services will be provided and the possibility of negotiating deals/discounts with providers will also be investigated by the Mobility Manager.

BUS USE

The Mobility Manager for each stage will encourage and facilitate the use of the existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made readily available. The Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis, particularly in relation to any changes/disruptions to services.

The Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible.
RAIL USE

The Mobility Manager for each stage will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again, information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, particularly in relation to any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible.

CYCLE/PEDESTRIAN FACILITIES

During the construction stage, temporary on-site cycle parking facilities will be provided in a safe and secure area, as agreed with the contractor. The demand for cycle parking will be monitored by the Mobility Manager for this stage and increased as necessary.

The completed development will include the provision of cycle parking spaces for use by residents to avoid the need for storage within the residential units. Despite the provision of 388 total cycle parking spaces, the demand for cycle parking will be monitored by the Mobility Manager for this stage and increased as necessary.

The site Mobility Manager will seek to promote cycling through various schemes and promotions which may include:

- ‘Bike to Work Week’;
- cycle safety training;
- discounts on bikes and accessories from various stores;
- provision of high visibility vests.
The Mobility Manager will also investigate the possibility of setting up a ‘buddy’ cycle database, where people choosing to begin cycling can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

**CAR PARKING PROVISION**

As noted earlier, it is proposed to provide a very limited level of parking on-site during the construction stage meaning the majority of workers will avail of the multiple public transport options available locally.

Parking at the completed development is being provided to facilitate the storage need associated with residential developments meaning it will not automatically equate to consistent car based trips.

**SUMMARY**

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car both the construction and operational stages.
7. PHASING & MONITORING

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

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