

Desk Top Survey

Proposed ECCE Development | 4 Griffeen Glen Drive | Lucan | Co. Dublin

24<sup>th</sup> March 2022 | Rev C

Contents

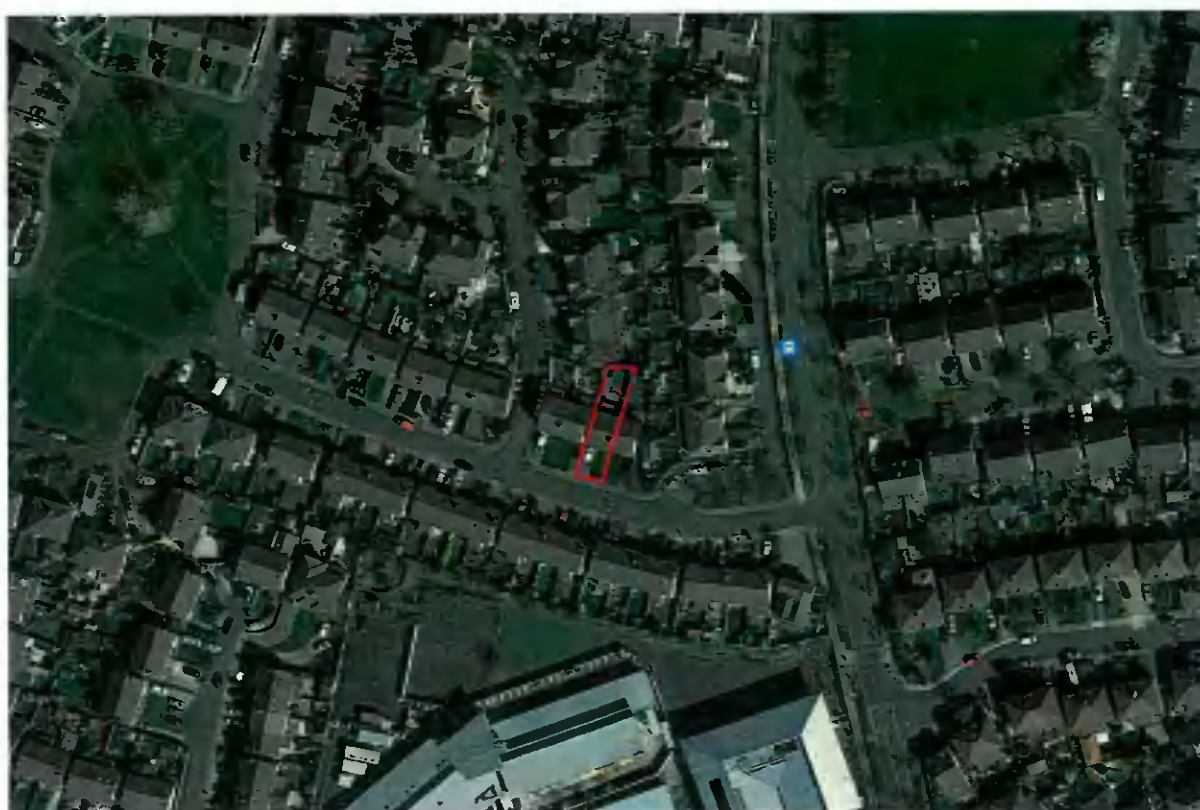
01 | Introduction .....2  
    Scope.....2  
    Development Description .....2  
02 | Context.....4  
03 | Existing Public Transport, Cycle and Pedestrian Facilities .....6  
04 | Objectives .....7  
    Parking .....8  
    Bicycle Parking .....9  
    Bus .....10  
    Cycling and Walking .....10  
    Technology.....11  
    Review and Monitoring.....12  
05 | Conclusion.....13  
06 | Report Qualifications .....14

## 01 | Introduction

### Scope

This report is intended to provide a high-level mobility management plan for the provision of an Early Childhood Care and Educational Facility.

This report is prepared on behalf of Mridul Sharma as part of the Further Information response to the Planning Application Reference No.: SD21A/0226.



The facility will be located at No. 4 Griffeen Glen Drive, Griffeen Glen, Lucan, Co. Dublin.

### Development Description

The proposal consists of the partial change of use of an existing dwelling into an ECCE facility. The facility will cater for the needs of the local environment, particularly those located within Lucan and the surrounding areas. The design proposed limits any intense invasive work to the existing structure however, there is an extension proposed to the footprint located at the rear of the existing structure.

The first floor of the structure will remain with minimal changes proposed. The first floor will likely remain vacant.

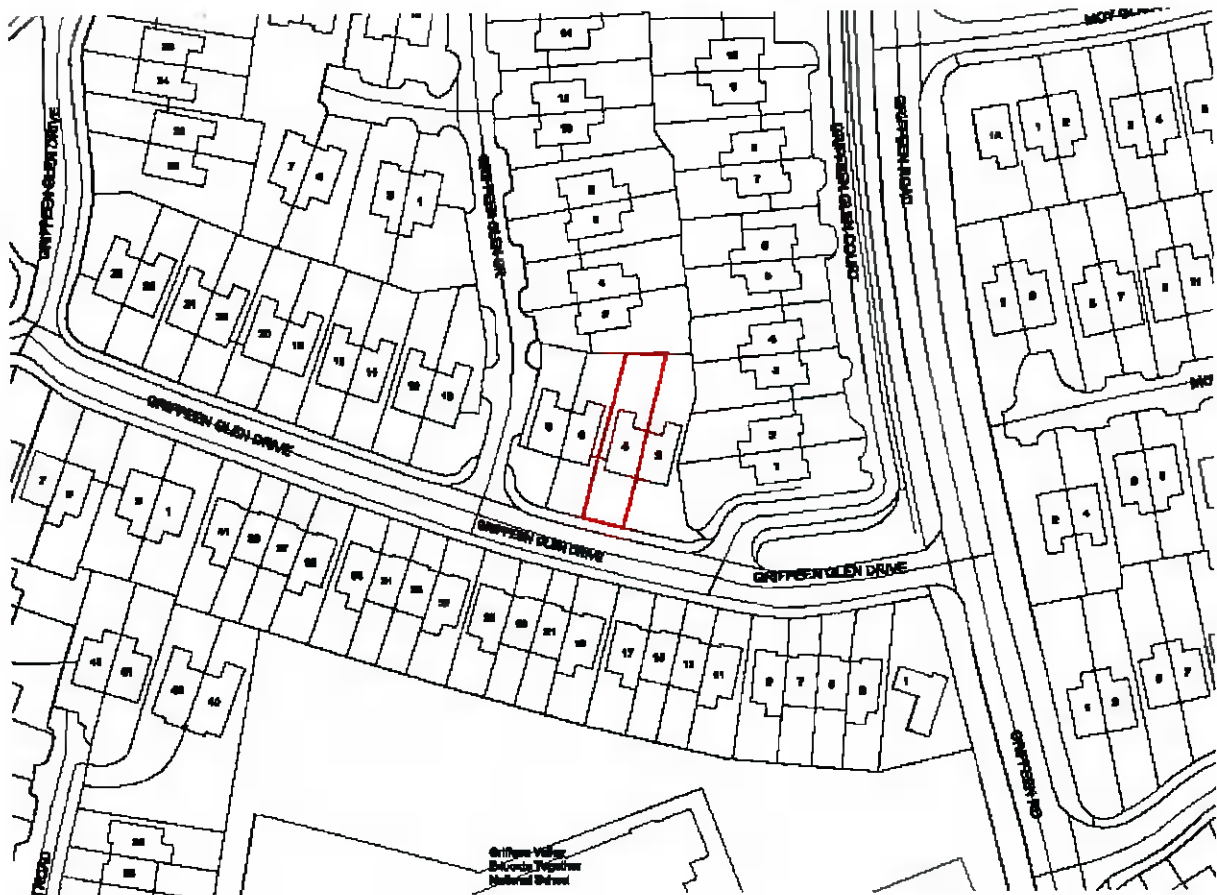
# E Q U ▲ T O R

This plan is being prepared as a transportation demand management tool for the site. The report will aim to manage the transportation and logistical demands of the proposed facility, particularly during peak periods of the mornings and afternoons.

## 02 | Context

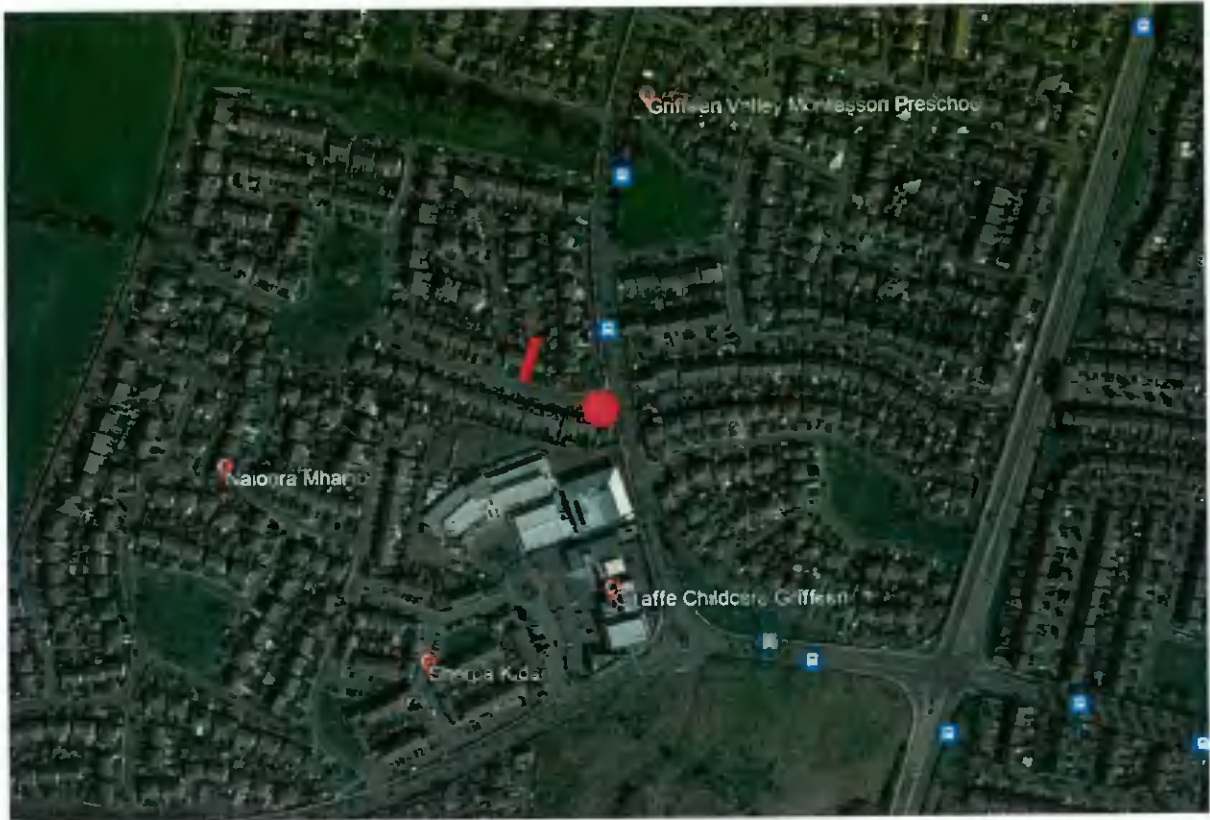
The facility will be located at No. 4 Griffeen Glen Drive, Griffeen Glen, Lucan, Co. Dublin. The proposed facility is located within an existing mature neighbourhood. Over the last few years, the area has experienced an increase in the population. The reason for this is in part due to the existing infrastructure, transport links to the city centre and the local amenities. With the increase in population and demographic growth, the proposed facility will aim to provide for the needs of new and young families within the locality.

The proposed facility will cater for circa 14 no Kids between 3 and 5 years of age. Depending on the hours chosen by the students, this may stagger at times which again, will contribute to the low volume of anticipated vehicular traffic and the impact on the local area.



There are a number of childcare facilities within the area, the closest of which is located at No. 1 Griffeen Glen Drive. This facility is located at the corner of Griffeen Glen Drive and Griffeen Road. The vast majority appear to be private going concerns which do not necessarily cater for the needs of parent availing of the ECCE government incentives or require childcare assistance during the hours provided

for by the government. The map below reflects the approximate locations other facilities within the area.



● *Childcare facility located at No. 1 Griffen Glen Drive*

There appears to be a rising demand in childcare facilities within the locality and surrounding areas. Coupled with the government assistance in helping families and the growing economy, this has driven up demand for more ECCE student placements.

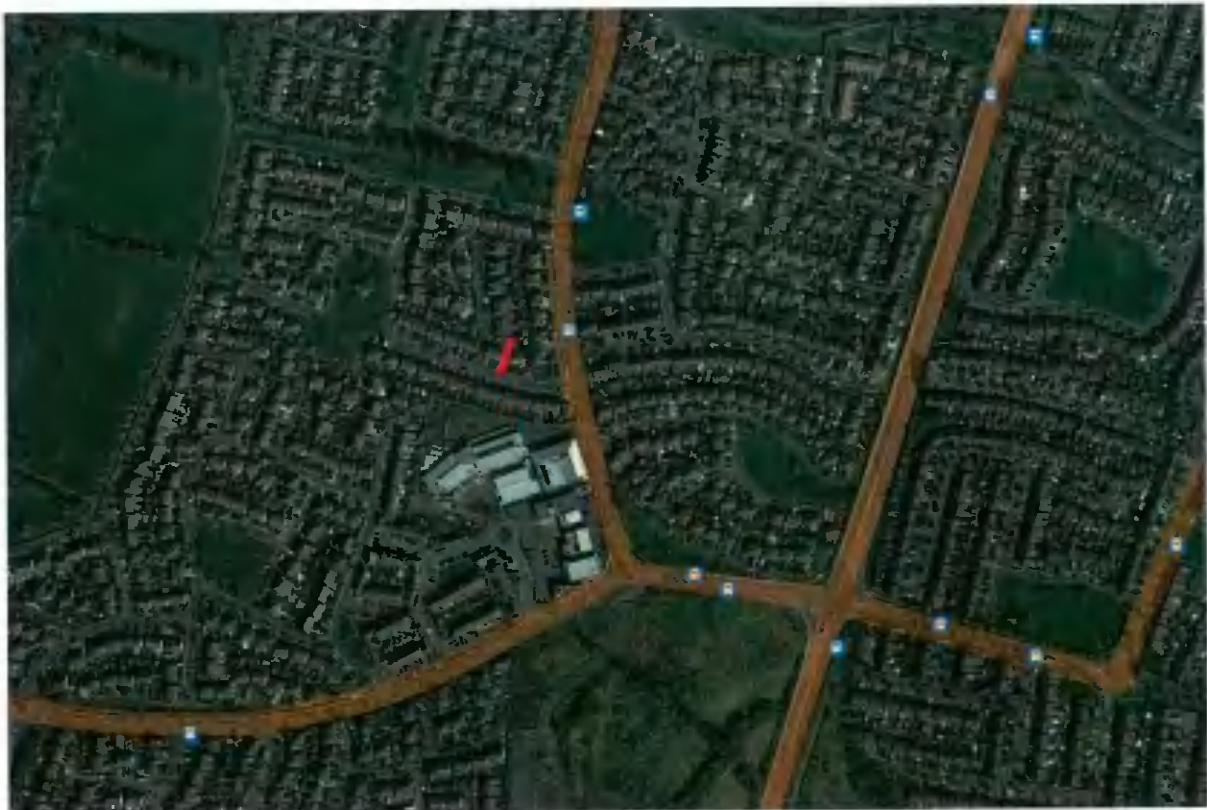


### 03 | Existing Public Transport, Cycle and Pedestrian Facilities

The site is serviced by a number of public transport links, all in close proximity. There are a wide variety of public transport services and pedestrian/cycle facilities in the vicinity of the proposed development site including Dublin Bus services and a variety of cycle and pedestrian infrastructure making the site highly accessible by more sustainable means of transport.

The location of the proposed facility is more than 30m away from the junction. We believe that the proposal will not adversely impact the traffic in this location. Given the fact that the operating times for the facility is proposed to be between 09h30 to 16h00, the operator believes that these hours of operation will contribute to limiting additional vehicular traffic as these hours are outside peak times of 08h00 to 09h00 and 16h30 to 17h30. The operator has indicated that the anticipated critical times for the proposal is at 09h30, 12h30, 13h00 and 16h00. These times by itself is isolated and it is anticipated that there will potentially be a 20/80 split in transportation requirement i.e.: 20 vehicular traffic and 80 walking and cycling movement.

Although, there will be some parents and guardians that will use their private vehicles, we understand that walking and the use of public transport will be encouraged by the operator. Additionally, given that fact that the facility will be actively promoting and canvassing within the immediate surrounding, the operator envisages that a large proportion of take up will cycle or walk to the facility.



The map above highlights the main distributor roads throughout the local context. The public transport nodal points are shown and the closest point being less than a 2-minute walk from the facility.

With regard to pedestrians, there are well lit, good quality footpaths along all links locally with dedicated pedestrian crossing facilities at all major junctions nearby. The location of the development site provides considerable opportunity for high pedestrian traffic.

Overall, the development site is seen to be well served by a variety of transport options which should facilitate the objective to encourage and promote more sustainable means of transport.

## 04 | Objectives

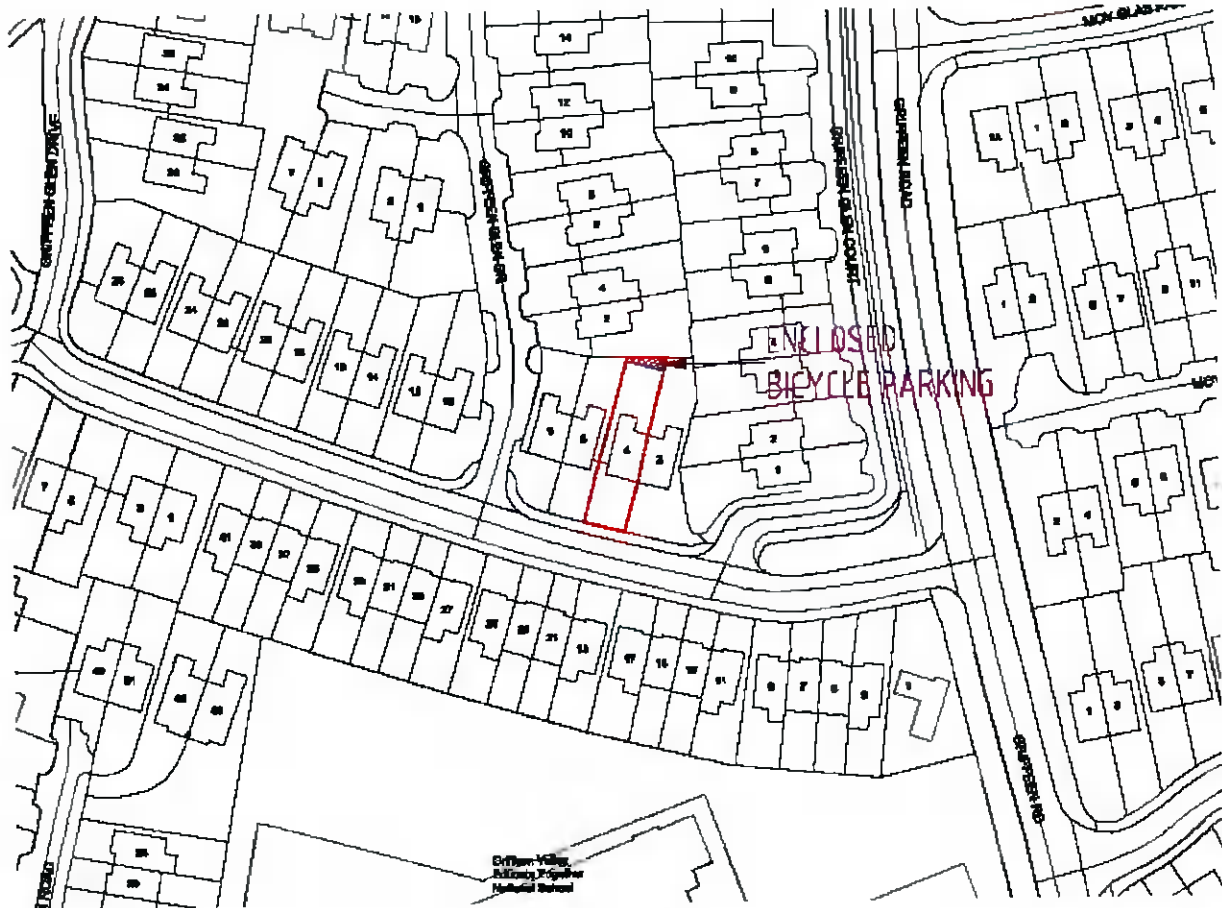
The primary goal of this plan will be to facilitate and encourage a positive shift towards more sustainable modes of transport to and from the facility. Taking this above into account, the objectives of this Plan are as follows:

- 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/from the facility
- To develop an integrated and unified approach to the traffic management for the facility which will include public transport, private vehicles and suppliers servicing the facility







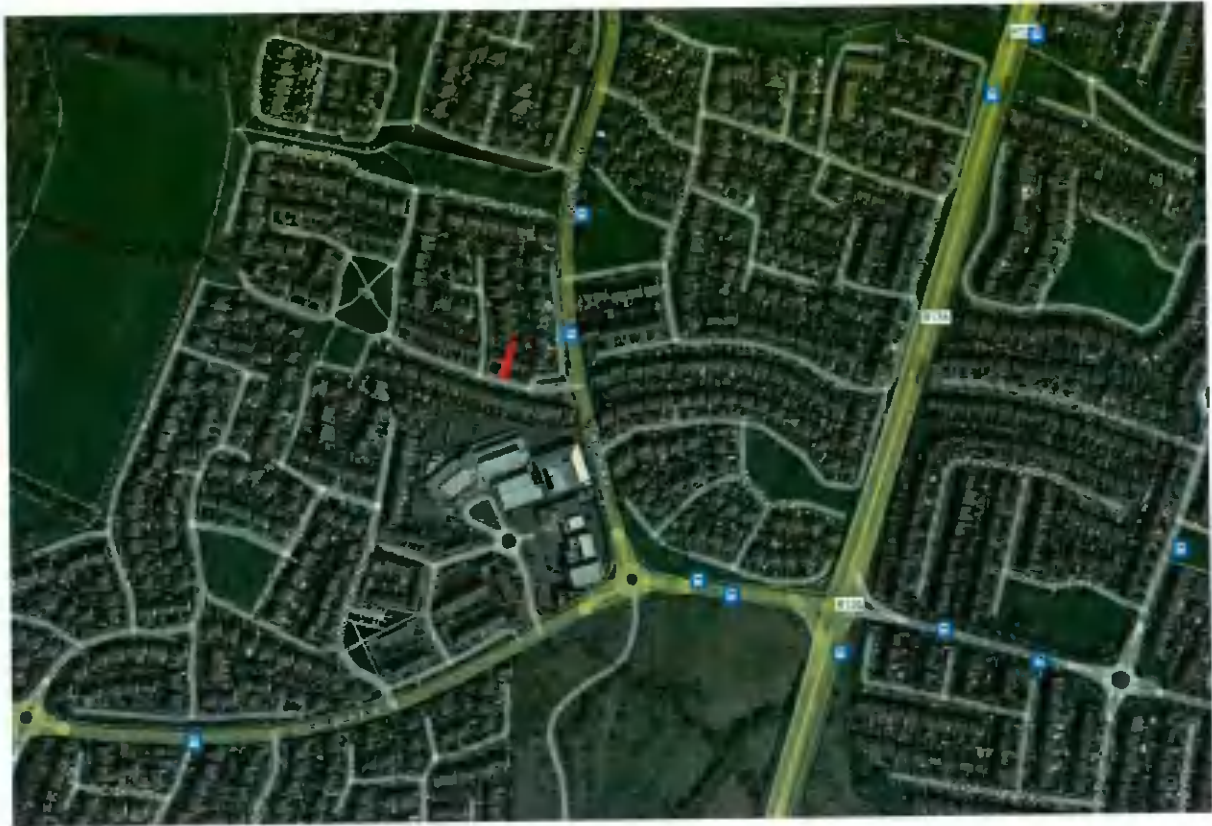


## Bus

There are currently numerous bus services which serve stops within close proximity of the facility. Some of the stops are within a 5-minute walk of the proposed facility. These include Dublin Bus Stops No's.: 4625, 4628, 4608, 7140, 7142 and 4623. It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible.

## Cycling and Walking

The proposed development site is well served by good quality cycle and pedestrian infrastructure. It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible. This being an ECCE facility, the operator will be strongly encouraging the use of cycling and walking to the facility, by both students and staff.



The map above reflects the internal road network that links to the proposed facility. As illustrated, there is an abundance of well lit, road infrastructure that has the ability to services the proposed facility by means of walking, cycling and public transport.

## Technology

Technology is another mechanism that is presenting a number of additional opportunities in relation to encouraging a positive shift in dynamic to a more sustainable approach. As part of this plan students, parents and staff will be informed of a variety of potentially useful tools including the following:

- The NTA Journey Planner – Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country.
- Public Transport Providers – Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have dedicated smartphone apps. These contain detailed information on timetables and reflect real time up-dates on changes and/or service disruptions
- RealTime Ireland – An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops



The availability of such services will be promoted amongst all users of the facility on a regular basis and information on any new services that become available will also be provided.

It is envisaged that once a plan is in place, mobility management will enable the following benefits to be realised:

- Reduced congestion on-site and elimination of over spill on the local road network.
- Improved safety for pedestrians within the grounds of the school.
- No car parking demand resulting in improved operational efficiency and safety for all.
- Improved environmental consideration and performance.
- Optimum levels of safety for all students, parents, staff and the general public.

### Review and Monitoring

An important element of this plan is ongoing monitoring and review of the logistical access and egress of the end users of the facility. It is proposed that an initial evaluation of the operation of the plan will take place periodically and after operation has commenced. The plan will be appropriately adjusted at that stage based on the results.

This Plan will be monitored and regularly reviewed on a minimum yearly. 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.



## 05 | Conclusion

Mobility management is not a one-off event; it is instead an ongoing iterative process requiring continued effort. This report assists by providing guidance for its access. Monitoring and reviewing the initiatives set out within the plan will form an integral part of this document. As parents, pupils and staff are the focus; their involvement should be sought from the outset.

Staff, parents and pupils also have an essential responsibility in terms of co-operating with, and taking an active part in the plan. They are, after all, the plans primary focus.

Annual reviews of the plan should include a full stakeholder Survey, providing valuable information for target setting in the future. This will assist in developing more sustainable, successful and specific solutions for the parents, pupils and staff at the facility.

## 06 | Report Qualifications

- This report is based on the instruction of the client, Mridul Sharma and the various site visits conducted over the course of 2021.
- The site visit consisted of a visual inspection only.
- The report is limited to, in general, access and egress to and from the facility.
- This document is fluid and should be updated and all stakeholders should be informed of changes, if any.