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Residential Travel Plan

The Arboury

Belgard Road, Tallaght, Dublin 24

Client: Landmarque Belgard Development Company Limited

Job No. L088

May 2022

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RESIDENTIAL TRAVEL PLAN

THE ARBOURY, BELGARD ROAD, TALLAGHT, DUBLIN 24

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Appendix A: Links to relevant Mobility Management guidance documents

File Location: Job-L088\B_Documents\D_Civil Reports\Traffic\RTP

BS 1192 FIELD	**L088-CSC-ZZ-XX-RP-C-0008-P11**

Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
L088	LJ	GF	NB	12.05.2022	P11
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L088	LJ	GF	NB	31.03.2022	P8
L088	LJ	GF	NB	25.02.2022	P7
L088	PS	NB	NB	01.10.2021	P6
L088	PS	NB	NB	28.04.2021	P5
L088	PS	NB	NB	27.04.2021	P4
L088	PS	NB	NB	07.04.2021	P3
L088	PS	NB	NB	30.03.2021	P2
L088	PS	NB	NB	18.02.2021	P1

1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Landmarque Belgard Development Company Limited to prepare a Residential Travel Plan to accompany an SHD planning application for a residential development located on the site of the former ABB Building on Belgard Road, Tallaght, Dublin 24.

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

- South Dublin County Council Development Plan 2016-2022
- Draft South Dublin County Council Development Plan 2022-2028
- Greater Dublin Area Cycle Network Plan
- National Cycle Manual (2011)
- Development of Transport, Tourism and Sport Smarter Travel Guidelines

The Residential Travel Plan is to be read in conjunction with the engineering drawings and documents submitted by CS Consulting and with the various additional information submitted by the other members of the design team, as part of the planning submission.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The proposed development is to be located at the former ABB Site, Belgard Road, Tallaght, Dublin 24 (D24 KD78). The site is located in the operational area of South Dublin County Council and has a total area of circa 0.898 ha.

Figure 1 – Site Location
(map data: EPA, NTA, OSM Contributors)

The location of the proposed development site is shown in Figure 1 above; relevant elements of the surrounding road network are shown in Figure 2, which also shows the indicative extents of the development site. The site is bounded by Belgard Road (R113) to the east, by Belgard Square North to the North, by Belgard Square East to the west, and by Clarity House to the south.

The site is withing walking distance of the Square shopping centre (250m), Tallaght University Hospital (400m), the TUD Tallaght Campus (50m), and the Luas tram stop into the town centre (500m). The site is within 2.5 km of the M50 motorway to the east.

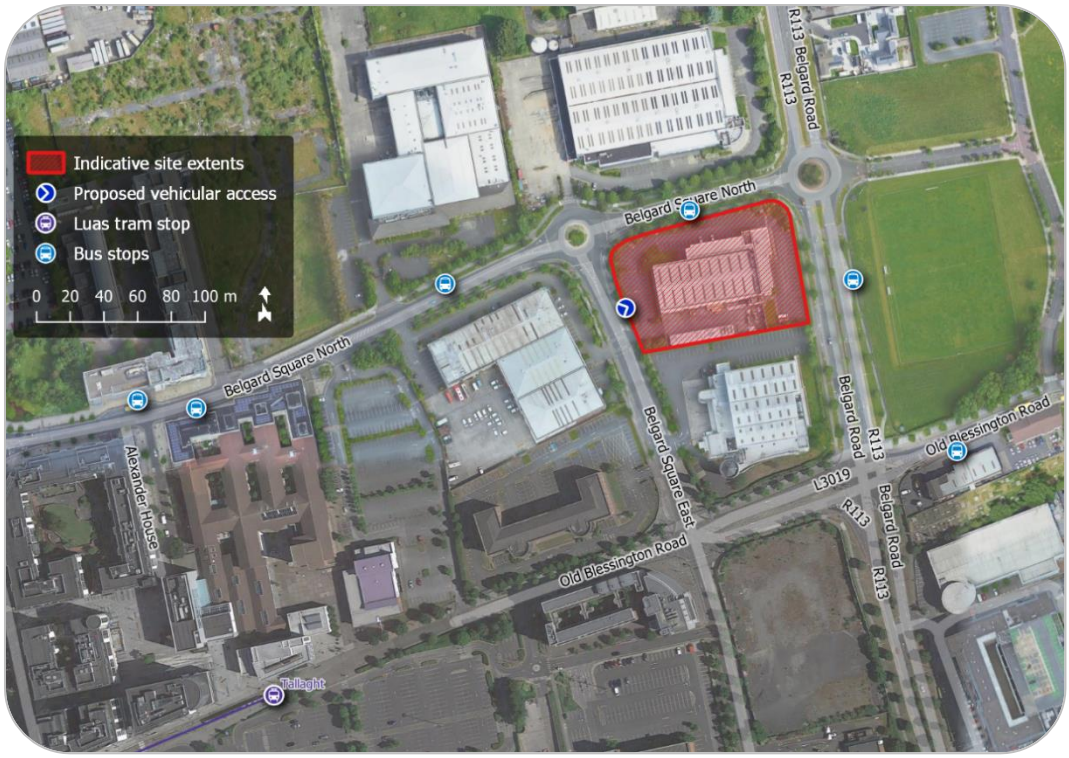

Figure 2 – Site Environs
(map data and imagery: NTA, OSM Contributors, Google)

2.2 Existing Land Use

The subject site, formerly occupied by ABB Limited but now vacant, presently comprises an industrial/office building, a former storage yard, and car parking. The site currently generates no vehicular traffic.

2.3 Proposed Development

The proposed development will consist of:

1. Demolition of all existing structures on site (with a combined gross floor area of c. 3625 sqm)
2. The construction of a mixed-use residential development set out in 3 No. blocks including a podium over a basement, ranging in height from 2 to 13 storeys (with core access above to roof terrace), comprising:
    - 334 no. residential units of which 118 No. will be Build to Rent (BTR) residential units, with associated amenities and facilities across the development,
    - 4 No. retail/café/restaurant units and 3 no. commercial spaces associated with the 3 no. live-work units (723 sqm combined),
    - Childcare facility (144 sq.m.),
    - 670 No. bicycle parking spaces including 186 visitor spaces; 117 car parking spaces (including 6 disabled spaces) are provided at ground floor and basement level.
    - The overall development has a Gross Floor Area of 29,784 sq.m.
    - Two (2) podium residential courtyards and three (3) public accessible pocket parks, two (2) to the North & one (1) to the South.
    - Linear Park (as a provision of the Tallaght Town Centre LAP) providing safe public pedestrian and cycling access between Belgard Rd and Belgard Square East
3. Of the total 334 residential units proposed, unit types comprise:
    - <u>Block A (Build-to-Rent)</u>
        - 91 no. 1 bed units
        - 1 no. 2 bed 3 person units
        - 26 no. 2 bed 4 person units including 2 no. duplex units

- Blocks B & C
  - 2 no. live-work studio units
  - 102 no. 1-bed units
  - 12 no. 2-bed 3 person units
  - 88 no. 2-bed 4 person units including 5 no. duplex units
  - 1 no. 2-bed 4 person live-work unit
  - 11 no. 3-bed units

4. All associated works, plant, services, utilities, PV panels and site hoarding during construction.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential 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. Residents of 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 Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

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

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is 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 retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

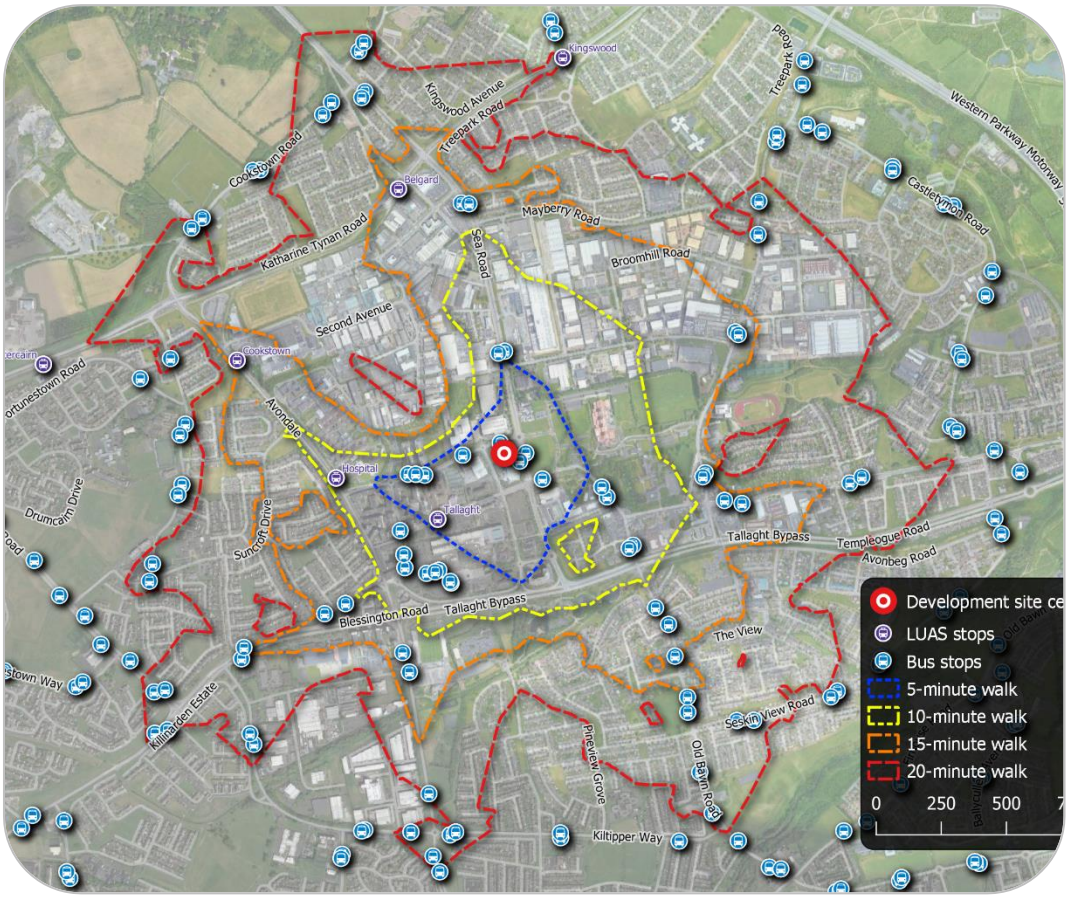

Figure 3 – Walking isochrones and public transport accessibility
(map data and imagery: NTA, OSM Contributors, Google)

4.1 Pedestrian Accessibility

One of the specific objectives of the South Dublin County Council Development Plan is to implement, at appropriate locations, pedestrian permeability schemes and enhancements.

Existing pedestrian facilities on Blessington Road, Belgard Square East, Belgard Road, Belgard Square North and other neighbouring streets in the vicinity of the development site are generally in good condition. Raised footpaths and public lighting are in place along all streets in the vicinity of the subject development site.

4.2 Public Transport Services

4.2.1 Light rail services

The Luas light rail network consists of two principal lines, which connect to one another at Abbey Street/Marlborough Street/O'Connell Street in Dublin City Centre.

- LUAS Red Line (E-W) Dublin Docklands to Tallaght/Saggart
- LUAS Green Line (N-S) Broombridge to Bride's Glen

The subject development site is located within a 5-minute walk of the Tallaght (The Square) stop on the Luas Red Line. Light rail services operating to and from this stop connect it directly to the Docklands in the northeast, via Dublin city centre; interchange with the Luas Green Line is possible at Abbey Street. Trams serve the Tallaght Luas stop at minimum intervals of 2-3 minutes at peak times.

Table 1 – Luas Red Line Light Rail Services at Tallaght Stop

Direction	Destinations	Weekday Services	Minimum Peak Interval
Eastbound	Dublin Docklands	114	3 min
Westbound	Tallaght/Saggart	116	2 min

4.2.2 Light rail capacity

The Luas Red Line is operated using Alstom Citadis 401 trams (70% low-floor configuration), each with a maximum capacity of 358no. passengers. On average, a tram serves the Tallaght Luas stop every 8 minutes in either direction between 07:00 and 10:00, and every 9 minutes in either direction between 16:00 and 19:00.

As shown in Table 2, the average peak period capacities of the Luas Red Line are therefore:

- 2,685 passengers per hour (in either direction) during the AM peak period
- 2,387 passengers per hour (in either direction) during the PM peak period

Table 2 – Luas Red Line Light Rail Peak Capacity

Direction	**Destinations**	**Average Peak Interval**	**Average Peak Capacity** (passengers/hour)
AM Peak Period (07:00-10:00)			
Eastbound	Dublin Docklands	8 min	2,685
Westbound	Tallaght/Saggart	8 min	2,685
PM Peak Period (16:00-19:00)			
Eastbound	Dublin Docklands	9 min	2,387
Westbound	Tallaght/Saggart	9 min	2,387

These are the average peak capacities, each applicable to a 3-hour period. Luas frequencies (and therefore hourly capacities) are higher still at the times of greatest Luas demand: 08:00-09:00 in the morning and 17:00-18:00 in the evening. As the exact number of trams serving a given stop during these two hourly periods is not specified, however, the true peak capacity cannot be determined.

4.2.3 Bus services

Bus stops on Belgard Square North, Belgard Road, and Blessington Road, all within a 5-minute walk of the subject site, are served by 7no. bus routes, of which 2no. routes operate at high-frequency intervals of 10 minutes during peak times. Details of these bus routes are given in Table 3.

Table 3 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services [1]	Peak Interval
27	Dublin Bus	Clare Hall / Jobstown	100	10 mins
54a	Dublin Bus	Pearse Street / Ellensborough	33	30 mins
65	Dublin Bus	Poolbeg Street / Blessington	15	1 hour
75 / 75a	Go-Ahead	Dún Laoghaire / Tallaght	35	30 mins
76 / 76a	Go-Ahead	Chapelizod / Tallaght	51	15 mins
77a	Dublin Bus	Ringsend Road / Citywest	52	10 mins
175	Go-Ahead	UCD / Citywest	18	1 hour

4.2.4 Bus capacity

Bus capacity depends upon bus model, which in turn varies according to the bus route, the time of day, and other operational factors.

The most common bus model currently used by Dublin Bus is the Volvo B5TL double-decker (comprising approx. 50% of its fleet), with a capacity of 95no. passengers. The majority of other buses in the Dublin Bus fleet have capacities ranging between 78no. passengers and 91no. passengers.

Go-Ahead Ireland operates a bus fleet comprising principally Volvo B5TL double-deckers (approx. 65% of its fleet) and Wright StreetLite single-deckers (approx. 30% of its fleet); these have capacities of 95no. passengers and 45no. passengers, respectively.

[1] Average number of services per day in each direction, Monday-Friday

For the purposes of estimating bus service capacity, it is therefore assumed that:

- each bus on a Dublin Bus route has a capacity of 90no. passengers; and
- each bus on a Go-Ahead route has a capacity of 80no. passengers.

Table 4 and Table 5 present the resultant estimated bus service capacities during the AM peak hour (08:00-09:00) and the PM peak hour (17:00-18:00), respectively. These have been calculated on the basis of the timetabled number of buses serving stops within a 5-minute walk of the subject site, in each of these peak hours.

Table 4 – Local Bus Service Capacities – AM Peak (08:00-09:00)

Route No.	**Operator**	**Destination**	**Peak Hour Services** (buses)	**Approx. Peak Hour Capacity** (passengers)
27	Dublin Bus	Clare Hall	7	630
		Jobstown	7	630
54a	Dublin Bus	Pearse Street	2	180
		Ellensborough	3	270
65	Dublin Bus	Poolbeg Street	1	90
		Blessington	1	90
75 / 75a	Go-Ahead	Dún Laoghaire	1	80
		Tallaght	3	240
76 / 76a	Go-Ahead	Chapelizod	3	240
		Tallaght	2	160
77a	Dublin Bus	Ringsend Road	6	540
		Citywest	1	90
175	Go-Ahead	UCD	2	160
		Citywest	1	80

Table 5 – Local Bus Service Capacities – PM Peak (17:00-18:00)

Route No.	**Operator**	**Destination**	**Peak Hour Services** (buses)	**Approx. Peak Hour Capacity** (passengers)
27	Dublin Bus	Clare Hall	7	630
		Jobstown	7	630
54a	Dublin Bus	Pearse Street	2	180
		Ellensborough	3	270
65	Dublin Bus	Poolbeg Street	0	0
		Blessington	1	90
75 / 75a	Go-Ahead	Dún Laoghaire	2	160
		Tallaght	2	160
76 / 76a	Go-Ahead	Chapelizod	4	320
		Tallaght	2	160
77a	Dublin Bus	Ringsend Road	4	360
		Citywest	3	270
175	Go-Ahead	UCD	2	160
		Citywest	2	160

4.3 Bicycle Infrastructure

Cycle infrastructure is present on Belgard Road in the vicinity of the subject development site. Advisory cycle lanes are present in both directions on Belgard Square East in the vicinity of the subject site. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the *South Dublin County Council Development Plan 2016-2022* to promote cycling as a mode of transport for residents.

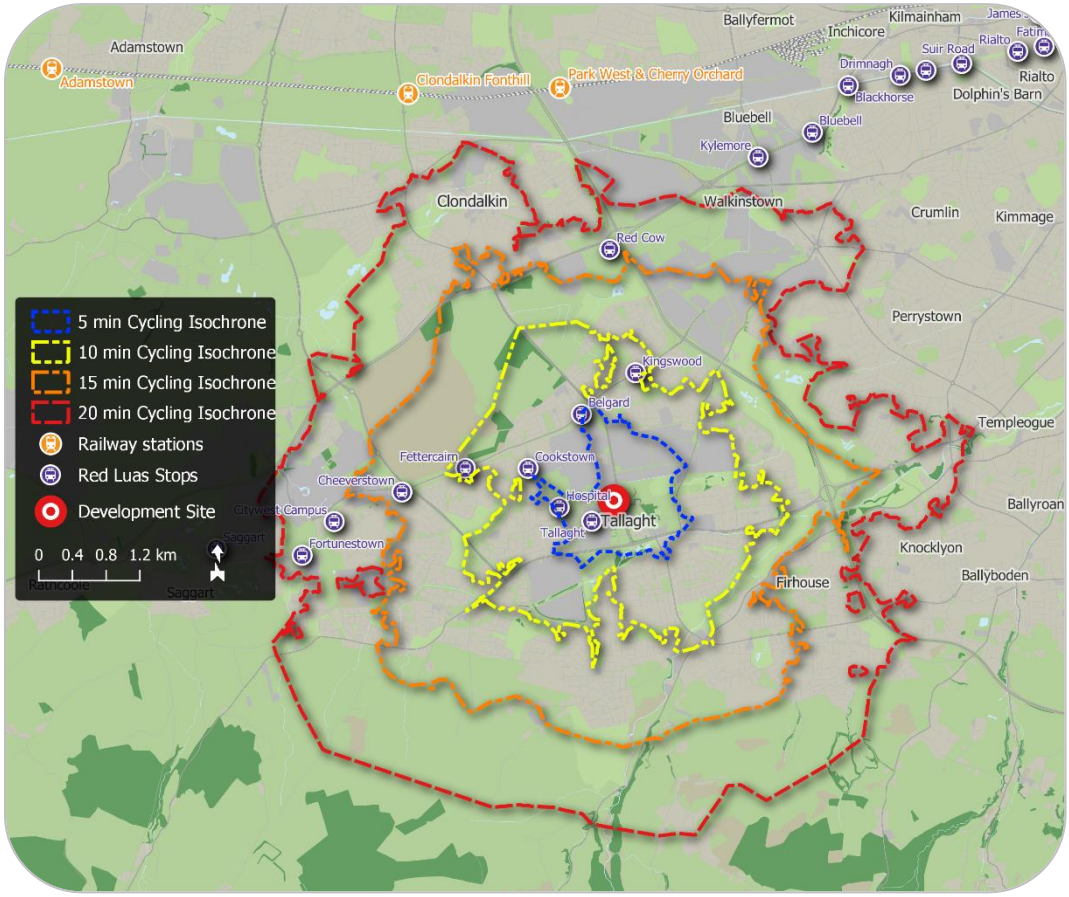

Figure 4 – Cycling times to/from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

4.4 Proposed Road Network Improvements

4.4.1 BusConnects Core Bus Corridors

Under the BusConnects Core Bus Corridor (CBC) project, it is proposed to implement Core Bus Corridor no. 9 (Greenhills to City Centre) along Belgard Square North, Belgard Square East, and Blessington Road, passing along the western boundary of the subject development site. These BusConnects proposals do not require any land take from the development site but do include the following elements that will affect existing local traffic flows:

- conversion of the existing 4-arm roundabout junction of Belgard Square East with Belgard Square North to a 4-arm signal controlled junction; and
- implementation of a bus gate at the southern arm of this reconfigured junction, prohibiting all vehicle movements except buses between Belgard Square East and Belgard Square North.

It is also proposed under BusConnects that a bus stop be located on Belgard Square East, immediately to the north of the proposed development access.

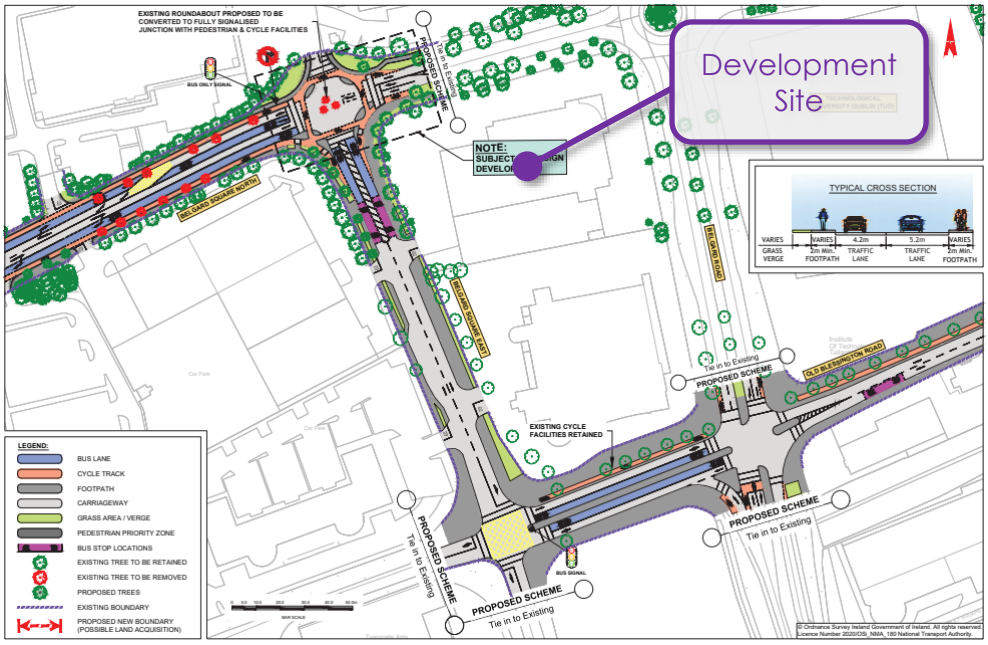

Figure 3 – Core Bus Corridor no.9 Greenhills / City Centre
(background imagery source: NTA)

4.4.2 Greater Dublin Area Cycle Network Plan

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that primary cycle route 9A be implemented along Blessington Road, to the south of the subject development site. There is also a feeder lane proposed for Belgard Square North, to the north of the development site. These routes will link the existing secondary route, 9C, and primary

route, S05, currently present on Belgard Road and further increase connectivity across Dublin. No information is yet publicly available on the proposed design or delivery timeframe of these objectives.

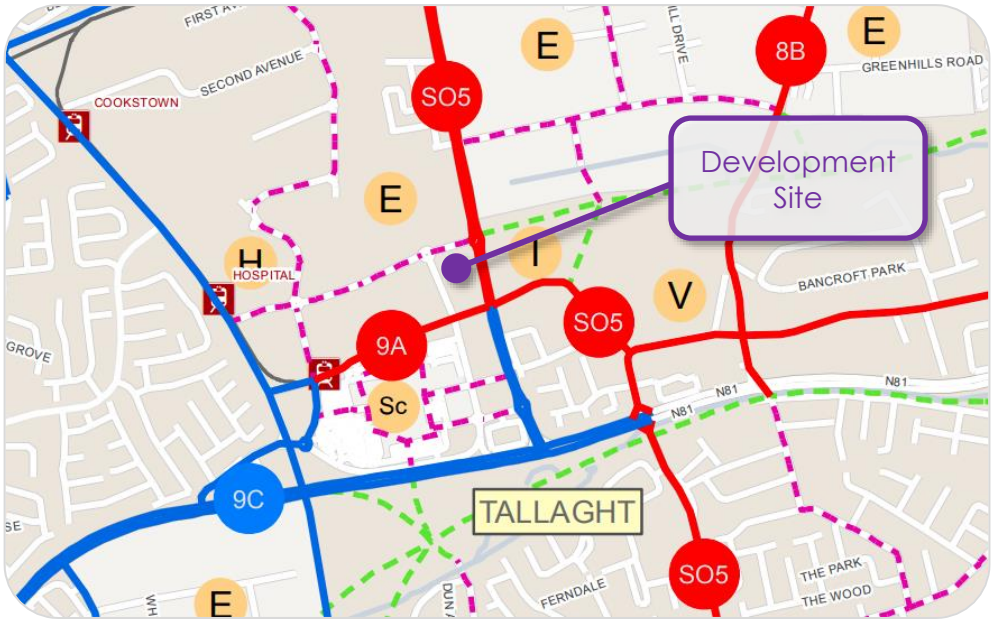

Figure 4 – Extract of GDA Cycle Network Plan mapping
(background imagery source: NTA)

5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

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

The Residential Travel Plan for the subject development follows 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 Residential 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 TRAVEL PLAN OBJECTIVES

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

- To encourage/increase the use of public transport, walking and cycling for residents, workers and visitors and to facilitate travel by bicycle, bus and train.
- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development

6.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for residents, workers and visitors and to facilitate travel by bicycle, bus and train.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their mode share will increase. Public transport, pedestrian and cycling facilities are present in the area of the site such as the DART, frequent Dublin Bus Route services and the GoCar car sharing scheme offer an alternative to the private car in many cases. Facilities are constantly improving with the ongoing implementation of different strategies and projects such as the LUAS Cross-city service connection (completed in 2017), the Metrolink, and the DART Underground.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individuals:

- 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's 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.

6.2 Objective 2

To reduce the overall number of single occupant vehicles trips.

The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

6.3 Objective 3

To integrate mobility management into the development decisions, policies and practices and to work closely with governing bodies on means 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 RTP.

In addition, the Local Authorities require Residential Travel Plans for developments which the planning authority may consider generate significant trip demand.

6.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for residents, workers and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and 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 attitude which in turn can influence behaviour.

7.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

7.1 Population Groups

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

7.2 Census Data

Table 6 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Census Small Areas	
	SA 267147025/02 only	SA 267147025/02 + adjacent
Driving a Car or Van	34%	42%
Passenger in a Car	4%	3%
Bicycle	1%	2%
Motorcycle	0%	0%
Bus	15%	11%
Train or Tram	20%	12%
Walking	21%	17%
Other / Work from Home	1%	1%
Not Stated	4%	12%

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 data derived from the 2016 census. These data are in the form of Small Area Population Statistics (SAPS),

which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 267147025/02. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 6.

7.3 Development Modal Splits

Table 7 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 7 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	37%	30%
Passenger in a Car	4%	3%
Bicycle	3%	5%
Motorcycle	0%	0%
Bus	15%	17%
Train or Tram	20%	22%
Walking	21%	23%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Residential Travel Plan Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

7.4 Implementation Timeframe

The duration of the first phase of the Residential Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Residential Travel Plan Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

7.5 Plan Monitoring and Review

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.

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 note, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

8.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring 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 plan can be grouped under the following headings:

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

8.1 Marketing and Communications

The education of residents, workers and visitors on the mobility plan initiatives and the importance 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 the residents, workers and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.

- Develop an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at the reception areas 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 residents. The Pack will contain all the information relating to the Residential Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.
- Develop a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

8.2 Walking & Cycling

8.2.1 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

8.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

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

8.3 Public Transport

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

8.3.1 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.

8.3.2 Promotion of Tickets and Passes

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

8.3.3 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.

8.4 Car Sharing

Within the proposed development, it is intended to provide spaces at undercroft level for 17no. shared cars; these shall be supplied and maintained by an established operator such as Go Car or Yuko, on behalf of the development's management company. The cars will be for the exclusive use of residents and a booking system will be available through the Resident App or through the Concierge. The provision of this service will promote sustainable travel as residents will have access to a car when required, eliminating the need for their own private vehicle.

A recent study of car clubs in Scotland, commissioned and published by CoMoUK [2], concluded that a single shared car may replace 14 private cars. On this basis, the 17no. shared car parking spaces may therefore be considered to reduce residential parking demand within the development by approximately 221no. spaces.

8.5 Implementation / Consultation / Monitoring

The Residential 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 Residential Travel Plan Coordinator, and financial resourcing.

To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;

[2] *Car Club Annual Survey for Scotland 2019/2020*, available from https://como.org.uk/shared-mobility/shared-cars/why/

- A Residential Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- 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.

The Residential Travel Plan will be managed by a Residential Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Residential Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential 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 Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

9.0 SUMMARY

The proposed development is located at the former ABB Site, Belgard Road, Tallaght, Dublin 24 (D24 KD78). The subject site is located in proximity to existing high-quality light rail and bus services that connect this area 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.

9.1 Mobility Management Measures

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

9.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Residential 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 operation of the plan by development occupants, by carrying out travel surveys.
- Revise and update the plan as required.

9.1.2 Walking and Cycling

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

9.1.3 Public 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.

9.1.4 Residential Car Sharing

- Establish a residential car sharing club within the development, for the exclusive use of residents.

Appendix A

Links to relevant guidance documents concerning Mobility Management

CS CONSULTING

GROUP

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.taxsaver.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