

Apartment Development, Scholarstown, Rathfarnham, Dublin.



Mobility Management Plan (Travel Plan)

Document Control Sheet

Client	Developer Clancy Homes & Client Emmaville Ltd.
Project Title	Apartment Development Scholarstown, Dublin.
Document Title	Travel Plan
Document No.	2205-TP-D01
Job No.	2205TT
Date	20th October 2022
Status	Final Issue

Martin Hanley Consulting Engineers Ltd.
Traffic & Transportation,
Consulting Engineers,
70 Lissadell,
Maryborough Hill,
Douglas Cork,

Table of Contents

1.0	Introduction	3
2.0	Policy Context	4
2.1	Introduction	4
2.2	Urban Design Manual: A Best Practice Guide 2009	4
2.3	Smarter Travel – A Sustainable Transport Future 2009-2020	4
2.4	South Dublin County Development Plan 2022-2028	5
3.0	Purpose of a Travel Plan	6
4.0	Proposed Development	7
5.0	Public Transport Facilities	8
5.1	Bus Transport	8
5.2	LUAS Facilities	11
6.0	Pedestrian Facilities	12
7.0	Cycle Facilities	13
8.0	Parking Provision	14
8.1	Car Parking	14
8.2	Bicycle Parking	15
9.0	Objectives of the Travel Plan	15
10.0	Initial Targets of the Travel Plan	16
10.1	South Dublin County Development Plan 2022-2028	16
11.0	Travel Plan Measures	17
11.1	Marketing & Communications	17
11.2	Walking & Cycling	17
11.3	Public Transport	17
11.4	Car Sharing	18
11.5	Implementation / Consultation / Monitoring	19
12.0	Summary	20
13.0	References	21
14.0	Appendix	22
15.0	Appendix A – Drawing	23

1.0 Introduction

Martin Hanley Ltd. Consulting Engineers have been engaged by Developer Clancy Homes & Client Emmaville Ltd. to prepare a Preliminary Travel Plan (Mobility Management Plan) in support of a planning application for a proposed apartment development located in Scholarstown, Co. Dublin. The plan is being prepared with the objective of developing a sustainable transportation policy for residents of the proposed development.

The proposed development site is located in Scholarstown. The development access will be onto Orlagh Road approx. 80m south of the Scholarstown Roundabout. The site is part of the lands of the original Scholarstown House.

The development consists of the demolition of an existing office building, but the original Scholarstown House will be maintained. The development will comprise the construction of 75 No. apartments including 1-bedroom, 2-bedroom and 3- bedroom apartments and the existing houses. Parking for the facility will be all above ground. It is intended that 38No. car parking spaces be provided for residential use as well as 164 No. bicycle stands. Vehicular access & egress will be from Orlagh Road.

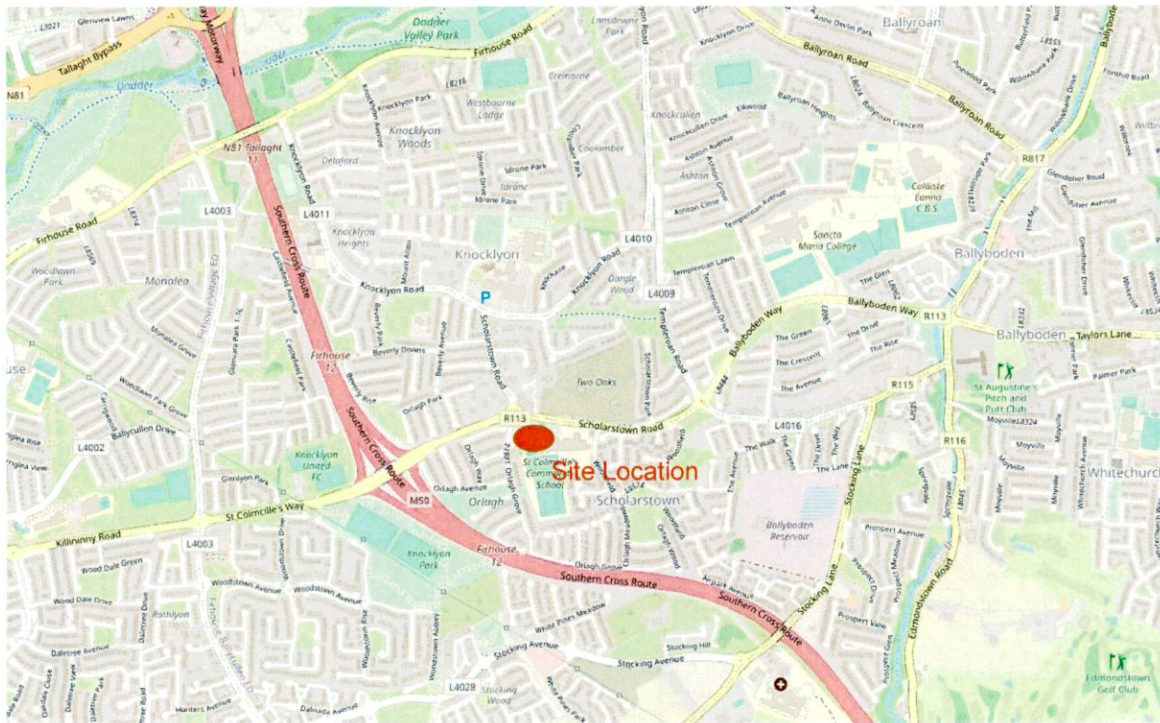


Fig 1.1: Site location in red shown within Scholarstown Environs.

2.0 Policy Context

2.1 Introduction

In order to demonstrate that the development of the site complies with current national and local transport planning policy, a review was undertaken of the following documents:

- South Dublin County Development Plan 2022-2028
- Urban Design Manual: A Best Practice Guide 2009
- Smarter Travel - A Sustainable Transport Future 2009-2020
- Spatial Planning & National Roads – Guidelines for Planning Authorities 2012

2.2 Urban Design Manual: A Best Practice Guide 2009

This guide “focuses on creating well-designed, sustainable neighbourhoods that will stand the test of time”. This can also extend to industrial developments and provides a strong foundation for the design of such sites in relation to their accessibility – in particular walking and cycling. The manual follows a set of criteria of which the following are directly linked to this Transport Assessment.

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development’s layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependant on location, helps support efficient public transport

The manual recognises the need for planners to facilitate connections between new and existing developments, as well as key locations around the sites. These connections should be of high quality, direct, safe, and secure and facilitate existing movement and desired routes. Furthermore, public transport and sustainable transport is prioritised over private cars. Quality interchanges are highly desirable in promoting the uptake of public transport, including integration with sustainable transport modes, such as cycle parking/storage.

2.3 Smarter Travel – A Sustainable Transport Future 2009-2020

Smarter Travel is “designed to show how Ireland can reverse current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends and improve our quality of life”. The plan outlines the current transport trends and statistics in Ireland and focuses on policies which aim to increase transport sustainability by 2020.

Key goals of the policy include.

- Improving quality of life and accessibility to transport for all and, in particular, people with reduced mobility and those who may experience isolation due to lack of transport.
- Improving economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructure bottlenecks.
- Minimising the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reducing overall travel demand and commuting distances travelled by the private car.

In Chapter 3 of the Smarter Travel Document the Government reaffirms its vision for sustainability in transport and sets out five key goals:

- (i) to reduce overall travel demand,
- (ii) to maximise the efficiency of the transport network,
- (iii) to reduce reliance on fossil fuels,
- (iv) to reduce transport emissions and
- (v) to improve accessibility to transport.

To achieve these goals and to ensure that we have sustainable travel and transport by 2020, the Government sets the following key targets:

- Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services.
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels.
- A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector.

2.4 South Dublin County Development Plan 2022-2028

Data indicates that a significant majority of trips (62%) originating in South Dublin County are by private transport and are mainly car-based. Cycling accounts for a very small proportion of journeys at 5% while walking comprises 13% of trips. Approximately one fifth (20%) of trips are taken by public transport which breaks down as 17% bus and 3% rail.

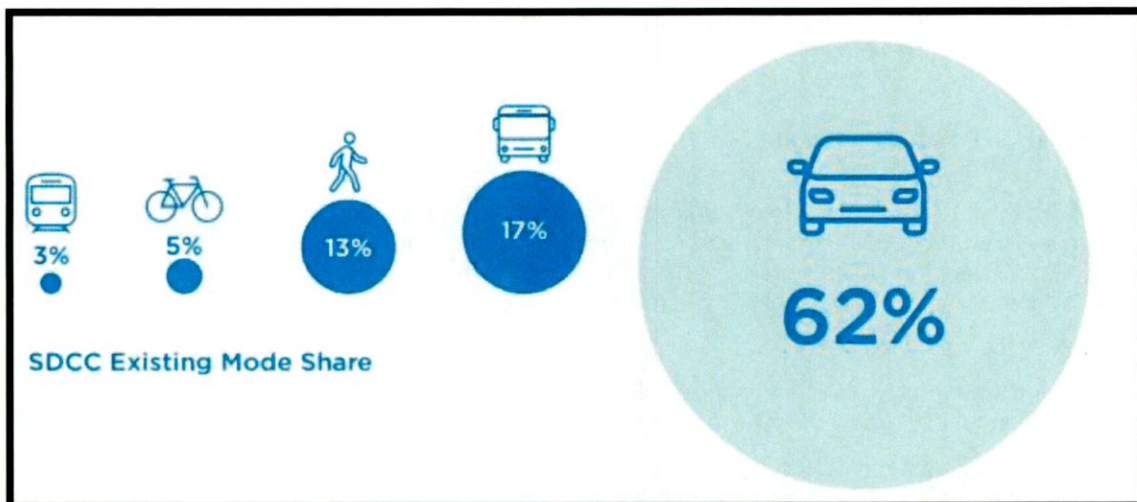


Table 2.1: SDCC Means of Travel Census 2016 POWSCAR data (Place of Work, School, or College Census of Anonymised Records)

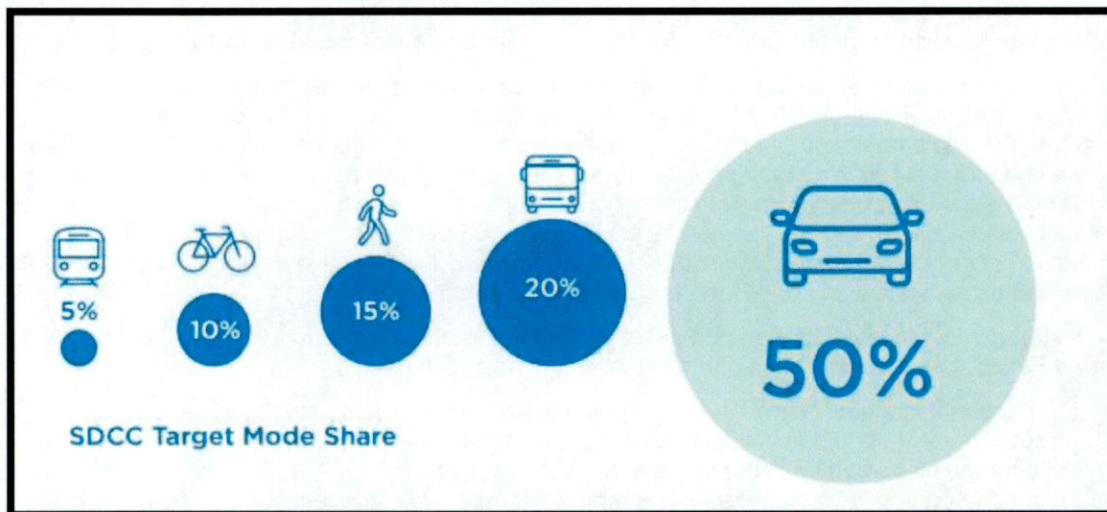


Table 2.2: SDCC Target Mode Share

South Dublin City County has set out the target transport mode share as show in Table 2.2 above. This development will be well served by public transport with 175 & 15 Bus service available on the R113 Scholarstown Road. The Dundrum Luas Station is 8.8km away.

3.0 Purpose of a Travel Plan

Travel Plan can be described as a transport demand management mechanism, that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.

Within Ireland, transport demand management is becoming well established through the initiatives and strategies identified in documents such as A Platform for Change and Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

A Travel Plan (TP) is a management tool that brings together transport, user, and site management issues in a coordinated manner. A successful plan generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car-sharing, flexible working, or a combination of these as alternatives to drive-alone journeys. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted, and monitored on an on-going 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.

There are many benefits associated with the use of alternative modes of travel including improved accessibility, reduced commuter costs, more reliable journey times and less congestion on the network for those who have no choice but to use the car (school runs prior to work etc.). In addition, there are also health benefits for those walking and cycling as well as an overall decrease in stress levels associated with driving and waiting in traffic.

Peak hour congestion on our roads network is now an accepted norm with up to 90% of car journeys having a single occupier and 80% of all car journeys to and from work are by private car. Car-sharing, public transport use or walking even once a week could dramatically change this figure.

To facilitate the necessary change in our approach to commuting, the travelling public will be required to make changes. Alternative modes of travel need to be actively promoted and participation in

car-pooling, cycling, and walking groups supported by a Travel Plan Steering Committee. The public must be presented with an alternative to using the motor car and encouraged to do so.

The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking bus quality corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environ. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

National strategy for sustainable transport is set out in the *Smarter Travel Document A Sustainable Transport Future*, the document sets out the following aims by 2020:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting.
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters nationally will be encouraged to take means of transport other than private car (of these, 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.
- Car drivers should be accommodated on other modes of transport such as walking, cycling, public transport, and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.

4.0 Proposed Development

The proposed development consists of the construction of a 75No apartment complex.

The parking for the development will be at surface level. See drawings No. SH-DA-P01 and SH-DA-P01, Appendix A for the site layout plan.

The development will consist of a residential development consisting of 75 units including
31 No 1-bed apartments
37 No 2-bed apartments
7 No 1-bed apartments

The proposed development will also provide 38No car parking spaces and 164No cycle spaces and all associated works.

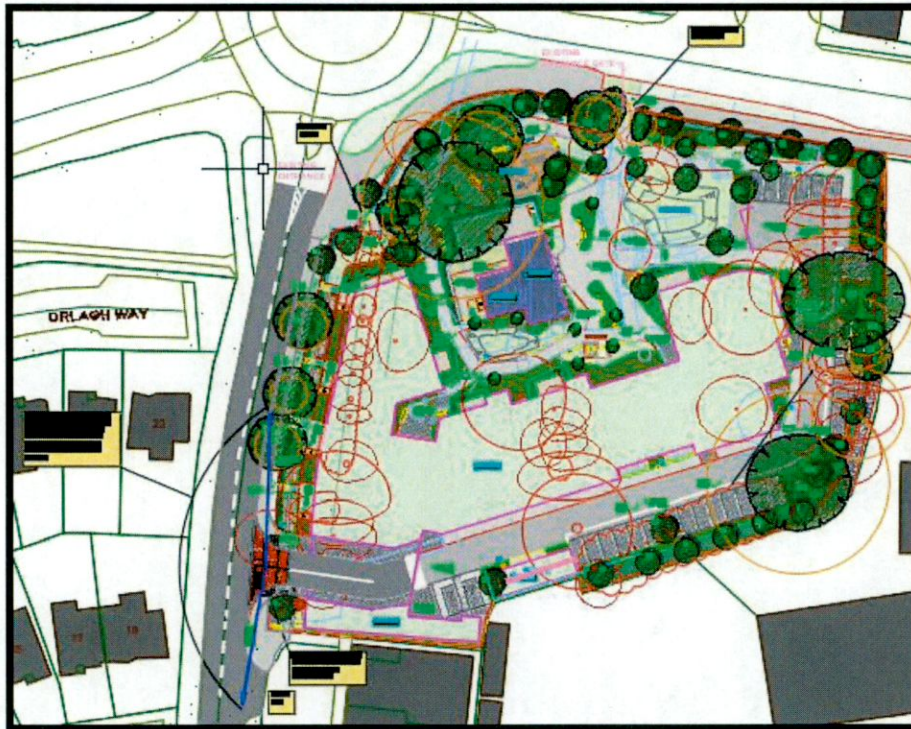


Fig 4.1 Proposed Development Layout.

5.0 Public Transport Facilities

5.1 Bus Transport

As part of this Travel Plan, an assessment of the existing public transport infrastructure in the area was undertaken. Several routes to both the Luas and Dublin Bus within proximity of the development were identified.

- The proposed development on Scholarstown Road is served by the 175-bus route which runs from Belfield UCD to City West Campus stopping at Dundrum Luas Station. The 15-bus route also passes the proposed development which runs from Clongriffin to Ballycullen Road, Knocklyons..

Figure 5.1 below shows the existing Bus routes in red including the 155 & 15 bus routes.

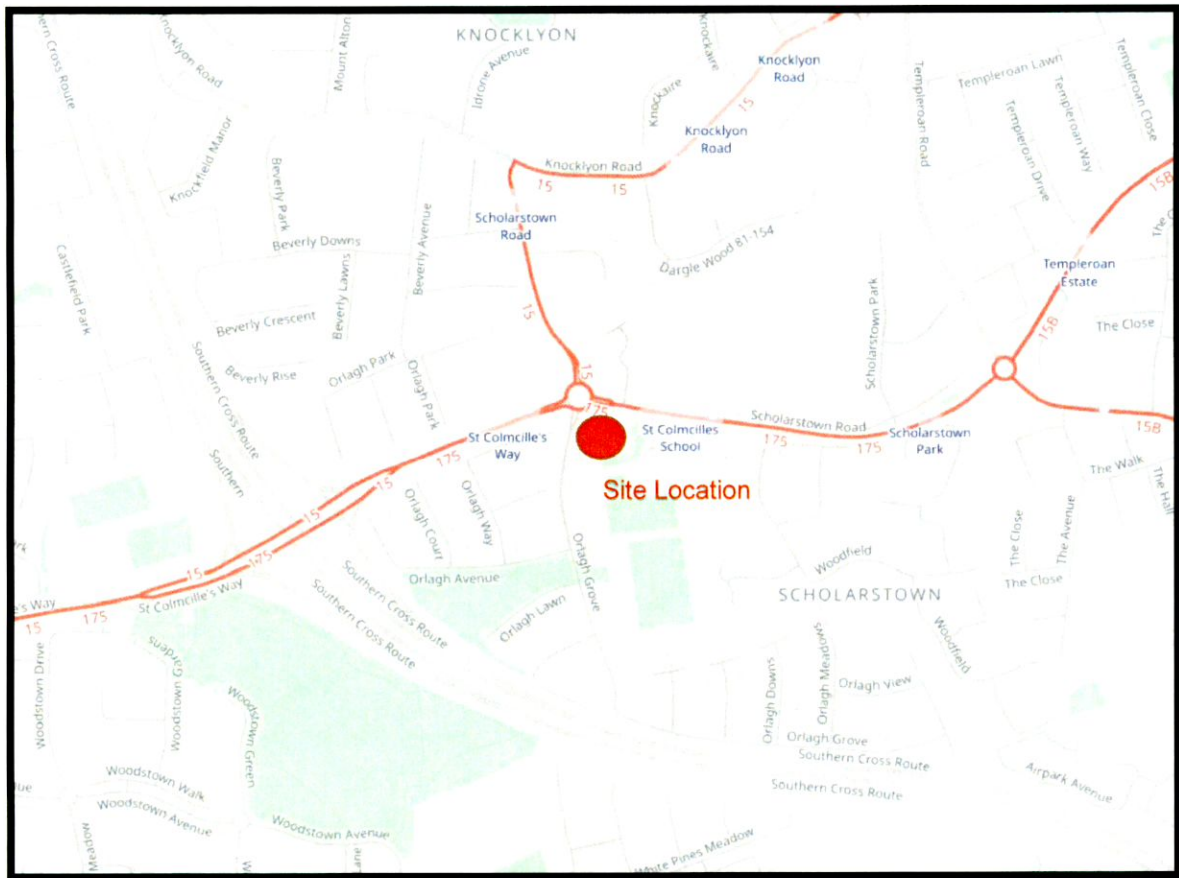


Figure 5.1 Bus transport routes in the vicinity of the development

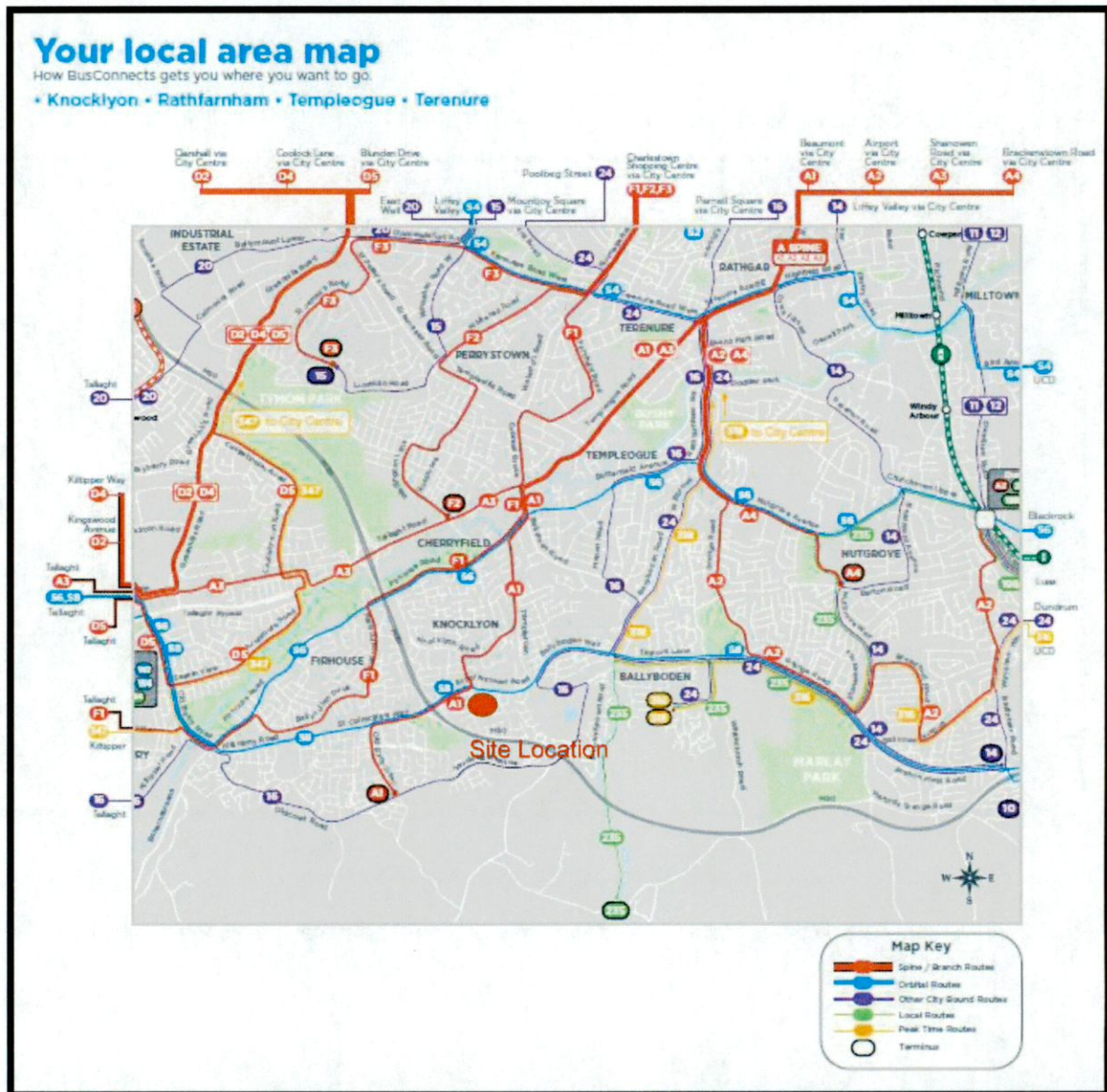


Figure 5.2 `Bus Connects proposed Spine routes and Orbital routes in the vicinity of the development

Fig 5.2 shows the location of the proposed development location within the context of the proposed Bus Connects program of works to be undertaken by the National Transport Authority NTA. The Bus Connect plan will see a new spine route A1 (Beaumont – City Centre – Knocklyon) passing within 80m of the proposed development. The proposed frequency of service on the A1 spine route will be 12 to 15 minutes during weekdays.

The plan will also include a new Orbital route S8 (Tallaght– Sandyford – Dun Laoghaire) again passing by the proposed development. The proposed frequency of service on the Orbital route S8 will be 15 to 20 minutes during weekdays. These services will be rolled out by The National Transport Authority (NTA) over the coming years as part of the Project Ireland 2040 program.

The proposed development is ideally located with excellent public transport facilities.

5.2 LUAS Facilities

The nearest LUAS station is located at Dundrum. The Dundrum Luas Station is 8.8km away.

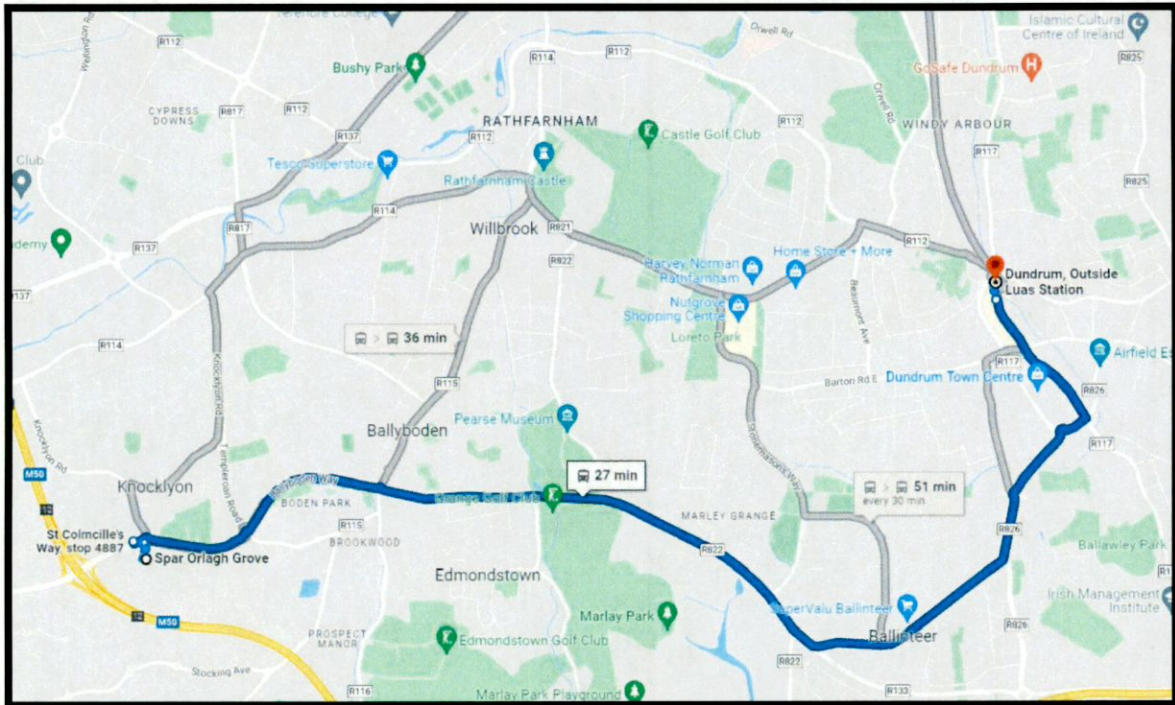


Figure 5.2 Bus 175-route to Dundrum Luas Station from the proposed development

Fig 5.2 above show the 175-bus route to Dundrum Luas Station. The travel time is 27mins by bus.

6.0 Pedestrian Facilities

Pedestrian facilities in the vicinity of the proposed development and around the Scholarstown Road are very good and comply with current NTA standards.

The proposed pedestrian entrance onto Scholarstown Road is located just 140m for the eastbound bus 15 & 175 service as can be seen from Fig 6.1 below.

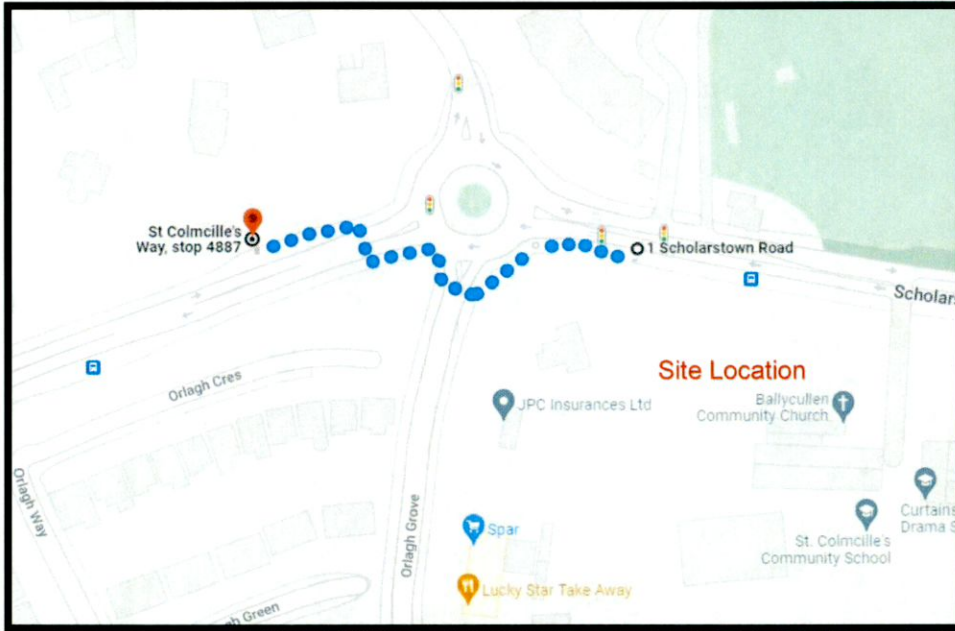


Figure 6.1 Bus stop eastbound on Scholarstown Road

The proposed entrance onto Scholarstown Road is located just 40m for the westbound bus routes 15 & 175 service as can be seen from Fig 6.2 below.

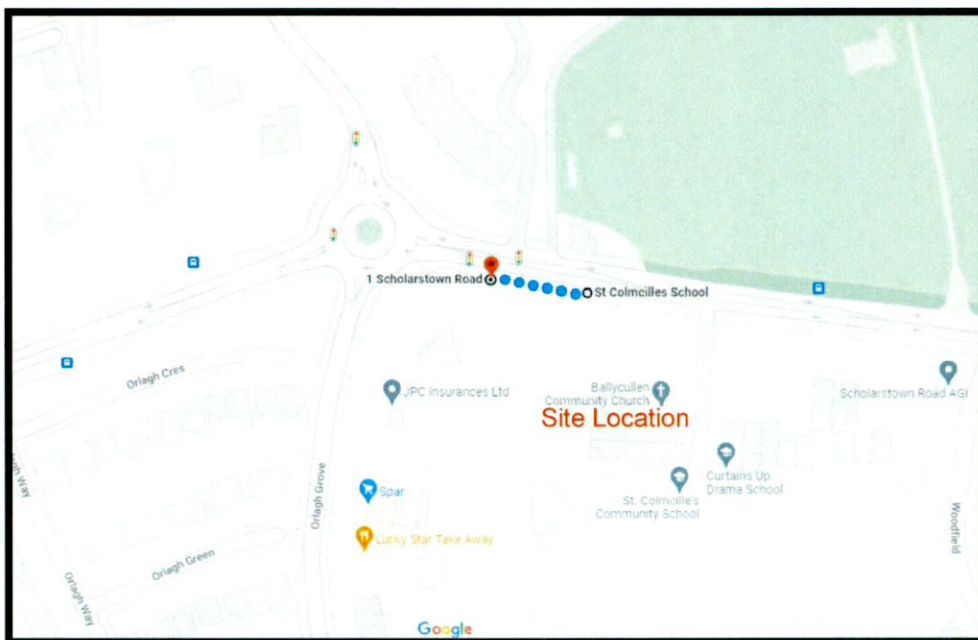


Figure 6.2 Bus stop westbound on Scholarstown Road

7.0 Cycle Facilities

Cyclist facilities in the immediate vicinity of the proposed Development and along Scholarstown Road are excellent and meet the NTA requirements. Cycle lane facilities are available along Scholarstown Road both east and north and along St Colmcille's Way to the west of the Scholarstown Roundabout.



Figure 7.1 Cycle Facilities marked in blue in close proximity to the proposed development

Fig 7.2 below shows the cycle connection from the proposed development to the Dundrum Luas Station. The cycle time is approx. 20mins.

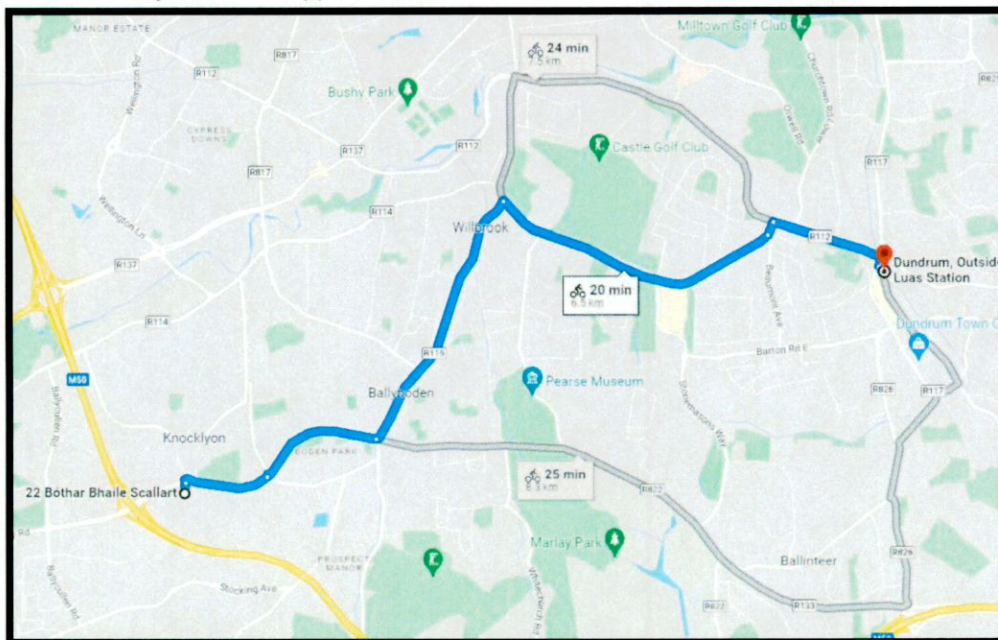


Figure 7.2 Cycle Route to Dundrum Luas Station.

8.0 Parking Provision

Parking inevitably remains an integral element of overall land use and transportation policy. The purpose of parking standards is to ensure that a considered and appropriate level of parking is provided to serve the new development.

8.1 Car Parking

The South Dublin County Council Development Plan 2022-2028 gives guidance on car parking standards for new developments. Table 13.25 of the Plan sets the car space allocation for various types of development including apartments. The Plan sets out the parking standards for development within Zone 2. This zone included developments within town and village centres, within 400 metres of a high-quality public transport service (includes a train station, Luas station or bus stop with a high-quality service). Lands within Zone 2 can have more restrictive parking rates applied.

Land Use Category	South Dublin County Council Development Plan 2022-2028 - Car Parking Standards	Total Spaces Per Unit	Total Units	Parking spaces required
RESIDENTIAL				
1 Bedroom	0.75 space	0.75	31	23
2 Bedroom	1.0 spaces	1	37	37
3 Bedroom	1.25 spaces	1.25	7	9
I House	1.5 spaces	1.5	1	2
Total			76	71

Table 8.1: Car parking allocation

Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended) December 2020 describes that for Intermediate Urban Locations that the appropriate car parking standards are as follows,

In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

The total number of parking spaces provided will be 38 which includes visitor parking spaces. The parking provision in the development plan is considered to be a maximum and given the proximity of the Development to both Bus and Luas services this level of parking is considered to be adequate.

The design and layout of the car park is mindful of ensuring that the space provides a safe and efficient environment and is convenient for all those who use it. It is intended that all parking for the development will be facilitated within the site, at surface level. All car parking spaces are required to be a minimum 2.4m x 4.8m in size and parallel parking will be 6.0m in length.

EV charging shall be provided in all residential, mixed use and commercial development and shall comprise 15% - 20% of the total parking spaces provided, with higher provision within this range required in urban areas. This is equivalent to 8No EV parking bays.

8.2 Bicycle Parking.

The South Dublin County Council Development Plan 2022-2028 gives guidance on cycle parking standards for new developments. Table 13.24 of the Plan sets the cycle parking allocation for various types of development including apartments

All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011). Bicycle parking/storage associated with residential apartments shall comply with the requirements of the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2018) (the 'Apartment Guidelines')* in relation to design and provision of cycle parking facilities

Table 8.2 below shows a schedule of required bicycle parking as set out by the document. The development will provide the total of 164 cycle spaces required under the Development Plan.

South Dublin County Council Development Plan 2022-2028 - Cycle Parking Standards	Total Spaces Per Unit	Total Units	Min Cycle spaces required
1 per bedroom for 1-bed apartments	1	31	31
1 per bedroom for 2-bed apartments	2	37	74
1 per bedroom for 3-bed apartments	3	7	21
1 short stay visitor space per 2 apartments	0.5	75	38
Total			164

Table 8.2: Bicycle parking requirements

9.0 Objectives of the Travel Plan

To promote and increase the use of public transport, walking and cycling for residents, staff, and visitors, and to facilitate travel by walking, cycling, and Bus.

The encouragement and 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 provide 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.

Objective 2

To integrate travel plans into the development decisions, policies, and practices and to work closely with governing bodies on matters of access and transport services around the vicinity of the development site.

Travel Plans 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.

Objective 3

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

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.

10.0 Initial Targets of the Travel Plan

10.1 South Dublin County Development Plan 2022-2028

South Dublin County Council has set out the target transport mode share as show in Table 10.1 below. This development will be well served by public transport with 175 & 15 Bus service available on the R113 Scholarstown Road. The Dundrum Luas Station is 8.8km away.

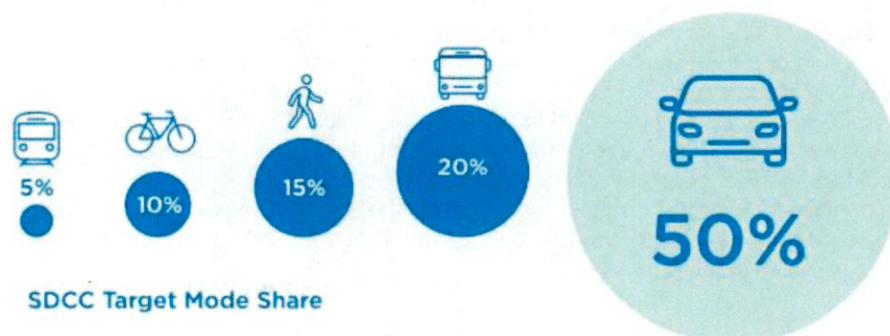


Table 10.1: SDCC Target Mode Share

These initial targets shall be reviewed by the Mobility Manager once the development has begun operation and reappraised at regular intervals thereafter as part of the periodic TP review process.

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

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 there are those who have no choice but to use the car (school runs prior to work etc.) however the more that is done to facilitate the use of alternative modes, 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 Travel Plan Measures

The measures identified are a mixture of policies and incentives designed to encourage changes in travel behaviour and sustain a minimal 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 Travel Plan measures can be grouped under the following headings:

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

11.1 Marketing & Communications

The education of staff 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 staff 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 users aware of the modal choices available in and around the development site. The travel information points should be conspicuously located at reception areas and provide travel and mobility information such as maps, public transport routes timetables and leaflets, etc.
- Preparing a formalised sustainable travel information pack, which is to be provided to all new residents. 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, to provide details of travel choices to the site, as well as linking to external websites relevant to the development.

11.2 Walking & Cycling

The feasibility of measures that promote cycling and walking will be influenced by factors such as the safety and ease of cycling to and from the site. Generally speaking, a distance of up to 4 km is considered reasonable for walking, and up to 10 km for cycling. These distances are only indicative but can help to define target groups.

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site.

The health benefits of these activities in particular should be promoted throughout the development.

The bicycle parking should be secure and sheltered. Maintaining a toolkit containing puncture repair equipment, pump, etc. for use in emergencies, should be made available to all bicycle users.

11.3 Public Transport

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.

Residents, staff & visitors should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle. Information should be provided on the conditions under which standard or folding bicycles may be carried onto bus and rail services.

Financial incentives can be an effective tool in the promotion of public transport use. This can be done through the provision of low interest or interest-free loans for the purchase of public transport season tickets. Some companies have instigated a scheme which offered travel passes to staff in lieu of annual pay increments, a measure that is not subject to benefit in kind taxation (in certain countries), and thus represents a significant tax saving for employees.

11.4 Car Sharing

Car sharing contributes to sustainable transport because it is a less car intensive means of urban transport, and according to The Economist, carsharing can reduce car ownership at an estimated rate of one rental car replacing 15 owned vehicles.

The Development can provide a number of car share spaces for GoCar or similar.

Carsharing can provide numerous transportation, land use, environmental, and social benefits. Neighbourhood carsharing is often promoted as an alternative to owning a car where public transport, walking, and cycling can be used most of the time and a car is only necessary for out-of-town trips, moving large items, or special occasions. It can also be an alternative to owning multiple cars for households with more than one driver. A long-term study of City CarShare members found that 30 percent of households that joined sold a car; others delayed purchasing one. Public transport use, cycling and walking also increased among members. A study of driving behaviour of members from major carsharing organizations found an average decline of 27% in annual vehicle kilometres travelled.

Car sharing can have a significant impact on vehicle numbers travelling to and from a development and can offer a practical alternative for those who feel that public transport is not a viable option. Car sharing is flexible and can be used occasionally or regularly as suits. Encouragement of car sharing can entail marketing and promotion, provision of a registration and matching service, and possibly provision of specific incentives.

GoCar is a car sharing club where members can book cars, SUVs, and vans online or via an app for as little as one hour. Much of the GoCar fleet is made up of electric vehicles. GoCar now has over 10,000 members and operates a fleet of over 300 cars across 200+ locations in Ireland.

11.5 Implementation / Consultation / Monitoring

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 Mobility Manager and financial resourcing. To implement the Travel Plan the following inputs are required:

- Management Company support and commitment.
- A travel plan manager as the plan coordinator.
- A steering group to oversee the plan.
- Working groups on various related issues.
- Consultations with development occupants 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.

Ideally, the Travel Plan will be managed by a travel plan manager or travel plan coordinator with the clear mandate to implement and evolve the plan. The travel plan manager 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 Management Company. Travel surveys of staff (and of visitors, if practicable) should be conducted in the early stages 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.

12.0 Summary

In conclusion, the proposed development is suitably located in an area with very good public transport links and for the implementation of a Travel Plan promoting alternative modes of transport. The proposed development has access to bus routes and is within walking distance of several Bus stops. Dublin City Centre is just 48 minutes by Bus from the development and some 40 minutes by bicycle with cycle infrastructure along most of the route.

The proposed development is well served by schools in close proximity to the site including, St Colmcille's Community School, St Colmcille's Junior National School as well as number of pre-schools. The shopping centres of Knocklyon and Woodstown provide retail food shopping outlets in close proximity to the proposed Development.

All sustainable modes of transport should be promoted in a Travel Plan. In particular, walking & cycling should be actively encouraged. This can be achieved via the circulation of useful information such as routes, exercise plans etc. Cycle Planner Apps are useful in planning routes that avoid roads with heavy traffic and avoid difficult turns at busy junctions. Walking & cycling societies could be formed to create a community culture around the activity. Attention should also be drawn to the regular bus and rail routes. A bulletin board could be placed in the lobby of apartment blocks or other such communal areas where information on all alternative transport modes could be posted.

The recommended measures to be implemented as part of the Travel Plan are summarised as follows:

General

- Put in place a formal Travel Plan.
- Appoint a travel plan manager.
- Create an access map.
- Provide a dedicated on-site travel information point.
- Provide travel information to staff, in the form of a sustainable travel Information pack.
- Monitor the operation of the plan by residents, staff, and visitors, through travel surveys.
- Revise and update the plan as required.

Walking and Cycling

- Maintain and promote facilities for walkers and cyclists.

Public Transport

- Provide information on locations of stops, routes, timetables, walking/cycling times to main public transport facilities, etc.
- Provide tailored advice on multi-modal journeys to include public transport.

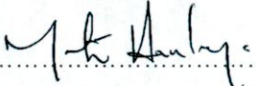
Car Sharing

- Provide information e.g., benefits of car sharing, annual cost savings, map of buses in locality, links to website etc.

The continued dependence on the motor car is not sustainable into the future. Planning and development of new commercial and residential schemes should go hand in hand with a transport strategy limiting the dependability on the private motor car.

A Site Plan of the proposed development can be found in Appendix A.

Mr Martin Hanley, BE CEng MIEI

Signed: 

Senior Transportation Engineer.

Date: 20/10/2022.

13.0 References

The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans published by Dublin Transportation Office, Metropolitan Council, Irish Energy Centre.

The Traffic Management Guidelines published by the Dublin Transportation Office

2020 Vision-Sustainable Travel and Transport: Public Consultation Document published by the Department of Transport

Dún Laoghaire-Rathdown County Council Development Plan 2016-2022, Published by Dún Laoghaire-Rathdown County Council

Standards for Cycle Parking and associated Cycling Facilities for New Developments 2018, Published by Dún Laoghaire-Rathdown County Council

Sustainable Urban Housing: Design Guidance for New Apartments 2018, Published by Department of Housing, Planning & Local Government

www.dublinbus.ie

www.luas.ie

www.irishrail.ie

www.gocar.ie

14.0 Appendix

15.0 Appendix A – Drawing

NOTES:

All dimensions in metres.
 For any discrepancies found please consult with design office.
 This drawing should be read in conjunction with all contract drawings, documents and specifications.



Rev	By	Date	Description

Drawing Status: PLANNING
NOT FOR CONSTRUCTION

Project Title: Apartment Development Scholarstown House Dublin 16.

Drawing Title: Development Access.

Client: Clancy Homes & Client Emmaville Ltd.

Designed: MH

Scale: 1/500 at A3

Date: October 2022

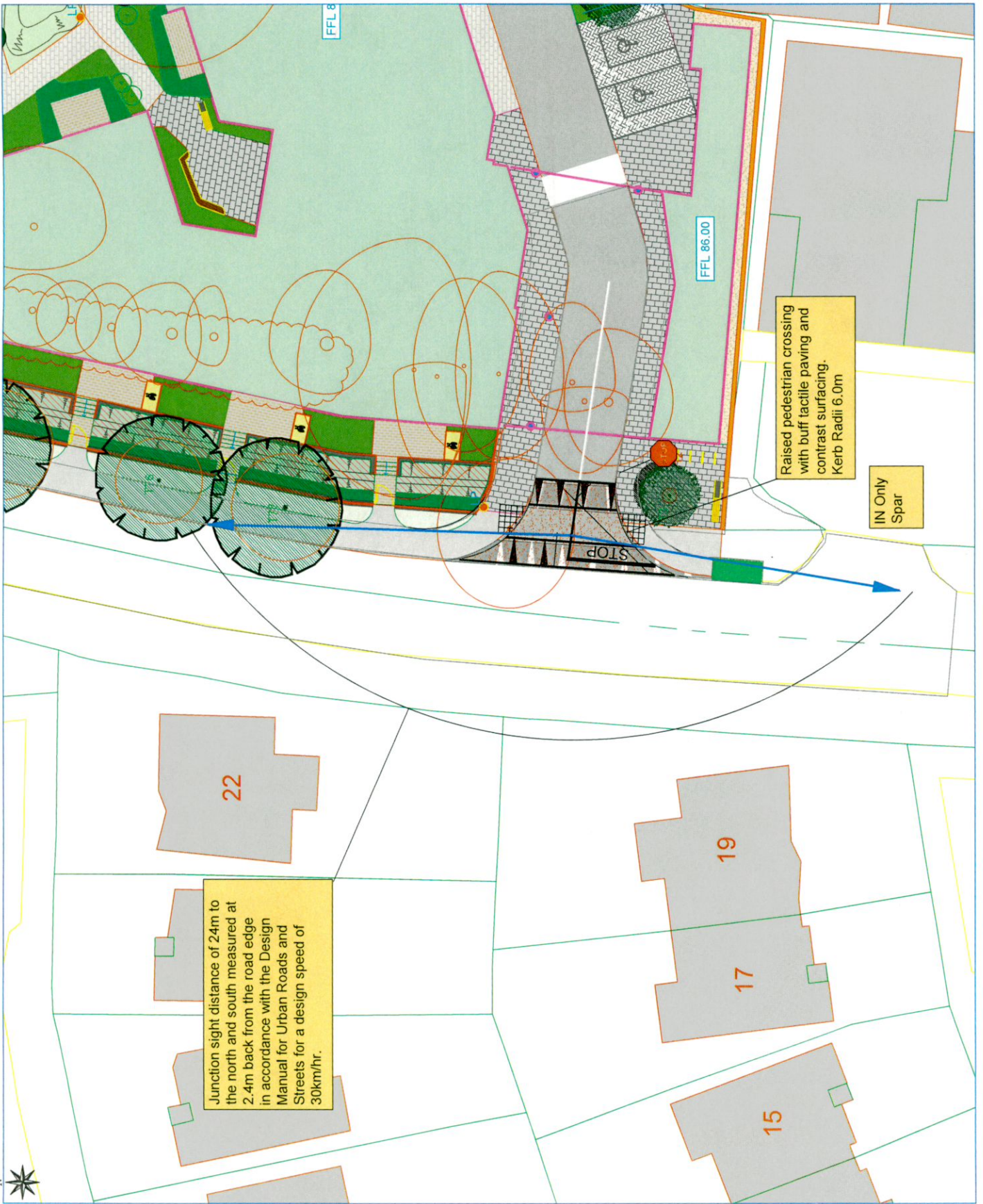
Job No: 22-05TT

Drawing No: SH-DA-P01

Revision:

Marin Hanley
 Traffic & Transportation
 Consulting Engineers.
 72 Lonsdale
 Mount Merrion, Co. Dublin, D18 0061
 Tel: 01-4657598
 Email: marinh@marinhanley.ie

Junction sight distance of 24m to the north and south measured at 2.4m back from the edge of the road. Refer to the Design Manual for Urban Roads and Streets for a design speed of 30km/hr.



NOTES:
 All dimensions in metres.
 For any discrepancies found please consult with design office.
 This drawing should be read in conjunction with all contract drawings, documents and specifications.

Rev	Date	Description

Drawing Status: PLANNING
NOT FOR CONSTRUCTION

Project Title:
 Apartment Development Scholarstown House Dublin 16.

Drawing Title:
 Development Access.

Client:
 Clancy Homes & Client Emmaville Ltd.

Designed: M&T

Scale: 1:250 at A3

Date: October 2022

Job No: 22-051T

Drawing No: SH-DA-P02

Revision:

Martha Hanley
 Traffic & Transportation
 Consulting Engineers.
 Tel: 01-4618799
 71 Lansdowne Rd
 Dublin 6, Co. Dublin