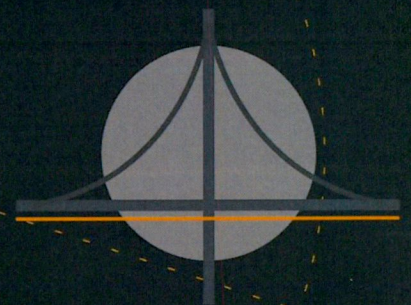
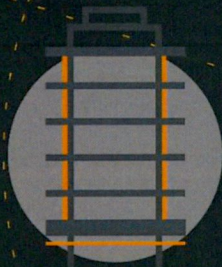


Cúil Dúin & Parklands, Creche & Community Facility,

Transport Statement

132071-DBFL-TR-SP-RP-C-0001

TRANSPORTATION



Oct 2022



DBFL CONSULTING ENGINEERS





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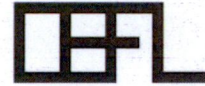
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Contents

1	INTRODUCTION	5
1.1	BACKGROUND.....	5
1.2	ASSESSMENT CONTEXT.....	5
1.3	REPORT STRUCTURE.....	7
2	RECEIVING ENVIRONMENT.....	8
2.1	LAND USE.....	8
2.2	LOCATION	8
2.3	EXISTING TRANSPORTATION INFRASTRUCTURE	9
2.3.1	Road Network.....	9
2.3.2	Existing Cycling and Pedestrian Facilities	10
2.3.3	Public Transport – Bus	13
2.3.4	Public Transport – LUAS services.....	14
2.4	LOCAL AMENITIES.....	15
2.5	ROAD SAFETY RECORD.....	15
2.6	PROPOSED TRANSPORT INFRASTRUCTURE	17
2.6.1	BusConnects.....	17
2.6.2	Cycle Network Proposals	19
2.6.3	Road Infrastructure	21
3	POLICY FRAMEWORK	22
3.1	DEVELOPMENT POLICY	22
3.1.1	National Sustainable Mobility Policy 2022-2025.....	22
3.1.2	Design Manual for Urban Roads and Streets (DMURS) - 2019.....	23
3.1.3	Transport Strategy for the Greater Dublin Area 2016-2035	24
3.1.4	Draft Transport Strategy for the Greater Dublin Area 2022-2042	25



3.1.5	FORTUNESTOWN LOCAL AREA PLAN 2012 (Extended 2017).....	26
3.2	SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022-2028	28
4	CHARACTERISTICS OF PROPOSALS	30
4.1	PREVIOUSLY APPROVED APPLICATION	30
4.2	PROPOSED DEVELOPMENT	30
4.3	VEHICLE SITE ACCESS ARRANGEMENTS	30
4.4	PEDESTRIAN / CYCLE SITE ACCESS	31
4.5	PROPOSED PARKING PROVISION	32
4.5.1	Car Parking	32
4.5.2	Disabled Car Parking	32
4.5.3	Electric Vehicle Parking	32
4.5.4	Cycle Parking	33
5	TRIP GENERATION AND DISTRIBUTION.....	35
5.1.1	Trip Generation	35
6	SUMMARY AND CONCLUSION.....	37
6.1	OVERVIEW	37
6.2	CONCLUSION	37
Appendix A :	TRICS Data Output	39

Figures

Figure 2.1: Site Location (source: Google Maps)	8
Figure 2.2: Indicative Site Boundary (Source: Google Maps).....	9
Figure 2.3: Citywest Avenue Pedestrian & Cycling Facilities (Source: Google Maps)	10
Figure 2.4: Citywest Avenue/Link Road Pedestrian & Cycling Facilities (Source: Google Maps).....	11

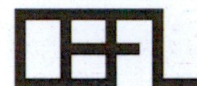


Figure 2.5: Cúil Dúin Avenue/ Link Road Pedestrian & Cycling Facilities (Source: Google Maps)...	11
Figure 2.6: Fortunestown Lane Pedestrian & Cycling Facilities (Source: Google Maps)	12
Figure 2.7: Existing Bus Stops	13
Figure 2.8: LUAS Interchange in the Vicinity of the Subject Site	14
Figure 2.9: Local Amenities near subject site	15
Figure 2.10: Recorded Incidents (source www.RSA.ie)	17
Figure 2.11 Dublin Bus Network Redesign (Source: Extract from Map 3 of BusConnects).....	18
Figure 2.12 Proposed Cycle Routes (Extract of Map N6 GDA Cycle Network Plan).....	20
Figure 3.1: Fortunestown LAP Area (Extract of Fig 1.1 Fortunestown LAP 2012)	26
Figure 4.1: Site Layout (Source: Darmody Architecture)	30
Figure 4.2: Vehicular Access towards Subject Site, Citywest	31
Figure 4.3: Proposed Cycle / Pedestrian Access Locations	31
Figure 4.4: Proposed Site Parking Locations	33

Tables

Table 2.1: Bus Service Frequency (In Minutes).....	13
Table 2.2: Serious Collisions Surrounding the Citywest Development	17
Table 4.1: Maximum Car Parking Provision	32
Table 4.2: Minimum Cycle Parking Provision.....	34
Table 5.1: Proposed Development - Trip Rates.....	35
Table 5.2: Proposed Development Vehicle Trips (Prior to discount).....	36
Table 5.3: Proposed Development Vehicle Trips (Post discount)	36



1 INTRODUCTION

1.1 BACKGROUND

DBFL Consulting Engineers (DBFL) have been commissioned by Greenacres Residential DAC to compile a Traffic Statement (TS) in regard to a proposal (combined creche and community centre) on a site located in Citywest, Saggart, Co. Dublin.

The current development proposal is seeking permission for construction of a combined creche and community centre on a site of 0.27 hectares located in the centre of a number of existing residential developments in Citywest.

The purpose of this transport statement (TS) is to quantify the existing transport environment and potential transport impact generated as a result of the proposed development comprising of a combined creche and community centre.

The scope of the transport statement covers transport and sustainability issues including access, pedestrian, cyclist and public transport connections. Recommendations contained within this report are based on previously approved planning applications, existing and proposed road layout plans, site visits, on site traffic observations.

This TS has been prepared in reference to the requirements of the National Roads Authority "Traffic and Transportation Assessment Guidelines (2014)". Reference has also been made to the South Dublin County Council Development Plans entitled "South Dublin County Council Development Plan 2016-2022" and "South Dublin County Council Development Plan 2022-2028."

1.2 ASSESSMENT CONTEXT

Best practice guidance reveals that in some cases, the transport issues arising out of development proposals may not require a full Traffic and Transport Assessment (TTA) to inform the process adequately and identify suitable mitigation. In such instances, it has increasingly become common practice to produce a simplified report in the form of a Transport Statement (TS) or a Transportation Analysis (TA). There will also be situations where the transport issues relating to a development proposal are quite small and limited, and no formal assessment is deemed necessary.

With the objective of quantifying the scale of assessment required for the proposed development, DBFL have made reference to the following guidance;



- *'Traffic and Transport Assessment Guidelines'* (May 2014) National Road Authority;
- *'Traffic Management Guidelines'* Dublin Transportation Office & Department of the Environment and Local Government (May 2003);
- *'Guidelines for Traffic Impact Assessments'* The Institution of Highways and Transportation; and
- *South Dublin County Council Development Plan 2022-2028.*

In each of the above guidance documentation development thresholds (several of which are common to all) for various key land uses are presented above for which a full TTA is required as a matter of course. In the context of the subject development proposals these thresholds include;

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.
- Residential developments in excess of 200 dwellings (or 100 dwellings for the guidance published by Department of Transport in England)

DBFL notes that Appendix B of the Guidance on Transport Assessments document, as published by the Department for Transport in England; details further indicative thresholds which can be referenced in specific sensitive circumstances when officers are deciding upon the level of assessment required. This guidance suggests that in particular circumstances;

- TTA may be required for residential developments that exceed 80 dwellings,
- a TS may be required for residential developments between 50 and 80 units,
- no assessment is required for proposed schemes with less than 50 dwellings

In the context of the above best practice guidance, it becomes apparent that the scale (and associated predicted impact) of the proposed development does not warrant a TTA. Nevertheless, with the objective of making a robust and comprehensive planning application to the planning authority, the subject proposals have been investigated and reported upon within this TS.

Accordingly, this TS seeks to set out the transport conditions relating to the proposed development site (existing conditions), provide an overview of the transport and traffic aspects of the development proposal, in addition to quantifying the specific impact that is likely to be generated as a result of the proposed development upon the local road network. This information



will enable the local authority to gain a full appreciation of the subject proposals during the planning process.

1.3 REPORT STRUCTURE

Following the introduction,

- **Chapter 2** of this report describes the existing conditions at the proposed development location and its surrounding area
- **Chapter 3** discusses the relevant policy documentation in the context of the subject proposals.
- In **Chapter 4**, the subject proposals are discussed in greater detail.
- **Chapter 5** outlines the trip generation exercise carried out for the land use proposed within the development.
- The main conclusions and recommendations derived from the analysis are summarised in **Section 6**.



2 RECEIVING ENVIRONMENT

2.1 LAND USE

The surrounding area is predominantly a mix of residential developments and business parks. The development site is bound by both Citywest & Saggart Community National School and Citywest Educate Together National School to the north, an access road to/from the national schools to the west, and Cúil Dúin Avenue to the south. The eastern boundary of the subject site is formed by TLC Centre nursing home.

2.2 LOCATION

The general location of the subject site on Cuil Dúin Avenue in relation to the surrounding road network is illustrated in **Figure 2.1** below whilst **Figure 2.2** shows the extent of the subject site lands.

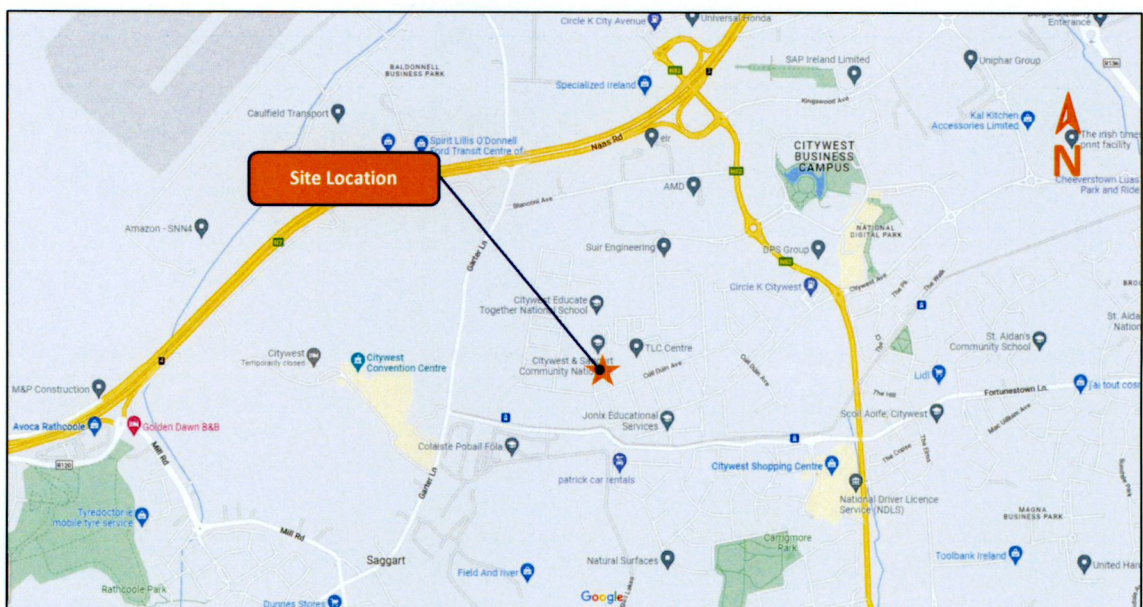


Figure 2.1: Site Location (source: Google Maps)



Figure 2.2: Indicative Site Boundary (Source: Google Maps)

2.3 EXISTING TRANSPORTATION INFRASTRUCTURE

2.3.1 Road Network

To the south of the subject site and accessed via Cuil Duin Avenue, the Fortunestown Lane corridor runs in an east-west direction. Travelling in a westerly direction on Fortunestown Lane, the road terminates at a three-arm junction with Garter Lane / Church Road. To the north Garter Lane provides a direct connection to the N7 southbound carriageway, whilst to the south, Church Road leads to the village of Saggart, approximately 700m from the subject site.

To the south of the subject site, the Citywest Avenue Extension corridor runs in an East-West direction. The central section of this corridor has recently been constructed as part of the Cúil Dúin development site (Pl. Ref. ABP302398) which provides a through route between the N82 Citywest Road corridor to the east and the Fortunestown Lane corridor to the west.

Travelling eastbound on Citywest Avenue Extension from the subject site leads to a four-arm roundabout junction with the N82 Citywest Road. Travelling southbound from this roundabout



junction, Citywest Road terminates at a three-arm junction with N81 Blessington Road providing access to Blessington (located approx. 17km to the south west) and Tallaght (located approx. 5km to the north east).

Travelling north on the N82 Citywest Road provides access to the N7 northbound and southbound carriageways via Junction 3. The N7 provides convenient access to destinations including Rathcoole, Naas and Kildare to the southwest (as well the strategic M7, M8 & M9 motorways). The strategic M50 motorway (northbound and southbound) is accessible via the M50 Junction 9 located approximately 6km to the northeast whilst Dublin City Centre is accessible via the Naas Road corridor and is located approx. 16km away

Travelling eastbound on Fortunestown Lane from the subject site, the road previously met a four-arm roundabout junction with the N82 Citywest Road. This roundabout has recently been upgraded to a signal controlled crossroad junction by South Dublin County Council (SDCC). Travelling southbound from the aforementioned upgraded junction, Citywest Road terminates at a three-arm junction with N81 Blessington Road. The towns of Blessington (to the south west) and Tallaght (to the north east) are accessible via Blessington Road.

2.3.2 Existing Cycling and Pedestrian Facilities

There are good quality pedestrian and cycle facilities in the immediate vicinity of the subject development lands. The recently constructed section of Citywest Avenue in the vicinity of the subject site benefits from dedicated verge segregated pedestrian / cycle facilities on both sides of the corridor as presented in **Figure 2.3**. The cycle and pedestrian facilities are differentiated by surface type and provided at the same level.



Figure 2.3: Citywest Avenue Pedestrian & Cycling Facilities (Source: Google Maps)



To the west of the subject site pedestrians and cyclists can benefit from the provision of footways and cycle lanes on the north/south Link Road at its approach to the junction with Fortunestown Lane (see **Figure 2.5**). Furthermore, there are pedestrian crossings available at the signal controlled junction in addition to the provision of advanced stop locations for cyclists. The facilities at the Cúil Dúin Avenue / School Access Road junction can be seen in **Figure 2.6**.



Figure 2.4: Citywest Avenue/Link Road Pedestrian & Cycling Facilities (Source: Google Maps)



Figure 2.5: Cúil Dúin Avenue/Link Road Pedestrian & Cycling Facilities (Source: Google Maps)



Fortunestown Lane currently benefits from a footway and cycle track on the southern side of the corridor (**Figure 2.7**). Currently pedestrian only facilities are in place on the northern side of this corridor.



Figure 2.6: Fortunestown Lane Pedestrian & Cycling Facilities (Source: Google Maps)

The Greater Dublin Area Cycle Network Plan details the GDA's existing and proposed Cycle Network incorporating Urban, Inter-urban and Greenroute networks. The subject site is located within the sector designated as the "Dublin South West". **Figure 2.8** illustrates the existing cycle infrastructure in the vicinity of the subject site at the time the Plan was published in December 2013. **Note: The subject site falls 150 metres outside the diagram to the west.**

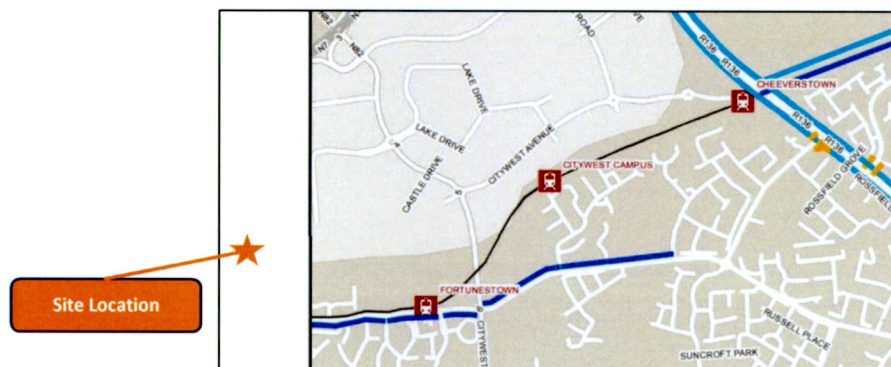


Figure 2.8: GDA Cycle Network Plan Existing Cycle Facilities (2013 Edition)



2.3.3 Public Transport – Bus

The subject site benefits from excellent public transport accessibility levels including both light rail and bus-based services. Dublin Bus operates three routes that serve the subject site locale including the number 69 (Fleet Street – Rathcoole), the number 65b (Citywest – Poolbeg Street) and the number 77a (Citywest – Ringsend Road).

All three routes provide links from the subject site's general vicinity to the city centre via alternative routes thereby serving different catchment areas between Citywest and the City Centre including Clondalkin (Route 69), Terenure (Route 65b) and Firhouse (Route 77a). There is also a route number 77x which provides a daily weekday service from Citywest to UCD Belfield from Mondays to Fridays only. GoAhead Bus route 175 is also easily accessible from the subject site which operates between Citywest and UCD. A summary of the aforementioned bus service frequencies is presented in Table 2.1 below.

Bus Route	Weekdays		Saturdays		Sundays & Bank Holidays	
	To City Centre	From City Centre	To City Centre	From City Centre	To City Centre	From City Centre
DB 65b	18	20	17	19	15	15
DB 69	24	17	24	17	10	10
DB 77a	56	52	46	46	32	34
DB 77x	1 service	-	-	-	-	-
GA 175	34	35	17	16	16	15

DB = Dublin Bus, GA = Go-Ahead Bus

Table 2.1: Bus Service Frequency (In Minutes)

The local Bus stops are all within walking distance of the subject site are illustrated in Figure 2.8.



Figure 2.7: Existing Bus Stops



2.3.4 Public Transport – LUAS services

The subject site is conveniently located to benefit from LUAS Red Line services which passes immediately south of the subject site parallel to Fortunestown Lane, with the ‘Saggart’ interchange located adjacent the subject sites southern boundary. The stop is approximately a 500m walk (6 minutes) from the site of the proposed creche.

The Red Line currently operates between Belgard to The Point, providing sustainable access to Tallaght, Heuston Station, the City Centre, Busaras and Connolly Station amongst other destinations. At the Belgard interchange, the LUAS Red line branches in two directions; to Saggart and to Tallaght. Figure 2.9 below illustrates the location of the nearest LUAS interchange serving the subject site.

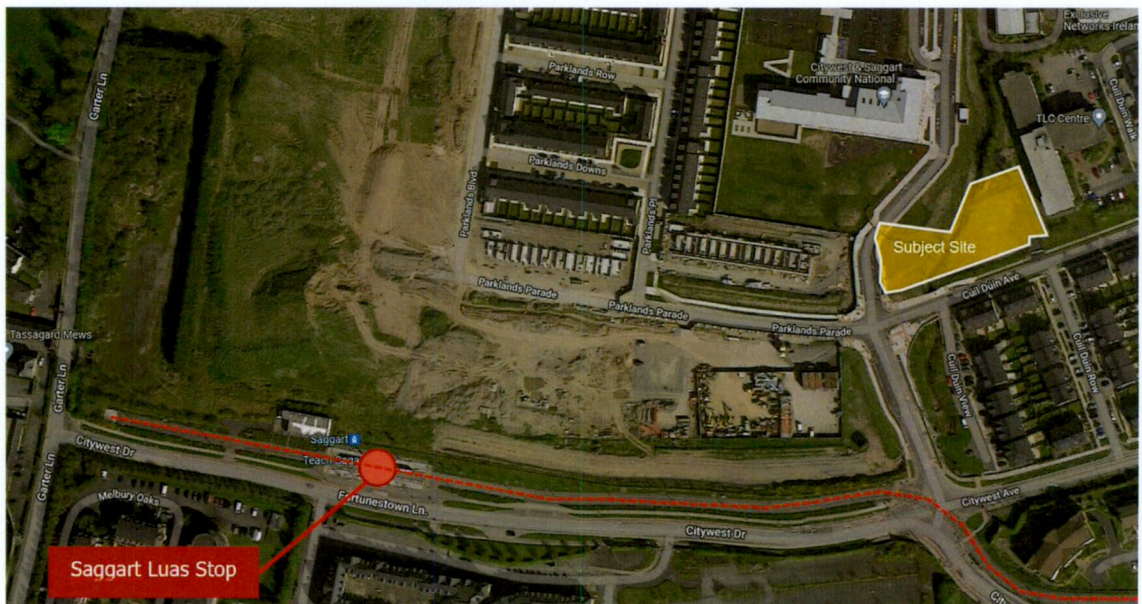


Figure 2.8: LUAS Interchange in the Vicinity of the Subject Site

Table 2.2 below lists the frequency with which the Saggart LUAS service operates.

Link	Weekdays		Saturdays		Sundays & Bank Holidays	
	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak
Saggart – Belgard	9 to 10	10 to 15	12	12 to 15	10 to 12	12 to 15
Belgard – Busaras	3 to 5	6 to 15	6 to 7	6 to 15	10 to 11	10 to 15
Busaras – The Point	4 to 10	10 to 15	12	12 to 15	10 to 12	11 to 15

Table 2.2: LUAS Service Frequency (minutes)

2.4 LOCAL AMENITIES

As illustrated in **Figure 2.10**, the proposed development site is well placed in terms of the availability of and access to local amenities. There are a number of residential developments in the local area. The subject site benefits from good access to local retail and leisure facilities.

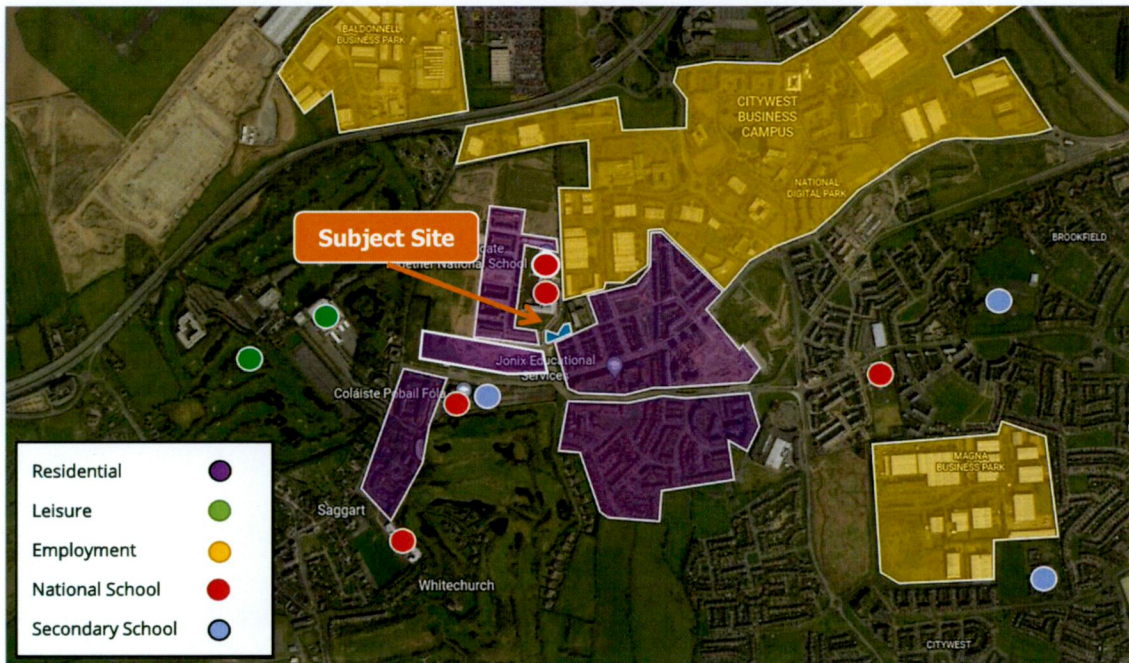


Figure 2.9: Local Amenities near subject site

2.5 ROAD SAFETY RECORD

With the objective of ascertaining the road safety record of the immediate routes leading to/from the subject site, the collision statistics as detailed on the Road Safety Authority's (RSA) website (www.rsa.ie) have been examined. The RSA website has until recently detailed basic information relating to reported collisions over the most recent eleven-year period, from 2005 to 2015 inclusive.



The RSA records detail only those occasions where the incident was officially recorded such as the Garda being present to formally record details of the incident.

Ref	Severity	Year	Vehicle	Circumstances	Day	Time	Casualty
1	Minor	2005	Car	Other	Fri	1600-1900	5
2	Minor	2005	Car	Other	Sun	1600-1900	1
3	Minor	2005	Undefined	Rear end, straight	Thurs	1600-1900	1
4	Minor	2005	Car	Single Vehicle Only	Tue	1900-2300	1
5	Minor	2005	Car	Angle, right turn	Thurs	1000-1600	2
6	Minor	2007	Car	Head-on conflict	Sun	1900-2300	1
7	Minor	2007	Car	Rear end, right turn	Tue	1600-1900	1
8	Minor	2007	Motorcycle	Unknown	Sun	1900-2300	1
9	Serious	2007	Car	Other	Sat	1600-1900	1
10	Serious	2008	Car	Single Vehicle Only	Thurs	2300-0300	3
11	Minor	2008	Other	Pedestrian	Thurs	0700-1000	1
12	Minor	2009	Car	Pedestrian	Sun	1900-2300	1
13	Minor	2010	Car	Other	Fri	1600-1900	1
14	Minor	2011	Car	Head-on conflict	Sun	1000-1600	1
15	Minor	2012	Car	Other	Tue	1900-2300	1
16	Minor	2012	Car	Other	Wed	1000-1600	1
17	Minor	2013	Car	Other	Sun	1000-1600	1
18	Serious	2014	Motorcycle	Unknown	Mon	0700-1000	1
19	Minor	2014	Car	Pedestrian	Wed	1000-1600	1
20	Minor	2015	Bus	Rear end, straight	Fri	1000-1600	1

Table 2.2 below illustrates the collisions around Citywest in the general vicinity of the proposed development. Illustrated in

Figure 2.10 shows the locations of all collisions with a severity level of 'Serious' or above that have occurred around the subject site.

The review of the RSA data reveals that the local road network exhibits a good safety record considering the volume of traffic traveling across the local road network. The analysis of the RSA data suggests a small concentration of incidents at the N82 / Citywest Shopping Centre roundabout.



Ref	Severity	Year	Vehicle	Circumstances	Day	Time	Casualty
1	Minor	2005	Car	Other	Fri	1600-1900	5
2	Minor	2005	Car	Other	Sun	1600-1900	1
3	Minor	2005	Undefined	Rear end, straight	Thurs	1600-1900	1
4	Minor	2005	Car	Single Vehicle Only	Tue	1900-2300	1
5	Minor	2005	Car	Angle, right turn	Thurs	1000-1600	2
6	Minor	2007	Car	Head-on conflict	Sun	1900-2300	1
7	Minor	2007	Car	Rear end, right turn	Tue	1600-1900	1
8	Minor	2007	Motorcycle	Unknown	Sun	1900-2300	1
9	Serious	2007	Car	Other	Sat	1600-1900	1
10	Serious	2008	Car	Single Vehicle Only	Thurs	2300-0300	3
11	Minor	2008	Other	Pedestrian	Thurs	0700-1000	1
12	Minor	2009	Car	Pedestrian	Sun	1900-2300	1
13	Minor	2010	Car	Other	Fri	1600-1900	1
14	Minor	2011	Car	Head-on conflict	Sun	1000-1600	1
15	Minor	2012	Car	Other	Tue	1900-2300	1
16	Minor	2012	Car	Other	Wed	1000-1600	1
17	Minor	2013	Car	Other	Sun	1000-1600	1
18	Serious	2014	Motorcycle	Unknown	Mon	0700-1000	1
19	Minor	2014	Car	Pedestrian	Wed	1000-1600	1
20	Minor	2015	Bus	Rear end, straight	Fri	1000-1600	1

Table 2.2: Serious Collisions Surrounding the Citywest Development

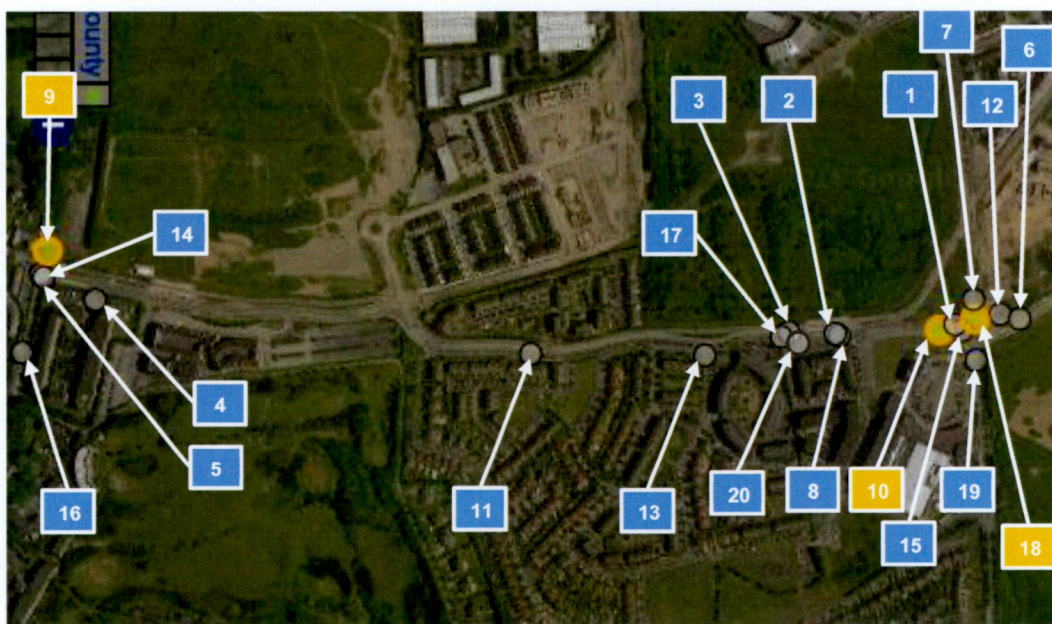


Figure 2.10: Recorded Incidents (source www.RSA.ie)

2.6 PROPOSED TRANSPORT INFRASTRUCTURE

2.6.1 BusConnects

The National Transport Authority (NTA) has developed a strategic transport plan, known as BusConnects, which will transform and overhaul the current bus network to provide a more efficient network. The proposed network will deliver the 'next generation' of bus corridors on the

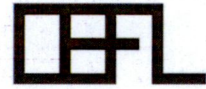
busiest routes and redesign routes with the aim of offering fast, predictable and reliable bus journeys.

The Dublin Area Bus Network Redesign (which is currently being rolled out in a staged basis) aims “to provide a network designed around the needs of Dublin today and tomorrow, rather than based on the past”. Figure 2.13 below presents the proposed public transport provision in the vicinity of the subject site compared to the existing provision. The main difference between the existing and proposed is the inclusion of a new bus interchange on Fortunestown Lane located in the immediate vicinity of the subject development site.

As part of the Dublin Area Bus Network Redesign Dublin Bus all routes in the vicinity of the site will be adjusted. The W6 route is also proposed, to provide a direct service to Maynooth / Celbridge. This new route is planned to improve service frequencies along the site’s western boundary with new interchange opportunities in close proximity to the proposed residential development.



Figure 2.11 Dublin Bus Network Redesign (Source: Extract from Map 3 of BusConnects)



The Route 65b/77a will be replaced by the D2 Spinal Route, which will offer high frequency busses into the city centre.

The existing 77x and 175 bus route will be replaced by new orbital route S8 which will provide direct frequent services between Tallaght and UCD.

Dublin Bus route 69 is proposed to be replaced by a new route 58 which does not result in a change to the existing service between Citywest and the City Centre. The X58 replaces the 69X, and is also unchanged.

2.6.2 Cycle Network Proposals

The subject site lies within the “Dublin South West Sector” as outlined within the Greater Dublin Area Cycle Network Plan (2013). **Figure 2.14** below illustrates the cycle network proposals in the vicinity of the subject site as outlined within the GDA Cycle Network Plan.



The Dublin South West Sector:

“extends outward from the twin corridors of Camden Street and Clanbrassil Street in the city centre, through the inner suburbs of Rathmines and Harold’s Cross, to serve the areas of Terenure, Kimmage, Walkinstown, Tallaght, Firhouse and Rathfarnham.”

The subject development site will be served by a number of routes (as shown in **Figure 2.10**) including Route 8A, 9C and 9D which pass the site on Fortunestown Lane and Citywest Road and are described as follows:

- **Route 8A:** follows Crumlin Road past the Children’s Hospital, Bunting Road to Walkinstown, through Ballymount to cross the M50 at Junction 10 and out to Citywest / Fortunestown via Belgard;
- **Route 9C:** is an alternative to the Harold’s Cross route from Route 8C at Clogher Road via Stannaway Road west of Kimmage and then along Wellington Lane to join Route 9A at Spawell to connect to Tallaght. It also provides a continuation from Route 9A west of Tallaght via Fortunestown and Citywest to Saggart; and
- **Route 9D:** would provide a traffic-free option branching off Route 9A at Kimmage Cross Roads and following the River Poddle Greenway to Tymon Park where a new bridge is required over the M50 in the centre of the park connecting with Castletymon Road and rejoining Route 9A. West of Tallaght it provides a loop through Jobstown along the N81 and northward to Citywest.

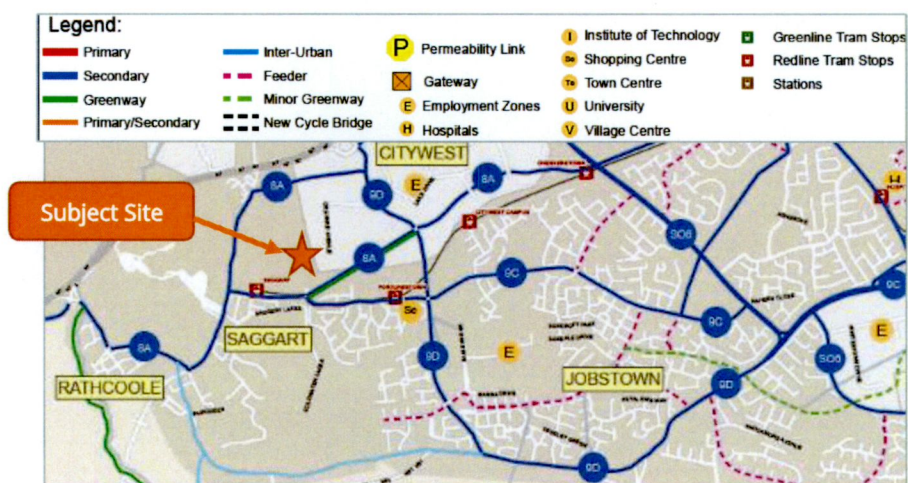


Figure 2.12 Proposed Cycle Routes (Extract of Map N6 GDA Cycle Network Plan)



Furthermore, there are proposals for the Slade Valley Trail located to the west of the subject site. The Slade Valley Trail will provide a route southward from the villages of Rathcoole and Saggart along the upper reaches of the Camac River to Brittas at the edge of the Dublin Mountains. It will also provide an alternative route to the busy N81 Blessington Road, opening up access to a network of quiet rural roads in west Wicklow.

2.6.3 Road Infrastructure

The Fortunestown Local Area Plan 2012 details a number of roads objectives which have the potential to enhance the local road network particularly along the Chapel Road corridor.

- **SCCN 1:** *Secondary streets will be accessed from Garter Lane, Fortunestown Lane, Citywest Avenue and Bianconi Avenue.*
- **SCCN 3:** *The alignment and width of Garter Lane shall be retained in a manner that preserves its narrow and winding rural character.*
- **SCCN 3a:** *In considering planning applications in the vicinity of the LUAS terminus, consideration will be given to the possibilities of future extension of the luas line beyond the existing terminus should demand exist in the future.*



3 POLICY FRAMEWORK

3.1 DEVELOPMENT POLICY

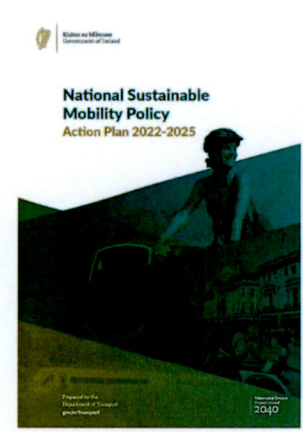
In the context of transportation, the subject site policy framework is influenced by the following key documentations. A common theme through each of these key documents is the emphasis placed upon the importance of travel demand management, with many identifying the need to implement mobility management plans with the objective of promoting sustainable travel patterns.

- National Sustainable Mobility Plan 2022-2025
- Design Manual for Urban Roads and Streets (DMURS) (2019)
- Transport Strategy for the Greater Dublin Area 2016-2035
- Draft Transport Strategy for the Greater Dublin Area 2022-2042
- Greater Dublin Area (GDA) Cycle Network Plan (2013)
- Draft Greater Dublin Area Cycle Network Plan (2021)
- South Dublin County Council Development Plan 2022-2028

3.1.1 National Sustainable Mobility Policy 2022-2025

The Purpose of this policy is to set out a strategic framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of 2030.

The targets are to deliver at least 500,000 additional daily active travel and public transport journeys and achieve a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021. Actions contained within this documentation aim to improve and expand sustainable mobility options by providing safe, green, accessible and efficient alternatives to car journeys. Demand management and behavioural changes measures have been included to manage daily travel demand more efficiently to reduce the journeys taken by private car. Action plans include;

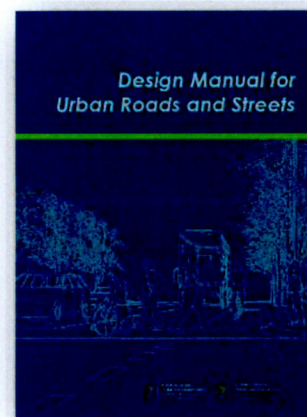




- Continue to protect and renew road infrastructure for all road users including sustainable mobility users.
- Transition Dublin Metropolitan PSO bus services to low/zero emission bus fleet.
- Develop pedestrian enhancement plans.
- Expand the operation of bike share schemes (including electric bikes).
- Deliver additional cycling infrastructure projects.
- Commence delivery of BusConnects network redesign.
- Expand Smarter Travel Workplaces and Campus Programmes to include:
 - Guidance for more types of companies and campus facilities.
 - Enhanced toolkit for workplace/campus assessment.
 - Support for in-work/in-business/ in-campus cycle uses through subsidised cycle provision for trial periods.
 - Cycle Friendly Employer Certification.
- Ensure all transport operators are contractually obliged to put in place operational procedures to assist people with mobility difficulties.

3.1.2 Design Manual for Urban Roads and Streets (DMURS) - 2019

DMURS guidance document was produced by the Department of Transport, Tourism and Sports and the Department of Environment, Community and Local Government in March 2013 and updated in May 2019. It provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.



The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of



transport and that by prioritizing pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The manual emphasizes that narrow carriageways are one of the most effective design measures that calm traffic. Standard width of an arterial and link street is 3.25m, however, this may be reduced to 3m where lower design speeds are being applied. Desirable footpath widths are between 2m – 4m. The 2m width should be implemented to allow for low to moderate pedestrian activity. A 3m – 4m footpath should be implemented to allow for moderate to high pedestrian activity.

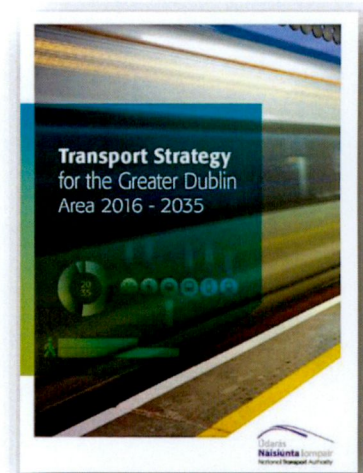
The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

3.1.3 Transport Strategy for the Greater Dublin Area 2016-2035

The Transport Strategy for the Greater Dublin Area 2016-2035 is a document compiled by the National Transport Authority (NTA) which sets out the Strategic Transport Plan for the Greater Dublin Area for the period up to 2035.

This document will influence transport planning across the region until 2035 and replaces 'A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016'. It thereby underpins all transportation strategies, traffic management schemes and development plans prepared by Dublin City Council during this timeframe.

The Strategy sets out a clear hierarchy of transport users, commencing with the sustainable modes of travel such as walking, cycling and public transport users at the very top of the hierarchy. The Strategy adopts the general principle that these users should have their safety and convenience





needs considered first and that the hierarchy is applied where a large share of travel is (or could be) made by walking, cycling and public transport.

In addition to guiding the development of specific Strategy measures, the NTA encourages that the “transport user hierarchy should guide engineers, planners and urban designers on the order in which the needs of transport users should be considered in designing new developments or traffic schemes in the Greater Dublin Area.”

3.1.4 Draft Transport Strategy for the Greater Dublin Area 2022-2042

The Draft Greater Dublin Area Transport Strategy 2022-2028 has arisen from a review of the original 2016 strategy. The updated document “sets out the framework for investment in transport infrastructure and services over the next two years”.



The overall aim of the Transport Strategy is “To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports economic growth”.

Four primary objectives have been identified as part of the Draft Greater Dublin Area Transport Strategy 2022-2028. These are:

- **An Enhanced Natural and Built Environment** - To Create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.
- **Connected Communities and a Better Quality of Life** – To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- **A Strong Sustainable Economy** – To support economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to, and facilitating the efficient movement of goods.
- **An Inclusive Transport System** – To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

The current draft of the Transport Strategy was out for public consultation until 10th January 2022.

3.1.5 FORTUNESTOWN LOCAL AREA PLAN 2012 (Extended 2017)

The subject site lies within the Fortunestown Local Area Plan lands (**Figure 3.2**) and as such is governed by the specific policies and objectives outlined within the Fortunestown Local Area Plan (2012).

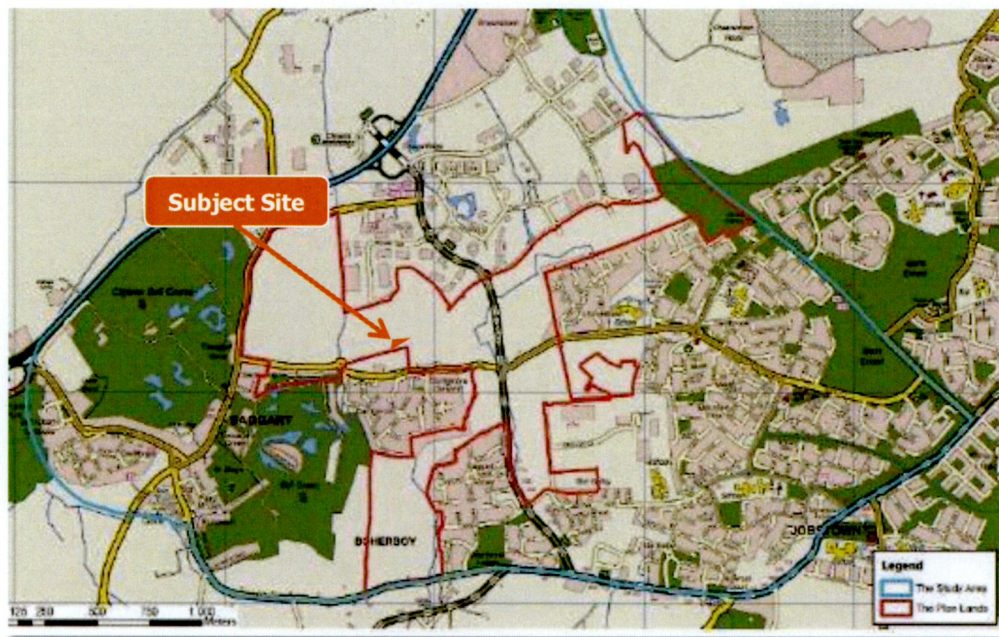


Figure 3.1: Fortunestown LAP Area (Extract of Fig 1.1 Fortunestown LAP 2012)

In the context of the subject proposals, the following are the relevant transport and development objectives set out in the plan:

Local Area Plan Objective AM1

“That future development will be mainly focused around the four Luas stops, especially the Fortunestown Stop at the District Centre and will create or facilitate direct routes to these stops.”

Local Area Plan Objective AM2

“That all planning applications for residential and employment development are required to provide or integrate with direct, safe and attractive pedestrian and cyclist routes to public transport stops.”



Local Area Plan Objective AM3

“Encourage cycling within and through the Plan Lands by creating an open ended and integrated network of safe and accessible cycle routes that serve primary, secondary and tertiary streets and spaces. Cycle paths that correspond with vehicular routes shall be provided on-street on both sides and shall be separated from pedestrian routes.”

Local Area Plan Objective AM6

“That pedestrian routes are provided on both sides of every street and through every public space in a manner that creates direct and indirect links with nodal points, civic uses, public open spaces and with the District Centre.”

Local Area Plan Objective AM7

“To create a network of pedestrian routes between destinations including housing, business parks, employment areas and public transport stops and to make walking, cycling and the use of public transport a priority.”

Local Area Plan Objective AM9

“To ensure that development within the Plan Lands is based on a grid layout.”

Local Area Plan Objective AM12

“That movement corridors within new developments are based on a grid format that avails of every possibility to link into the existing street network and provide efficient connections to existing local facilities. The grid shall align with desire lines and link sites to specific destinations. Footpaths shall be provided on either side of every street and shall be direct, safe, barrier free and overlooked by development.”

3.2 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022-2028

Transport and mobility policy in South Dublin is guided by a comprehensive and coordinated set of national and regional policy documents. National and Regional policy recognises that current transport trends, in particular levels of car use, are unsustainable and that a transition towards more sustainable modes of transport, such as walking, cycling and public transport is required. There are concerns that if current trends continue, congestion and transport emissions would increase, economic competitiveness will suffer and quality of life will decline.



The council will seek to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development.

The Council recognises that new development, both residential and commercial, permitted in line with this Plan will lead to additional trips being generated. The Council will work with the relevant agencies to seek to ensure that as high a proportion as possible would be conducted by sustainable means.

The following objectives have been set out within the plan in order to promote transport and mobility within the County:

SM1 Objective 1: *To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle).*

SM1 Objective 2: *To ensure consistency with the NTA's Transport Strategy for the Greater Dublin Area (2016-2035) as updated to 2042, as required by RPO 8.4 of the RSES.*

SM1 Objective 3: *To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES / MASP.*

SM1 Objective 4: *To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active*



modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES / MASP.

SM1 Objective 5: *To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES.*

SM1 Objective 6: *To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport.*

SM1 Objective 7: *To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.*

SM1 Objective 8: *To prepare Integrated Transport Studies for urban areas within the County, as need arises, to provide a long-term plan for the movement of pedestrians, cyclists, public transport and private vehicles and to have regard to the European Commission's Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (2nd Edition, 2019) in the preparation of such studies.*

SM1 Objective 9: *To support micro-mobility in line with legislative / statutory requirements.*

4 CHARACTERISTICS OF PROPOSALS

4.1 PREVIOUSLY APPROVED APPLICATION

The subject development site forms part of an overall site that previously received planning permission (SD06A/0933) in May 2007 for the construction of a standalone 2 storey creche facility on the subject application site. An extension for permission was sought (SD06A/0933/EP) in March 2012 but was refused. Accordingly, the subject proposals supersede the existing planning application on the subject development lands.

4.2 PROPOSED DEVELOPMENT

The current development proposal is seeking permission for construction of a 3 storey combined creche and community centre on a site of approximately 0.27 hectares located to the north of the existing Cúil Dúin, Citywest, Co. Dublin. The total Ground Floor Area of the development is 1725 sqm, including a 640 sqm creche and a 1085 sqm community centre. The creche includes 9 classrooms. The architect's Layout for the proposed development is illustrated in **Figure 4.1**.

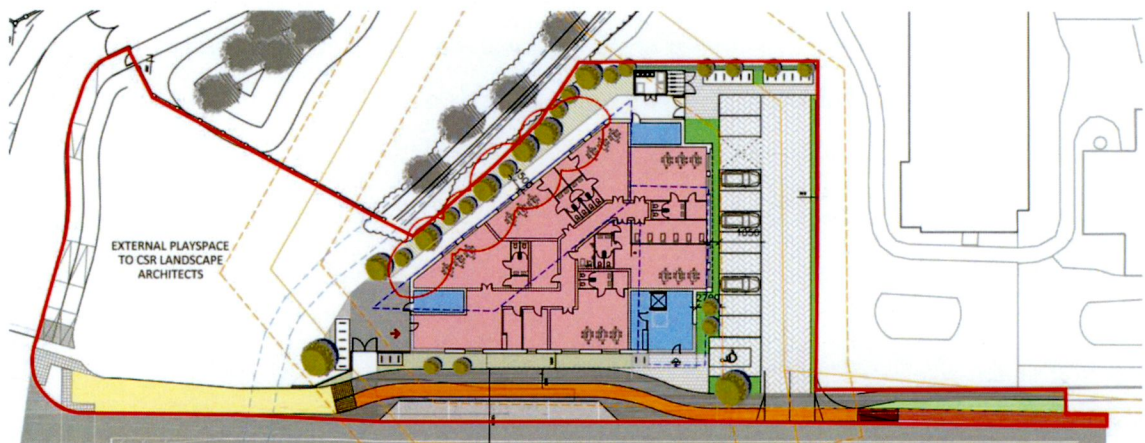


Figure 4.1: Site Layout (Source: Darmody Architecture)

4.3 VEHICLE SITE ACCESS ARRANGEMENTS

Access to the proposed development is provided at southwestern boundary of the subject as in the previously approved application via priority junction on Cúil Dúin Avenue as indicated in **Figure 4.2**.

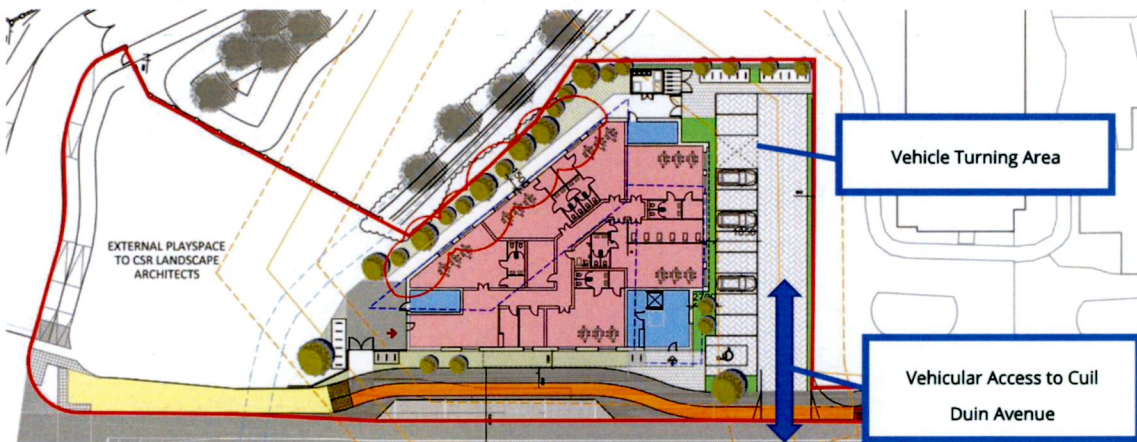


Figure 4.2: Vehicular Access towards Subject Site, Citywest

4.4 PEDESTRIAN / CYCLE SITE ACCESS

Pedestrians and cyclists will be given priority within the internal site layout to ensure that desire lines within the site are accommodated to provide a good level of service. This ensures the risk of vehicle/pedestrian conflict with vehicles is minimised.

The pedestrian access will remain same as in the previous approved application. The proposed combined creche and community centre will have separate pedestrian / cyclist accesses to/from the proposed building as illustrated in **Figure 4.3** which includes;

- **Site Access A** – accessing Cúil Dúin Avenue from Creche Entrance
- **Site Access B** – accessing Cúil Dúin Avenue from Community Centre Entrance

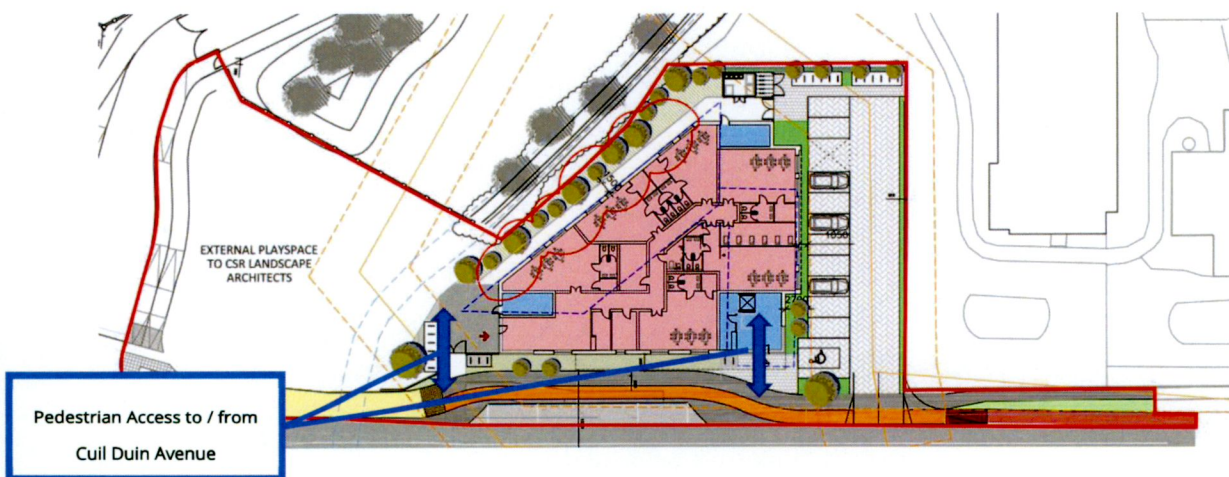


Figure 4.3: Proposed Cycle / Pedestrian Access Locations



4.5 PROPOSED PARKING PROVISION

4.5.1 Car Parking

The proposed development layout incorporates a total of 11 no. car parking spaces for the combined creche and community centre facility. **Table 4.1** below provides a summary of the proposed vehicle parking provision. This level of provision is considered to be appropriate to accommodate the demand for both employees and visitors in accordance with the planning requirements detailed in **Table 4.1** below. DBFL considers that the level of car parking spaces proposed within the development is adequate in terms of general parking, disabled parking and electric vehicle parking spaces. A total of 5 parking spaces are allocated to the creche, and 6 spaces are allocated to the community centre. It should be noted however, parking provision for the crèche will become available at evenings and weekends for the community facility.

There is also a 4-bay set down area located to the south of the building, which provides direct access to Cuil Duin Avenue.

Unit Type	Development Standard	No. of Units/size (m ²)	Calculation	Total
Creche	0.5 per classroom	9	4.5	5
Community Centre	1 per 50m ²	1025	20.5	21
Total Maximum Permitted				26

Table 4.1: Maximum Car Parking Provision

4.5.2 Disabled Car Parking

Section 7 of South Dublin County Council's 'Development And Design Standards' state that "Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces." A total of 1 no. disabled car parking spaces are proposed and equates to 5%, therefore, the provision is in compliance with the SDCC's Development Plan standard. These on-site disabled spaces are in easily accessible location as illustrated in Error! Reference source not found. and the architects site layout.

4.5.3 Electric Vehicle Parking

The South Dublin County Council Development Plan states that electric vehicle parking spaces within all new developments should be "at a rate of 20% of total space numbers". Ducting should



be provided for the remaining spaces to allow for future fitting. A total of 2 no. electrical vehicle car parking spaces are proposed and equates to 20% of the total car parking spaces of the proposed development.

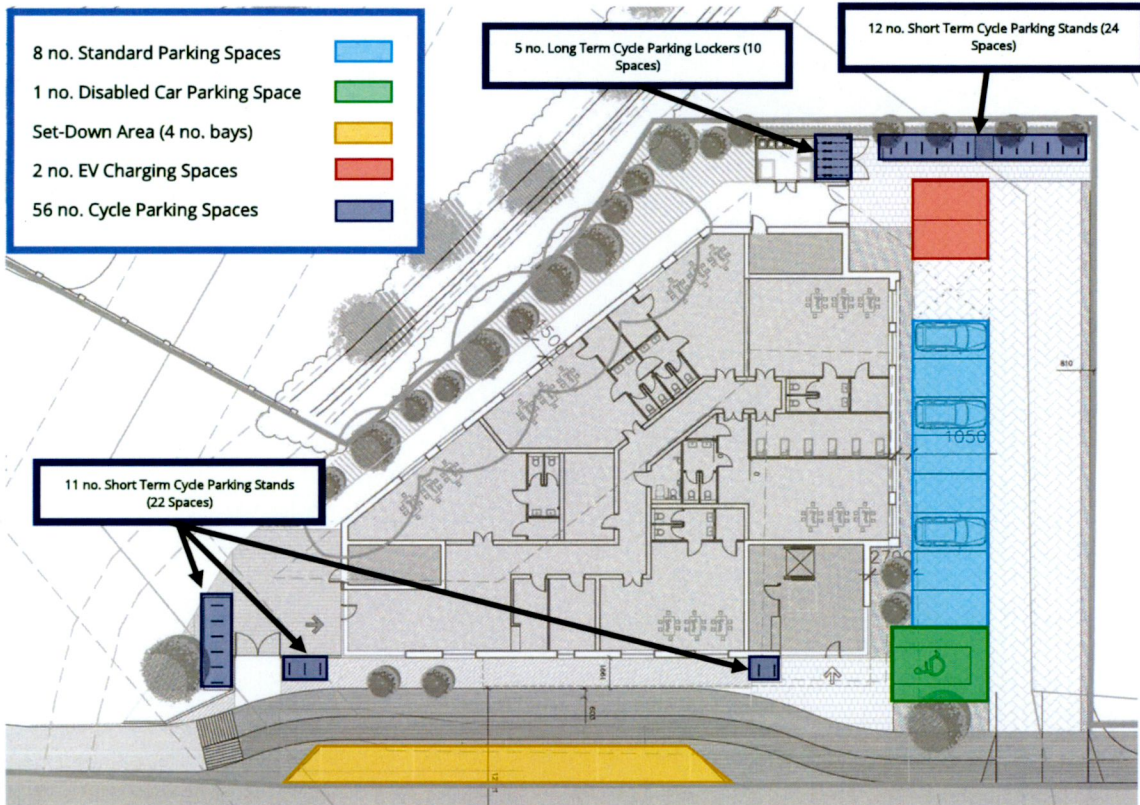


Figure 4.4: Proposed On-Site Parking Locations

4.5.4 Cycle Parking

There are a total of 58 cycle parking spaces proposed for the development, consisting of 48 short term spaces (23 Sheffield Stands) and 10 long term spaces (5 bike lockers). This far exceeds the current South Dublin County Council Development Plan Standards. The minimum standards were calculated using 125 children (13 short-term spaces) and 1025 metres squared (10 short-term spaces). An additional long-term calculation using 27 staff (5 long term spaces) was also included.

The cycle parking spaces allocated to proposed development have been illustrated in **Table 4.2**. The number of short and long stay cycle parking spaces proposed is considered adequate and the provision adheres to the requirements of SDCC.



Unit Type	SDCC Development Plan Standards		No. of Units	SDCC Development Plan Requirement	
	Long Stay	Short Stay		Long Stay	Short Stay
Creche	1 space per 5 staff	1 per 10 children	1	5	13
Community Centre	1 space per 5 staff	1 per 100 sqm	1	1	10
Total				29	

Table 4.2: Minimum Cycle Parking Provision



5 TRIP GENERATION AND DISTRIBUTION

To estimate the potential level of vehicle trips that could be generated by the proposed crèche and community centre facility, reference has been made to the TRICS database. TRICS provides trip rate information for a variety of different land uses and development types, which can be applied to the subject development.

Notwithstanding the above, internal research undertaken by TRICS has shown that there is no direct evidence of trip rate variation by country or region. The use of English, Scottish or Welsh data can be equally applicable to Ireland if users take into account important site selection filtering factors such as levels of population, location type, local public transport provision, and development size and car ownership level, amongst others.

Data supplied for inclusion in TRICS undergoes a procedure of validation testing, and there is no evidence from this procedure suggesting that data from Ireland bears any significant fundamental differences to that from the other countries included. Consequently, we consider that TRICS will provide a reasonable indication of traffic generation from the proposed development.

Table 5.1 presents the predicted trip generation rates from the proposed development during the morning and evening peak hour periods. The TRICS output data is provided within **Appendix A**.

TRICS TRIP RATES	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	ARRIVAL	DEPARTURE	TOTAL	ARRIVAL	DEPARTURE	TOTAL
CRECHE	2.000	1.474	3.474	1.342	1.684	3.026
COMMUNITY CENTRE	1.118	0.569	1.687	1.107	1.042	2.149

Table 5.1: Proposed Development - Trip Rates

5.1.1 Trip Generation

Based on the above trip rates, potential peak hour vehicle traffic flow has been calculated for the proposed development. **Table 5.2** summarises the predicted AM and PM peak hour traffic generated by the proposed development. **Note: the number of trips was reduced by 40% due to a majority of trips being generated within the local residential developments.** It is expected that these trips will use active travel measures for these trips as they are in close proximity. The 40% reduction is incorporated as a result of the proposed development being located within the heart of the surrounding medium density residential area, in addition to the availability of a public transport including both LUAS and bus services nearby.



TRICS TRIP RATES	GFA (sqm)	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
		ARRIVAL	DEPARTURE	TOTAL	ARRIVAL	DEPARTURE	TOTAL
CRECHE	640	12.80	9.4336	22.23	8.589	10.778	19.367
COMMUNITY CENTRE	1085	12.13	6.17	18.3	12.01	11.3	23.31
TOTAL	1725			40.534			42.677

Table 5.2: Proposed Development Vehicle Trips (Prior to discount)

TRICS TRIP RATES	GFA (sqm)	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
		ARRIVAL	DEPARTURE	TOTAL	ARRIVAL	DEPARTURE	TOTAL
CRECHE	640	12.80	9.4336	22.23	8.589	10.778	19.367
COMMUNITY CENTRE	1085	12.13	6.17	18.3	12.01	11.3	23.31
TOTAL	1725			25			26

Table 5.3: Proposed Development Vehicle Trips (Post discount)

It can be seen that the number (25 in the AM Peak Hour, and 26 in the PM Peak Hour) of trips generated from the development are minimal, and their impact on the local road network will be negligible.



6 SUMMARY AND CONCLUSION

6.1 OVERVIEW

- 6.1.1 DBFL Consulting Engineers (DBFL) have been commissioned by Greenacres Residential DAC. to compile a Traffic Statement (TS) in regard to a proposal (combined creche and community centre) on a commercial site located in Citywest, Saggart, Co. Dublin.
- 6.1.2 The current development proposal is seeking permission for construction of a combined creche and community centre on a site of approximately 0.27 hectares located in the centre of a number of existing residential developments in Citywest. The proposals are being advanced to service the local residential catchment.
- 6.1.3 The proposed development layout incorporates a total of 11 no. on-site car parking spaces for the development, in addition to the set-down / collection facility. The proposed car parking includes 1 no. disabled car parking space and 2 Electric Vehicle Parking spaces as per the SDCC Development Car Parking management standard.
- 6.1.4 The proposals include the provision of a total of 58 no. on-site bicycle parking spaces comprising 10 no. 'long-term' spaces and 48 no. 'short-term' visitor stay spaces. The number of short and long stay cycle parking spaces proposed is considered adequate and the provision adheres to the requirements of SDCC.

6.2 CONCLUSION

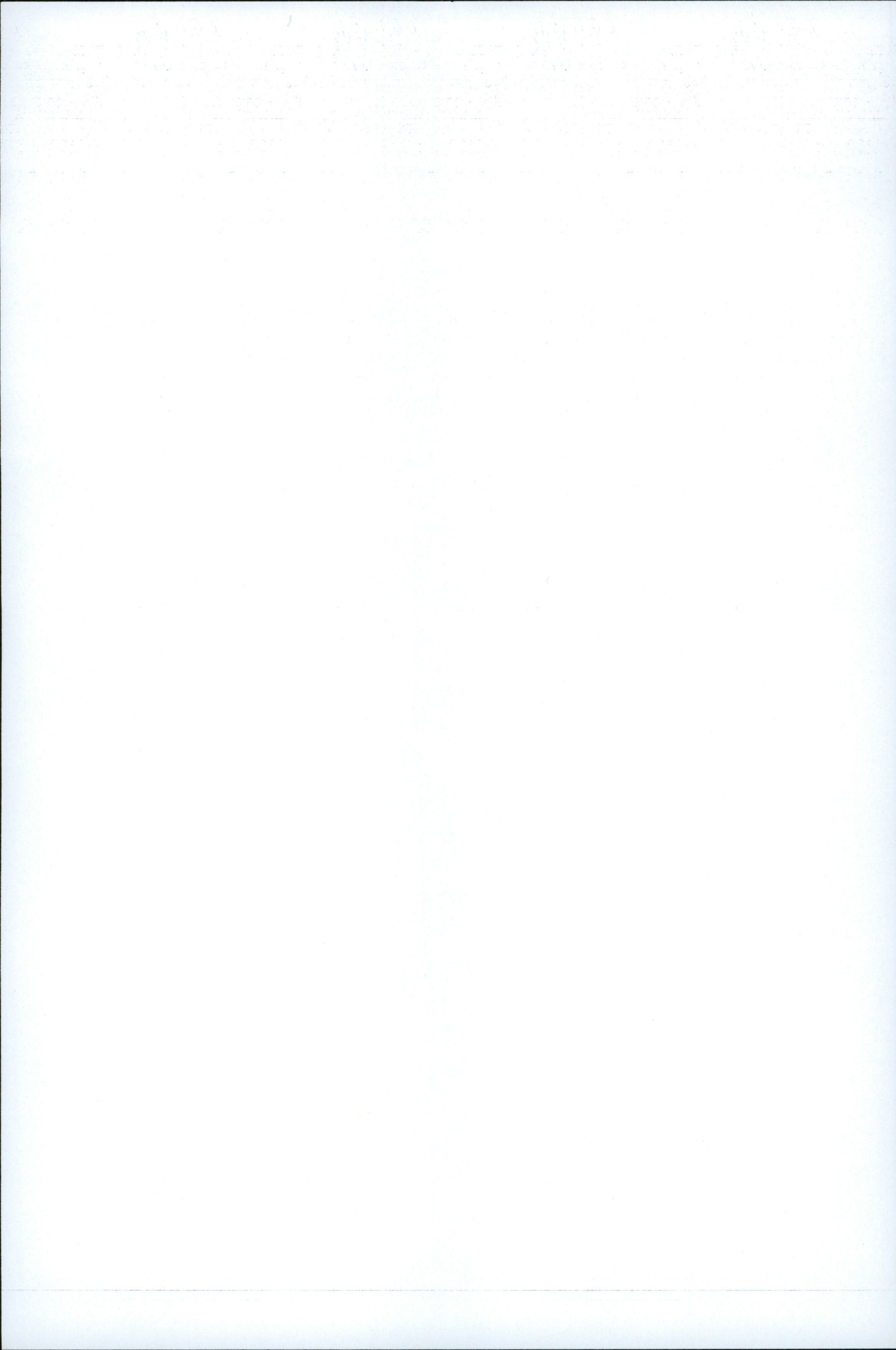
- 6.2.1 Upon consideration of the findings of the analysis summarised within this Transport Statement; DBFL have demonstrated that (i) the site benefits from good accessibility characteristics to a range of facilities, (ii) the proposals are located within the heart of the local residential area that it will serve hereby ensuring that a significant proportion of trips to/from the development will be by sustainable modes of travel and (iii) that the scale of impact on the surrounding road network, as a result of the proposed development will have a minimal increase of vehicle flows across the local road network in the peak hour periods and which will have a negligible impact upon the operational capacity of the local transport system.
- 6.2.2 Accordingly, DBFL conclude that the subject proposals will not materially impact the operational performance of the local road network whilst existing road safety levels should not be adversely impacted.

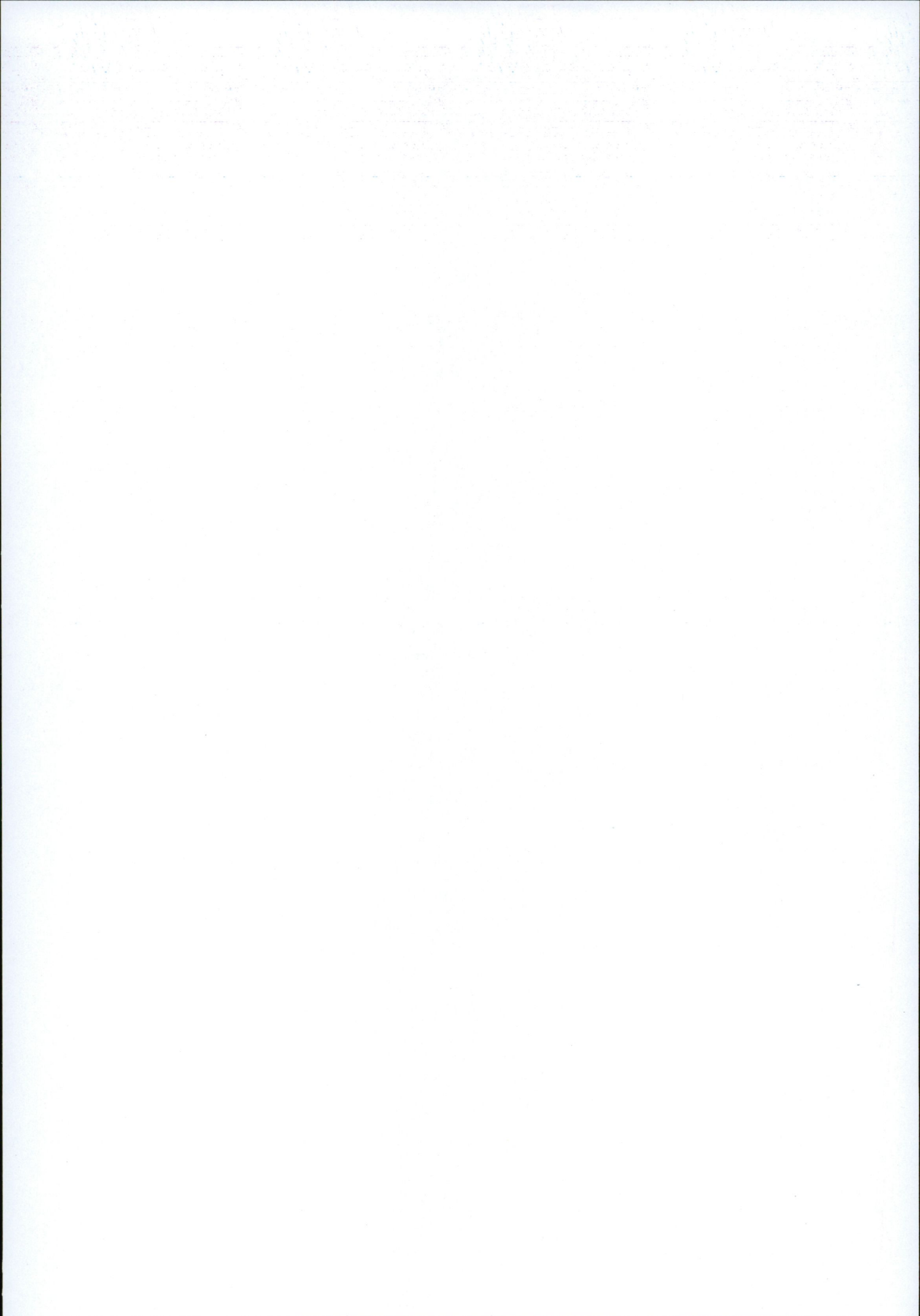


6.2.3 This deduction is based on the anticipated levels of vehicle trips generated by the proposed development, the existing and future road infrastructure and the information and analysis summarised in the above report. Accordingly, it is concluded that the Citywest proposals will not result in a material deterioration of road conditions and as a result there are no significant traffic or transportation related reasons that should prevent the granting of planning permission for the proposed development.



Appendix A : TRICS Data Output







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