

Aderrig Phase 2

Mobility Management Plan

Quintain Developments Ireland Ltd

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1. Introduction

1.1. Overview

This Residential Mobility Management Plan (MMP) has been prepared on behalf of Quintain Developments Ireland Ltd in support of a planning application to South Dublin County Council (SDCC) for a proposed residential development at lands located within Adamstown Aderrig Phase 2 Development within the Adamstown SDZ.

Phase 2 of the Adamstown Aderrig Development seeks permission for 227no. terraced houses and duplex apartments units ranging from 2-4 storeys in height; outline permission is also sought for all associated site and development works including roads, central public open space, car parking, bicycle parking, bin storage areas, 2no. ESB substations, associated pedestrian footpaths and cycle paths, hard and soft landscaping and boundary treatment.

This MMP sets out a strategy designed to promote travel by active and sustainable modes to and from the proposed residential development in Adamstown.

1.2. What is a Mobility Management Plan?

An MMP is a robust package of measures aimed at encouraging a shift to sustainable travel modes such as walking, cycling and public transport. The plans are developed on a bespoke basis and may recommend improvements to infrastructure as well as behavioural change measures, such as improved provision of information or promotional campaigns and events.

An MMP is therefore a strategic management tool designed to accommodate a site's specific transportation needs. The MMP aims to educate and inform people regarding how, why and when they need to travel. It provides a forum to promote and support the use of alternative, active and sustainable transport modes such as walking, cycling, shared transport, and mass transit such as buses and trains. Consequently, the MMP will also assist in reducing dependency on private car and mitigate against traffic congestion and its inherent environmental, social, and economic impacts.

This Mobility Management Plan (MMP) has been developed with specific reference to the site location, site context and proposed site layout and, describes the self-regulating management of travel demand. As such this MMP could help reduce the amount of car travel to and from the proposed development site. Not only will this bring benefits to those employed on site or living within the development but also to the wider local community and environment.

This MMP will form a framework for sustainable travel planning for the Adamstown Aderrig Phase 2 Development, that will change and adapt as the surrounding neighbourhood and infrastructure continues to be developed. As such this MMP should be seen as a dynamic and evolving mechanism for introducing and maintaining a package of measures.

These measures focus on promoting access to the site by alternative, active and sustainable modes of transport and reducing single occupancy car travel. In general, the ultimate occupiers will be encouraged to put these measures into practice themselves.

This MMP has been prepared in accordance with the following documents:

- Adamstown Street Design Guide-2010;
- DMURS (*Design Manual for Urban Roads and Streets-2013*);
- NCM (*National Cycle Manual-2011*);
- TII (*Traffic and Transport Assessment Guidelines May-2014*);
- NTA (*Achieving Effective Workplace Travel Plans Guidance for Local Authorities*);
- Transport Strategy for the Greater Dublin Area 2016-2035;
- Greater Dublin Area Cycle Network Plan; and
- South Dublin County Development Plan.
- National Sustainable Mobility Policy 2022 (Department of Transport)

1.3. Policy

National, regional and local planning policy has been considered to ascertain compliance. The governments vision for achieving a sustainable transport system for Ireland by 2020 is outlined in the National Sustainable Mobility Policy published in April 2022.

The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade. The overall target is to *“deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.* To achieve this target there are a number of initiatives including:

- Integration of land use and planning
- Improvement to walking and cycle infrastructure
- Improved public transport capacity
- Identifying and implementation of suitable demand management measures
- Behavioural change programmes and measure
- Improved safe, accessible, comfortable, safe and affordable journey for all people and all trips

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, targets or objective identified in the Policy. The Aderrig Phase 2 development incorporates the appropriate measures to enable the vision of both the Policy and Action Plan by ensuring the development is fully accessible for all modes, providing excellent connections to the existing and planned pedestrian, cycling and public transport links, both within Adamstown SDZ lands and on the external transport network.

2. The Subject Site

2.1. Site Location

The proposed Aderrig Tile is located at the Western side of the SDZ Planning Scheme as shown in Figure 2-1. Adamstown Boulevard Tile is located to the South. The Airlie Park is located to the North-East and the Central Boulevard to the East.

Figure 2-1 - Location of Aderrig Tile in the SDZ Planning Scheme



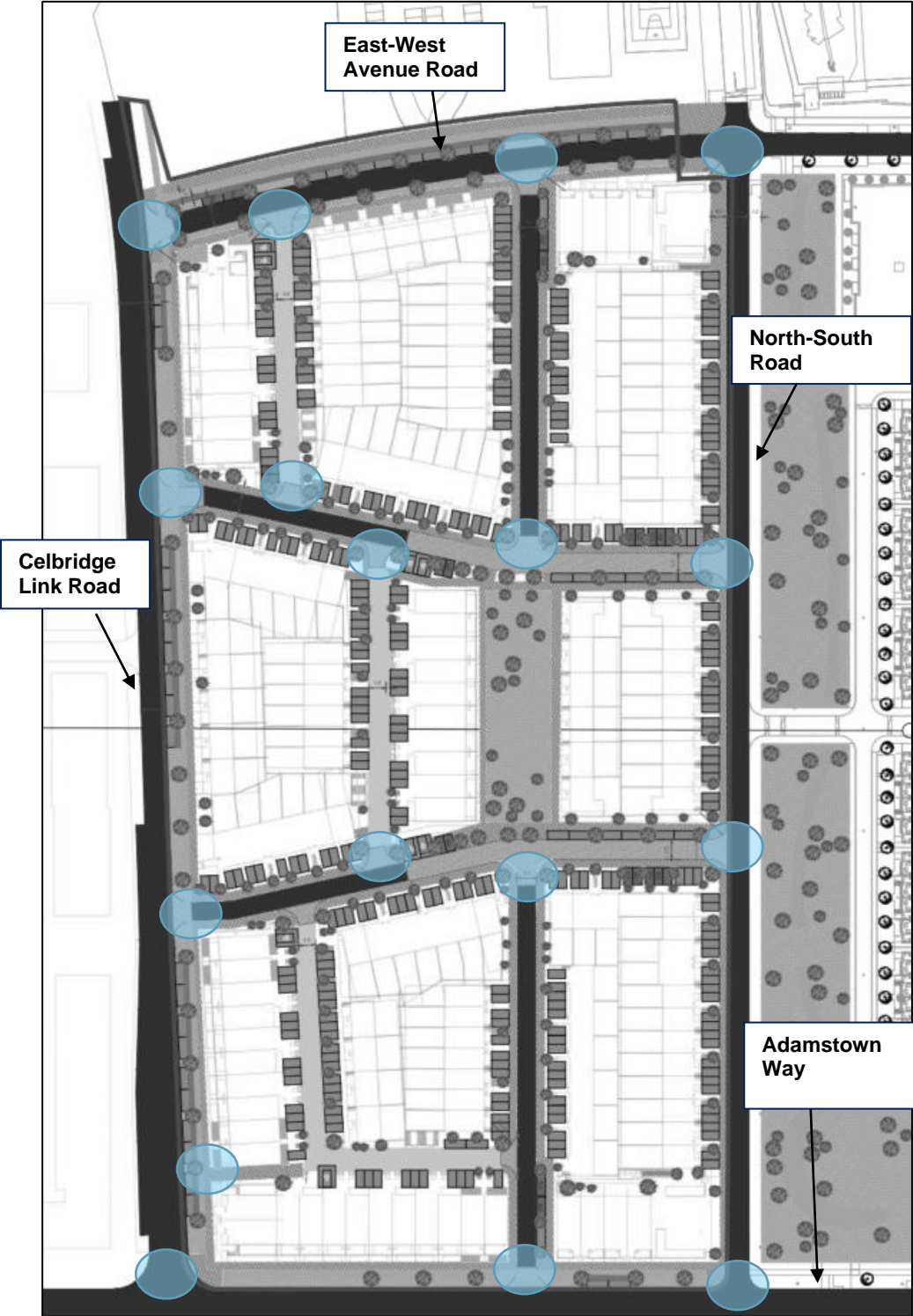
The location of Aderrig Phase 2 development and the wider context is shown in Figure 2-2. To the north the site is bounded by East-West Avenue Road, to the south by Adamstown Way, to the east by North-South Road and to the west by the Celbridge Link Road.

Figure 2-2 - Location of Aderrig Phase 2 planning application



The development layout was designed with and promotes DMURS principles of self-regulating street network based on low traffic low speeds that is highly permeable that promotes walking and cycling. There are numerous opportunities for multi-modal access from the site to the existing and proposed roads infrastructure as shown in Figure 2-3. There are numerous access points from the development onto Avenue type roads, that form the higher capacity roads connections with the SDZ Planning Scheme. The development is also connected to a network of similar streets with high class walking and cycling facilities to further encourage and promote walking, particularly for shorter journeys.

Figure 2-3 - Access Points



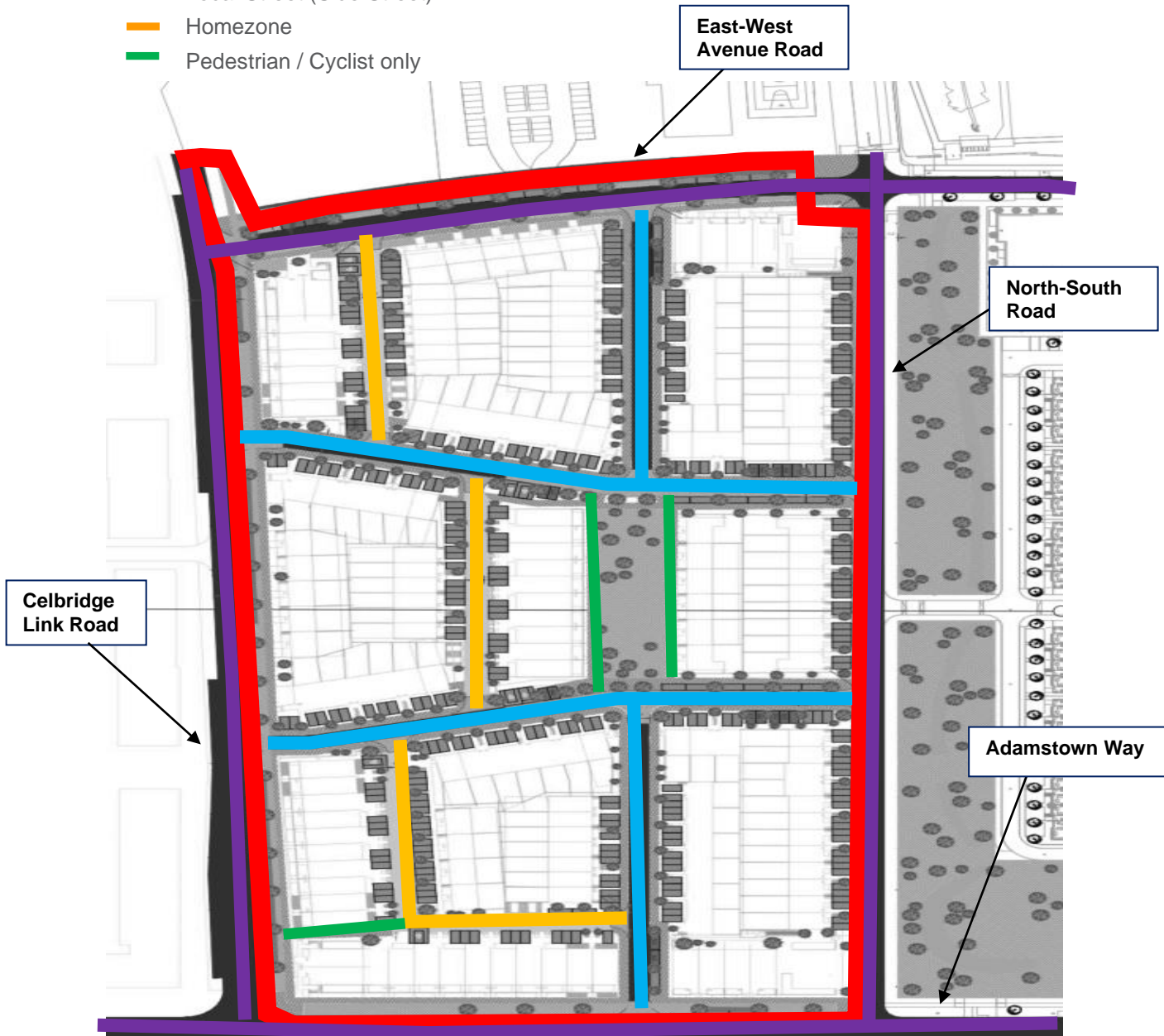
3. Existing Conditions

3.1. Local Road Network

The road hierarchy is indicated on and described in the sections below.

Figure 3-1 - Road Hierarchy and Street Layout

- █ Link Street (Avenue)
- █ Local Street (Side Street)
- █ Homezone
- █ Pedestrian / Cyclist only



3.1.1. Adamstown Way

Adamstown Way is a major East-West Avenue that provides a connection between Celbridge Link Road in the west to the R120 Newcastle Road in the east. As set out in the Adamstown Traffic modelling report it is anticipated that this avenue will carry larger volumes of east-west traffic that would travel along the East-West Avenue Road.

3.1.2. North-South Road

The North-South Avenue is a link road that runs along the eastern edge of the proposed development providing interconnectivity between Adamstown Way and the East-West Avenue Road.

3.1.3. Celbridge Link Road

Celbridge Link Road will provide a connection between R403 and the proposed development. The road runs along the Western edge and connects with the East-West Avenue Road and Adamstown Way.

3.1.4. East-West Avenue Road

The East-West Avenue is a link road that runs along the Northern Boundary of the proposed development. This road connects with Celbridge Link Road, the North-South Road and Adamstown Boulevard. It is anticipated that this road will have high volumes of traffic.

3.2. Walking and Cycling Facilities

In terms of existing and proposed pedestrian and cyclist provision the Adamstown Central Boulevard development broadly follows the pedestrian and cyclist priority measures detailed in the Adamstown SDZ as shown in Figure 3-2.

Figure 3-2 - Adamstown SDZ Pedestrian and Cyclist Permeability



The proposed pedestrian provision for Aderrig Phase 2 and wider context is detailed in Figure 3-3. Footpaths are provided on both sides of the streets to provide a comprehensive well connected and integrated network for future occupiers and visitors.

Figure 3-3 - Aderrig Phase 2 Pedestrian Provision



- Footpath
- - - Shared Surface
- Shared ped / Cycle

Figure 3-4 - Aderrig Phase 2 Cyclist Provision



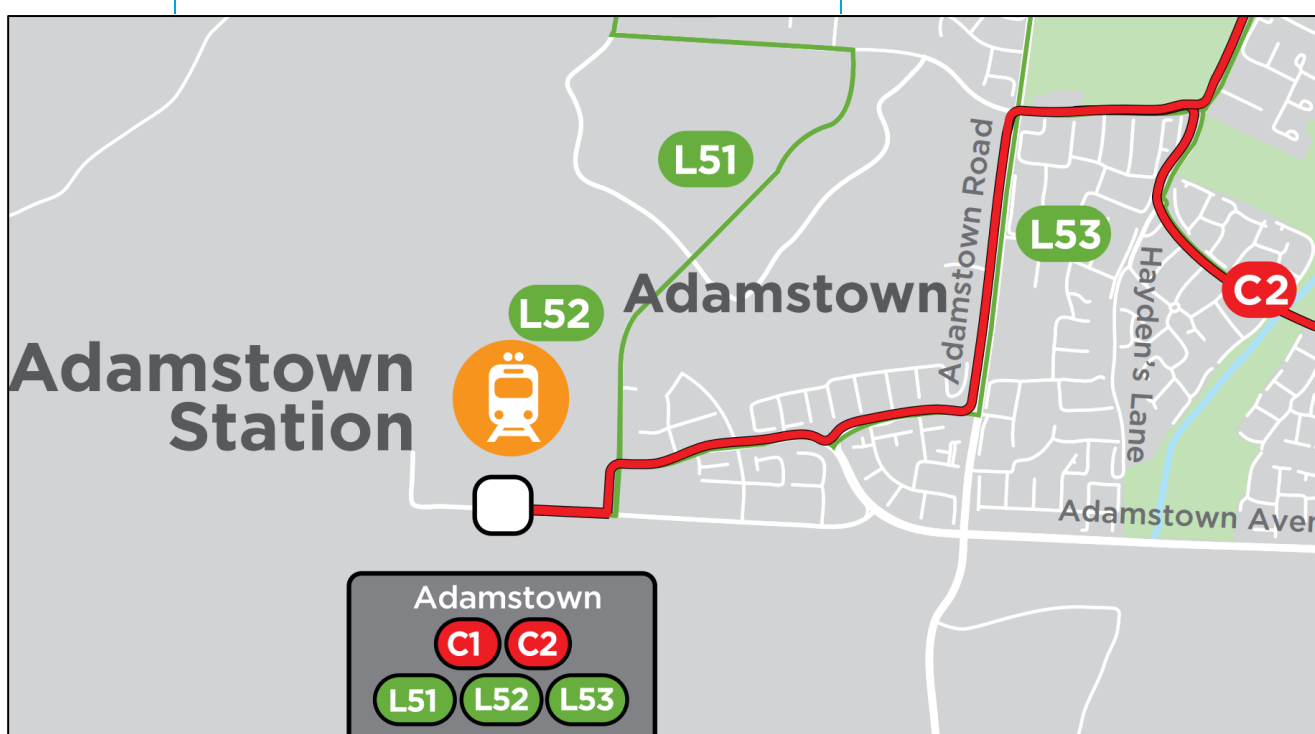
- Existing Segregated Cycle Track
- - - Proposed Shared Street (Cyclist and Vehicles)
- · · Proposed Shared Path (Cyclist & pedestrian)

3.3. Current Bus Services

Adamstown District Centre is currently served by a number of bus services set out in Table 3-1.

Table 3-1 - Current Bus Services in Adamstown

Route No	To and from	Frequency
C1	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
C2	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
L51	Adamstown Station – Lucan Village – Blanch. SC	Every hour
L52	Adamstown Station – Lucan Village – Liffey Valley	Every hour
L53	Adamstown Station – Balgaddy – Liffey Valley	Every 30 minutes



3.4. Rail Services

3.4.1. Existing Rail Services

Adamstown Rail Station is served by the Grand Canal Dock and Dublin Heuston – Portlaoise rail service.

11No. rail services run from Adamstown Rail Station between 06:35 and 08:40 to either Grand Canal Dock or Heuston Station. Average frequency of service is 10-12 minutes with travel time of approximately 40 minutes to Grand Canal Dock or approximately 15 to 20 minutes to Heuston Station. The morning peak timetable is shown in Figure 3-5.

Figure 3-5 - Rail Service Timetable – Morning Peak

		Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Fri	
PORTLAOISE	Dep	05:40	--	--	--	06:25	--	--	06:47	--	06:54	--	--	07:17	--	--	07:25	07:41	--	--	08:00
Portarlinton	Dep	05:48	--	06:02	--	06:34	--	--	06:56	--	07:02	--	07:07	--	07:25	07:41	--	--	--	--	08:10
Monasterevin	Dep	--	--	--	--	06:40	--	--	07:02	--	07:07	--	--	--	07:47	--	--	--	--	--	--
KILDARE	Dep	06:02	--	06:16	--	06:32	06:50	07:01	07:12	--	07:18	07:23	--	07:34	07:40	07:57	--	--	--	08:11	08:24
NEWBRIDGE	Dep	06:07	06:12	06:22	--	06:38	06:57	07:00	07:08	--	07:19	--	07:30	07:35	07:41	07:46	08:04	--	08:12	--	--
Naas (Poplar Square)	Dep	--	--	--	--	06:25	--	--	07:00	--	--	--	--	--	07:30	--	--	--	--	--	--
Sallins & Naas	Dep	--	--	--	--	06:45	--	--	07:20	--	--	--	--	--	07:50	--	--	--	--	--	--
Sallins & Naas	Dep	06:16	06:20	06:30	--	06:46	07:05	07:09	07:16	07:23	07:27	--	07:38	07:43	--	07:54	--	--	08:20	--	08:35
Celbridge (Salesian Coll.)	Dep	--	--	--	--	06:40	--	--	07:10	--	07:10	--	--	--	07:35	--	07:35	--	--	--	--
Hazelhatch & Celbridge	Dep	--	--	--	--	06:55	--	--	07:25	--	07:25	--	--	--	07:54	--	07:54	--	--	--	--
Hazelhatch & Celbridge	Dep	--	06:30	06:41	06:49	06:56	07:15	07:19	07:27	07:33	07:37	--	07:53	--	08:04	--	08:17	08:30	--	--	08:35
Adamstown	Dep	--	06:35	--	06:54	07:01	--	07:23	07:31	--	07:42	--	07:58	--	08:08	--	08:22	08:34	--	--	08:40
Clondalkin Fonthill	Dep	--	06:39	--	06:58	07:05	07:22	07:28	--	07:46	--	08:02	--	08:12	--	08:26	08:37	--	--	--	08:44
Park West & Cherry Orchard	Dep	--	06:42	--	07:01	07:08	--	07:31	--	07:49	--	08:05	--	08:15	--	08:29	08:40	--	--	--	08:47
DUBLIN Heuston	Arr	06:37	--	06:57	--	07:18	07:33	--	07:44	07:48	--	07:50	07:59	08:16	08:07	08:24	08:31	--	08:49	08:43	08:57
Drumcondra	Dep	--	07:01	--	07:18	--	--	07:47	--	08:06	--	--	--	--	--	--	08:46	--	--	--	09:05
DUBLIN Connolly	Arr	--	07:08	--	07:23	--	--	07:52	--	08:12	--	--	--	--	--	--	08:52	--	--	--	09:11
Tara Street	Arr	--	07:12	--	07:27	--	--	07:56	--	08:16	--	--	--	--	--	--	08:55	--	--	--	09:15
DUBLIN Pearse	Arr	--	07:14	--	07:29	--	--	07:58	--	08:18	--	--	--	--	--	--	08:58	--	--	--	09:18
GRAND CANAL DOCK	Arr	--	07:19	--	07:34	--	--	08:02	--	08:23	--	--	--	--	--	--	09:02	--	--	--	09:22

Connecting Bus
 Bus also operates from Irish National Stud (departs 10 minutes earlier).
 Times in *italics* denote bus departure times.
 Bus Link to/from Dublin Airport available nearby.
 Bus Link (Route 145) to/from Dublin City Centre.
 LUAS Tram link to/from Dublin City & Connolly Station.
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10No. rail services run to Adamstown Rail Station between 15:20 and 18:25 from either Grand Canal Dock or Heuston Station. Average frequency of service is 20-25 minutes with travel time of approximately 40 minutes from Grand Canal Dock or approximately 15 to 20 minutes from Heuston Station. The evening peak timetable is shown in Figure 3-6.

Figure 3-6 - Rail Service Timetable – Evening Peak

		Mon to Sat	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Fri	Mon to Sat	Mon to Fri	Mon to Sat	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Fri	Mon to Fri	Mon to Sat	Mon to Sat	Mon to Sat	Mon to Sat
GRAND CANAL DOCK	Dep	--	15:20	--	--	--	--	16:28	--	16:41	--	16:59	--	--	17:32	--	18:00	--	--	--
DUBLIN Pearse	Dep	--	15:23	--	--	--	--	16:31	--	16:44	--	17:02	--	--	17:35	--	18:03	--	--	--
Tara Street	Dep	--	15:25	--	--	--	--	16:33	--	16:47	--	17:04	--	--	17:37	--	18:05	--	--	--
DUBLIN Connolly	Dep	--	15:29	--	--	--	--	16:37	--	16:52	--	17:08	--	--	17:42	--	18:09	--	--	--
Drumcondra	Dep	--	15:35	--	--	--	--	16:43	--	16:57	--	17:13	--	--	17:47	--	18:14	--	--	--
DUBLIN Heuston	Dep	15:35	--	16:20	16:25	16:30	16:40	--	17:10	--	17:25	--	17:27	17:30	17:35	--	18:05	--	18:25	18:30
Park West & Cherry Orchard	Dep	--	15:53	16:28	--	--	--	17:01	--	17:15	--	17:30	17:35	--	18:03	18:13	18:32	18:35	--	--
Clondalkin Fonthill	Dep	--	15:56	16:31	--	--	--	17:05	--	17:18	--	17:33	17:39	--	18:07	18:16	18:35	18:39	--	--
Adamstown	Dep	--	16:01	16:36	--	--	--	17:10	--	17:23	--	17:38	17:44	--	18:12	18:21	18:41	18:44	--	--
Hazelhatch & Celbridge	Arr	--	16:05	16:40	--	--	--	16:53	17:16	--	17:27	--	17:44	17:48	--	18:16	18:25	18:46	18:48	--
Hazelhatch & Celbridge	Dep	--	--	--	--	--	--	16:55	--	--	--	17:50	17:50	--	18:30	18:30	19:00	19:00	--	--
Celbridge (Salesian Coll.)	Dep	--	--	--	--	--	--	17:10	--	--	--	18:05	18:05	--	18:45	18:45	19:15	19:15	--	--
Sallins & Naas	Dep	--	--	16:51	--	--	--	17:03	--	17:37	--	--	17:57	17:46	17:52	18:25	18:36	--	--	18:58
Sallins & Naas	Dep	--	--	16:55	--	--	--	17:05	--	--	--	--	--	17:55	18:28	--	--	--	--	19:00
Naas (Poplar Square)	Dep	--	--	17:20	--	--	--	17:30	--	--	--	--	--	18:20	18:50	--	--	--	--	19:20
NEWBRIDGE	Arr	--	--	16:59	--	16:51	--	--	17:33	17:45	--	--	18:05	17:55	--	18:34	18:44	--	--	19:05
KILDARE	Arr	--	--	17:09	--	17:02	17:20	--	--	17:44	--	17:54	--	18:15	--	18:09	18:55	--	--	19:16
Monasterevin	Dep	--	--	17:18	16:59	--	--	--	17:51	--	--	--	18:23	--	--	--	--	--	--	19:25
Portarlinton	Dep	16:17	--	17:24	17:05	--	--	--	17:59	--	--	18:05	--	18:30	18:13	--	--	--	--	19:06
PORTLAOISE	Arr	--	--	17:34	17:15	--	--	--	--	--	--	18:15	--	18:39	--	--	19:16	--	--	19:40

Connecting Bus
 Bus also operates to Irish National Stud (arrives 10 minutes later).
 Times in *italics* denote bus departure times.
 Bus Link to/from Dublin Airport available nearby.
 Bus Link (Route 145) to/from Dublin City Centre.
 LUAS Tram link to/from Dublin City & Connolly Station.
 follow us on

3.4.2. Future Rail Services

The National Development Plan 2018-2027 contain proposals for the DART Expansion Programme, the DART Expansion Programme is a series of projects that will create a full metropolitan area DART network for Dublin with all of the lines linked and connected. Part of the DART Expansion programme is the provision of high-frequency electrified services to Celbridge/Hazelhatch on the Kildare Line, this will deliver a very substantial increase in peak-hour capacity. Being positioned on this line Adamstown Rail Station will avail of these increased peak hour services once they have been implemented.

Tenders were invited on December 4th, 2019, from specialists to support Iarnród Éireann on the project to deliver DART to Celbridge. This shows Iarnród Éireann commitment to ensure the prompt delivery of the expanded DART programme.

3.5. Taxi & Set Down

There are opportunities for set down facilities both on the proposed street network itself and on various visitor car parking bays that are located within and around the development.

3.6. Travel Apps

The [Journey Planner App](#) from [Transport for Ireland](#) provides journey planning, timetable and travel information from all licenced public transport providers across Ireland. Download the [Real Time Ireland App](#), which integrates all real-time arrival information services from Dublin Bus, Bus Éireann, DART, Iarnród Éireann and Luas services.

For travel by bus, Luas, or DART, get a [Leap Card](#) for convenience and to save money. Remember, you can save even more if you use a Child Leap Card until you turn 19! You can download the Leap Card Top-Up App and instantly check your balance, top up your card.

All Irish taxis can be verified by using the [TFI Drive Check app](#) to make sure the taxi you are taking has been registered. The app also lets you email a friend with your trip details.

4. Objectives and Targets

4.1. Objectives and Targets

The objectives of the Mobility Management Plan are developed with the overall aim of promoting sustainable travel and reducing the number of single occupancy car trips associated with the residential development. The objectives of Outline Mobility Management Plan are as follows: Based on the best practice objectives / targets and actions should address the following elements:

- Achieve a high level of Community Awareness of the MMP.
- Encourage the development of a healthy, sustainable and vibrant local community through promotion of travel by sustainable modes.
- Ensure a high level of Community Participation in the development of the travel surveys to indicate participation.
- Improve conditions for pedestrians and cyclists travelling to and from the site.
- Develop on good urban design principles to enhance the connectivity of the site and maximise accessibility by sustainable modes.

Table 4-1 outlines tangible targets to be achieved in relation to the key objectives.

Table 4-1 - Objectives and Targets

Objectives	Residential Travel Plan Targets
Awareness	To provide information on sustainable travel to each resident upon occupation.
Participation	To develop a detailed residential travel plan within 9 months of first occupation.
Accessibility	measures implemented to encourage walking, cycling, public transport and car sharing from first occupation.
Maximise the Potential for Sustainable Travel	To promote and encourage physical measures implemented as part of the site layout to encourage sustainable modes of travel from first occupation.
Reduce Car Related Travel	To identify mode Share Targets to be agreed with South Dublin County Council following travel surveys.

4.2. Modal Targets

It is anticipated that mode share targets will be agreed with South Dublin County Council. A timeframe will be set within which the targets should be achieved; however, the plan will be a lifelong document evolving with the development of the site and addressing any changes in travel behaviour.

The design of the Aderrig Phase 2 Development promotes active travel modes (walking and cycling) and sustainable travel modes (public transport) over car travel.

5. MMP Strategy

5.1. Introduction

This section of the Mobility Management Plan sets out the Strategy proposed for the residential elements of the proposed development.

Clearly, as the users of the development are currently unknown at this stage this outline MMP can only commit to promoting alternative modes of transport and providing the means for active and sustainable travel choices to be made.

The starting principle is that the design and layout of the development is based on DMURS principles that facilitates and encourages active and sustainable travel. This leads the adoption of more sustainable modes for

travel. The MMP will develop on the physical interventions of the development proposals for the site layout. The physical interventions will be supported, and active and sustainable modal shift encouraged through the development of 'softer' measures.

This section describes the services to be provided and the 'in built' infrastructure measures (as part of the layout and design of the development) which are intended to encourage use of active and sustainable travel modes and complement the strategic aspects of the MMP.

The complementary measures will address the objectives, as set out in Section 4. These are to be delivered through a co-ordinated strategy delivered by the Management Company (MC) and involving the distribution of Travel Information Packs.

5.2. Strategy

Travel Information Packs will form part of the marketing material for the site and will be distributed to all new residents within the development at point of sale. These will be distributed by the Management Company. The details of the Travel Information Packs would be provided to South Dublin County Council. The Travel Information Packs would ideally contain the following information:

- Information on recommended driving routes to key locations
- Information about public transport and locations of bus stops;
- Information about walking and cycling routes;
- Information about walking, bus and cycling options for adults chaperoned active travel for school children;
- Information about car parking management;
- Information about local services and facilities that are within comfortable walking distance;
- Information on active and sustainable transport measures facilitated by the development (bicycle parking, car sharing scheme, EV charging, etc.);
- Information on future public transport infrastructure; and
- Information on future walking and cycling infrastructure.

Through a monitoring and review process, the Management Company will also be responsible for ensuring that the measures proposed are implemented in the most effective way possible.

5.3. MMP Measures

It will be the responsibility of the MC to liaise with residents and inform them of the elements of the MMP. The MMP will encourage residents to use more sustainable methods of transport through the following ways:

- Offering membership discounts for car clubs.
- Working with residents to provide individuals with the information to develop their own personalised travel plan (PTP). The plan should be tailored to reflect each resident's situation.
- Facilitate car sharing schemes.
- Residents are to be provided with a welcome Travel Information Pack. This pack, which will be updated on an ongoing basis, will contain information on the following:
 - Public transport facilities in the area.
 - Walking and cycling facilities in the area.
 - Discounts for car clubs.
 - Incentives that may be offered by resident's employees to use sustainable modes of transport (e.g., cycle to work scheme).
 - Contact details for Mobility Manager and key travel websites and apps.

5.3.1. Walking

There are many local, global, and personal benefits to walking, a few are listed following:

- W - Wake Up! - Studies have shown that individuals who walk to work, school or elsewhere are more awake and find it easier to concentrate.
- A - Always one step ahead - Walking makes people more aware of road safety issues and helps them develop stronger personal safety skills.

- L - Less congestion - If you leave the car at home and walk, there are fewer cars on the road which makes it safer for those who walk and cycle.
- K - Kinder to the environment - By leaving the car at home you are reducing the amount of CO2 produced and helping to reduce the effects of climate change and air pollution.
- I - Interpersonal skills - Walking can be a great way to meet other walkers, share the experience, and develop personal skills.
- N - New adventures - Walking is a great way to learn about your local environment and community. It's also a fun way to learn about the weather, landscape, and local ecosystems.
- G - Get fit and stay active - Walking helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

Walking has the capacity to replace car-based journeys of up to 3.5km. A high proportion of walking journeys may form the start or end of larger journeys comprising of bus or rail links; hence an attractive walking experience can play a large part in encouraging public transport patronage.

The site offers opportunities in terms of facilitating local trip making on foot, including access to public transport services.

5.3.2. Cycling

Research indicates that cycling is a viable mode of transport for residents wishing to undertake journeys of up to 10km. Some positive aspects of cycling are listed following:

- C - Cycling is a life skill - Cycling is a sustainable way of travelling but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community.
- Y - You save time & money - cycling reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- C - Confidence building - travelling as an independent cyclist can give people increased confidence proving beneficial in all aspects of life;
- L - Less congestion - If you leave the car at home and cycle, there are fewer cars on the road which makes it safer for other cyclists;
- I - Interpersonal skills - Cycling can be a great way to meet other cyclists and share the experience;
- N - New adventures - Cycling is a great way to learn about your local environment and community. It helps residents to understand where they live and how their actions affect their local environment;
- G - Get fit and stay active - cycling helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

The provision of cycle facilities at the site will play a role in promoting residents to cycle to work, school, or elsewhere.

The following initiatives and incentives will encourage cycling within the development and within the wider area:

- The development will provide high quality, secure and sheltered cycle parking which will be easily accessible to residents;
- The development will provide cycle parking for visitors and publicise in welcome Travel Information Packs;
- Publicise the Government Bike to Work Scheme (www.biketowork.ie) in welcome travel packs;
- Provide information on walking and cycling distance, routes and journey times by bike or walking to key destinations in welcome travel packs for residents;
- Highlight the direct savings gained due to reduced use of private vehicles in welcome travel packs;
- Publicise National Bike Week in welcome travel packs, see www.bikeweek.ie.

5.3.3. Public Transport

There are many benefits to taking public transport, some of which include:

- Personal Opportunities – Public transportation provides personal mobility and freedom;
- Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion;

- Reducing congestion – The more people who travel on public transport, especially during peak periods, the less people travelling by private car;
- Saving money – Taking public transport can work out to be cheaper than travelling by car and, in some instances, can save the cost of buying, maintaining and running a vehicle;
- Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car;
- Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car;
- Get fit and stay active - Walking to and from public transport helps residents incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind; and
- Less stress – Using public transport can be less stressful than driving, allowing time to relax, read, or listen to music.

The following initiatives and incentives can be used to encourage residents to take public transport:

- Encourage public transport use by publicising the benefits of smart travel cards to all residents in welcome Travel Information Packs;
- Publicise the availability of Real Time Information on the Bus Service Providers website and Bus Service Providers mobile app in welcome travel packs. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately;
- Publicise the availability of a National Journey Planner, which provides journey planning, timetable, and travel information from all licenced public transport providers across Ireland, in welcome travel packs. This Journey Planner is available on the Transport for Ireland website and as a mobile app;
- Provide maps in welcome travel packs of local bus routes, the nearest bus stops, and the length of time it takes to walk to them;
- Promote Tax Saver Commuter tickets, which offer significant savings to individuals in marginal tax rate and levies on the price of their ticket, in welcome travel packs;

6. Implementation, Monitoring and Review

The MMP **strategy and measures** outlined will be implemented over a period of time which will be continuously monitored to ensure the MMP continues to deliver on its **objectives and targets**.

A key aspect of the MMP is the provision of Travel Information Packs residents and residents of the development. This will be undertaken by the Management Company acting as Travel Plan co-ordinator. The Travel Information Packs will contain at a minimum the information below:

- Information about public transport and locations of bus stops
- Information about walking and cycling routes
- Information about walking bus and cycling bus options for adult chaperoned active travel for school children
- Information about car parking management
- Information about local services and facilities that are within comfortable walking distance.
- Information on active and sustainable transport measures facilitated by the development
- Information on future public transport infrastructure
- Information on future walking and cycling infrastructure

Monitoring of the MMP will be important in understanding the changing nature of staff and resident travel habits and the effectiveness of the MMP initiatives. The monitoring process, which will be carried out by the Management Company, will involve annual travel surveys undertaken, starting one year from the initial post occupation travel surveys to assess changes to the mode share of trips to the development site over a three-year period. This will have a particular focus on the level of usage of the bicycle parking to determine whether and when additional spaces are required.

An annual monitoring report would be produced for the site by the Management Company, setting out the results of the travel surveys and highlighting any issues arising from the review of the MMP initiatives. The report would set out appropriate changes to existing initiatives if required in order to meet the MMP objectives and provided to South Dublin County Council if requested.

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