Cycling

2.7 The South Dublin County Council Development Plan (SDCCDP) sets out the car parking and cycle parking requirements for developments, based on their location and the accessibility to public transport. The cycle parking provision for the hotel is addressed within Section 2 of the Transportation Assessment Report accompanying the planning application.

2.8 The key to cycle accessibility is convenient safe links, with secure and carefully sited cycle parking. Cycle parking is well provided for at the site by way of the dedicated secure cycle storage parking internally within the basement. The demand for bike racks will be monitored and additional provided if the necessary.

2.9 Cycling is ideal for shorter journeys, and cycling has an important role to play in reducing car use. At present, pedestrian/cycle traffic at/to the existing site is served by an extensive network of footpaths and some cycle lanes/facilities. These are ever improving, and of course the ever-developing nature of area is that the GDA cycle network will be rolled out as the environment changes. There is clearly scope to provide the facilities to create the plan as set out in the NTA's GDA Cycle Network Plan for this area of Dublin. An extract from the GDA Local Network plan is included as ***Figure 2.5*** below with the Legend included as ***Figure 2.6***.

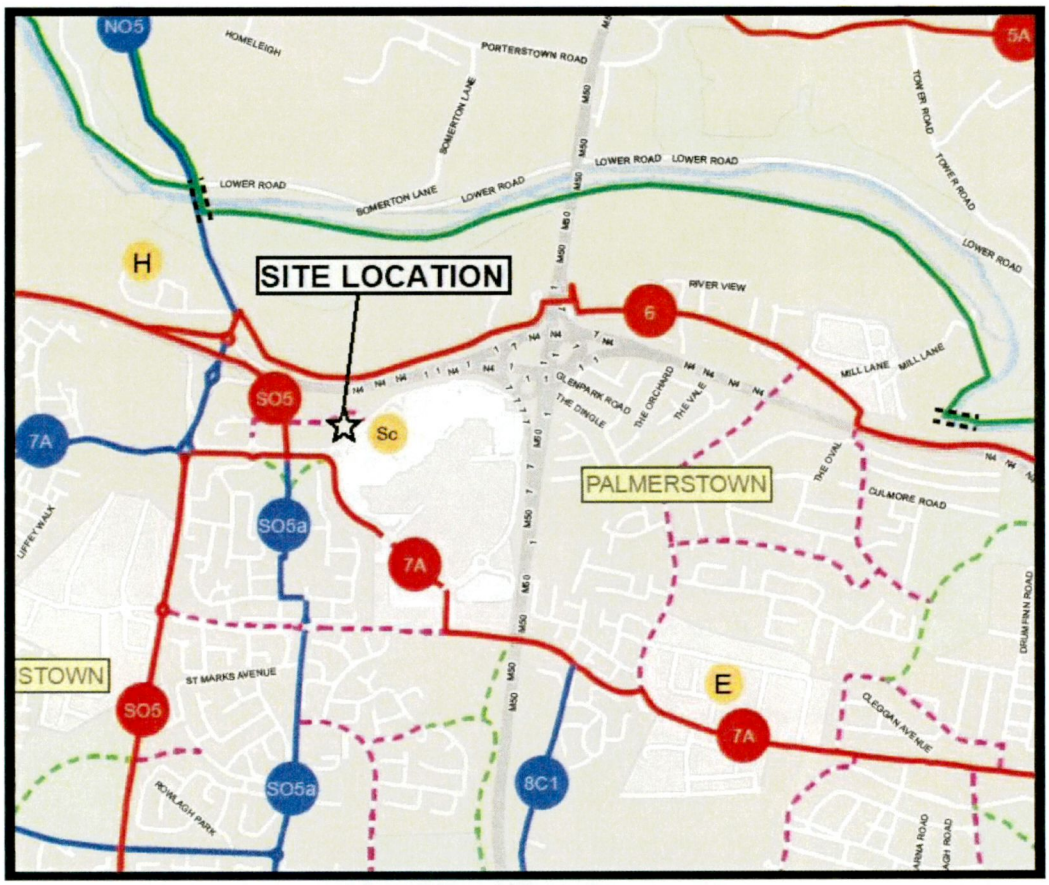

Figure 2.5 – GDA Cycle Network Plan and Site

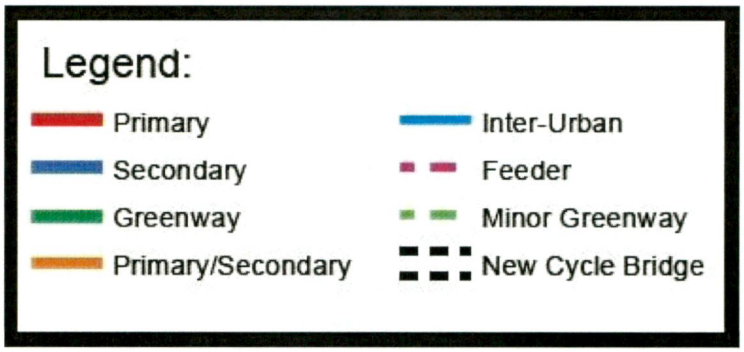

Figure 2.6 – GDA Cycle Network Drawing Legend/Key

2.10 The site is therefore ideally placed to take advantage of the Feeder Route past the site, leading to 2 x Primary Routes on Fonthill Road. These Primary Routes, Secondary Routes and Greenways in turn feed into the overall GDA Network Plan, an extract of which is included below as ***Figure 2.7*** showing the site in context, and demonstrating the cyclist permeability of the location to the overall Dublin City Area

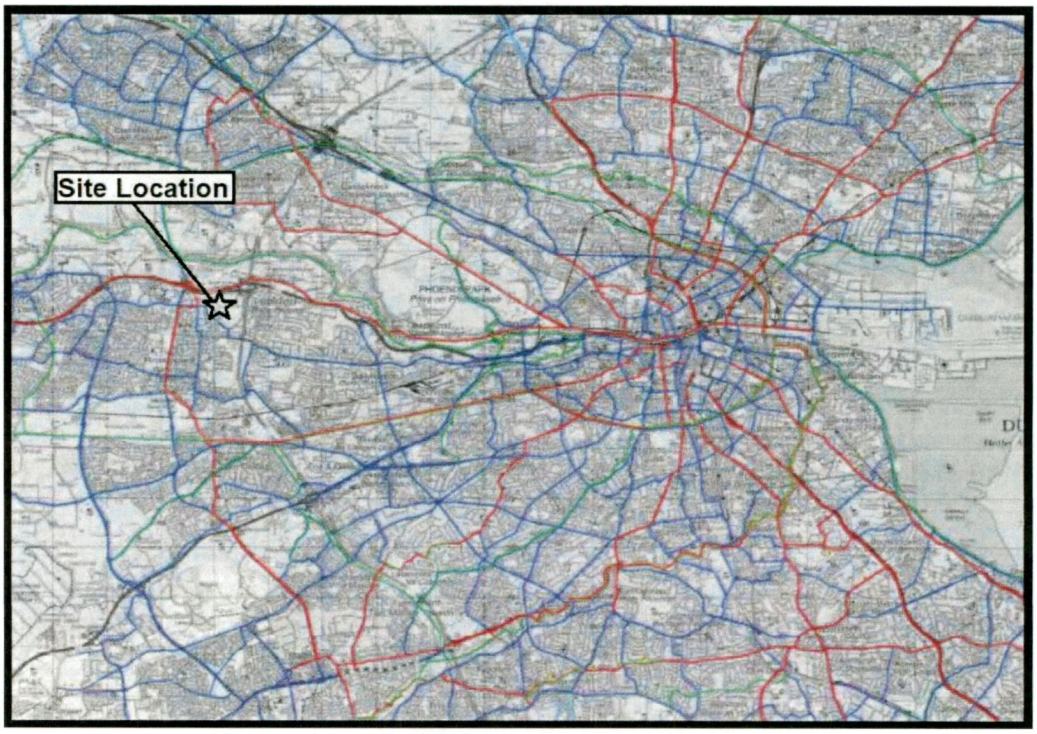

Figure 2.7 – Overall GDA Cycle Network & Site

2.11 For journeys greater than 8km, it is recognised that a modal shift to cycling could be achievable for some, but not all, and options such as public transport and car sharing should be considered. Journeys up to 8km could be undertaken by bicycle and journeys up to 3 to 4km could be undertaken by walking or cycling. To illustrate the local catchment and the extent of the GDA accessible by both Bicycle (8km) and on foot (2km) we have included below approximate 'Iso-Distance Mapping' for an 8km and 2km Radius from the hotel. These illustrate the extent of the

2.15 The site is clearly very highly accessible to public transport, with the level of bus services locally, and represents an ideal location for an accessible Hotel located on a Primary Route adjacent the City.

2.16 All of the Dublin Bus & Go-Ahead routes passing the development are operated using new low-floor wheelchair accessible city buses. Details of routes, timetables and fares are provided on www.dublinbus.ie and on the Transport for Ireland National Journey Planner App.

2.17 In terms of **Future Planned Services**, the NTA have recently published details of the overall bus network for the GDA, the 'New Dublin Area Network' - showing Spine Routes, Feeder and Orbital Routes. An extract from the NTA Plans showing the site location is included below as ***Figure 2.11.***

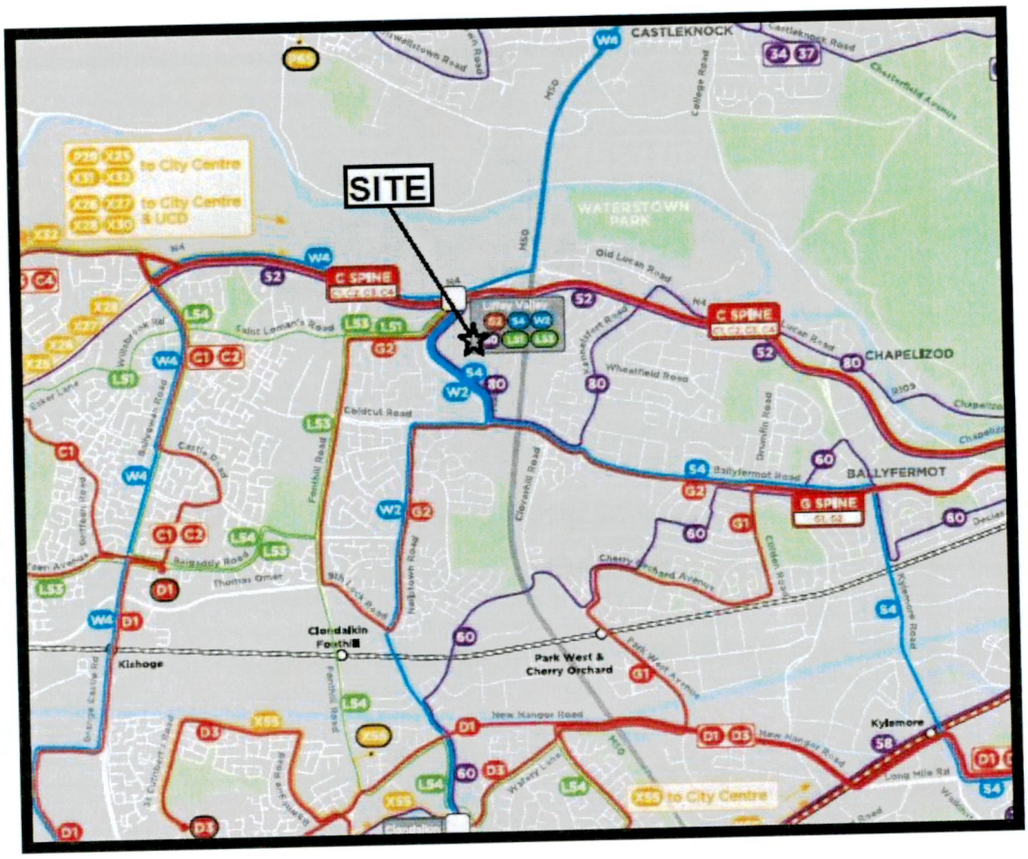

Figure 2.11 - Future Bus Connects Network Services

2.18 In terms of number of current and future buses easily available to the staff and residents, it is considered that the proposed development is very highly sustainable in terms of public transport accessibility. The proximity of the development to existing and proposed public transport services means that staff and residents will have viable alternatives to the private car for accessing the site and will not be reliant upon the car as a primary mode of travel.

3.0 COLLECTION OF BASELINE INFORMATION

Possible Travel Pattern Questionnaires

3.1 Once opened, and when the Travel Plan Coordinator is appointed, Hotel Staff will be encouraged to regularly monitor the Travel Plan initiatives in order to maximise on their success.

3.2 Shortly after opening, a detailed travel-questionnaire will be compiled and distributed to Staff for completion. The aim of the travel questionnaire will be to establish travel patterns between work and home (and associated school trips) among other travel demands. The information gathered from this survey will be used to inform the further development of the Travel Plan.

3.3 The Baseline Survey information will also allow the Travel Plan Coordinator for the development to set realistic modal-split targets for the development.

3.4 It is anticipated that, given the very-much city centre location and good transport links at this development, combined with the lack of car parking on site, there will be a high percentage of use via public and alternative transport.

3.5 The Working Travel Plan will need to maintain this positive modal split and improve it, where possible. It is informative to note that the "Smarter Travel: A Sustainable Transport Future" is to achieve a reduced work-related commuting by car modal share of 65% to 45%.

4.0 THE TRAVEL PLAN

4.1 The successful implementation of a Travel Plan will ensure that, in-so-far-as-possible, the impacts of this traffic are reduced and minimised where practical, while providing a number of environmental and economic advantages detailed below.

4.2 The following sub-sections detail the available initiatives which will serve to better manage travel demand, and therefore the traffic impact of work-related journeys, focused on the movement of staff during peak times.

Walking

Walking - Key Information	
Approx Zone of Influence	3.5km
Percentage of Staff working in area of influence	TBC in each survey when occupied
Percentage of Staff interested in Walking	TBC in each survey when occupied

Table 4.1 – Key Information: Walking

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

- **W** - Wake Up! - Studies have shown that people who walk to work 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 CO 2 produced and helping to reduce the effects of climate change and air pollution.
- **I** - Interpersonal skills - Walking to work or school can be a great way to meet other walkers, share the experience, and develop personal skills.
- **N** - New adventures - Walking to work or school 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 to and from work or school helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.