

# Mobility Management Plan

Proposed Extension

Kiltipper Woods Care Centre, Tallaght, Dublin

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Prepared by: *Clare McAlister*  
 .....  
 Clare McAlister  
 Apprentice Civil Engineer

Checked by: *Declan Diamond*  
 .....  
 Declan Diamond  
 Senior Transport Planner

Approved by: *Declan Diamond*  
 .....  
 Declan Diamond  
 Senior Transport Planner

Rev No	Comments	Checked by	Approved by	Date

Kevin McShane Ltd.  
 1<sup>st</sup> Floor Albany House  
 73-75 Great Victoria Street  
 Belfast  
 BT2 7AF  
 Telephone: 028 9560 9798

Job No: KMS/21-182

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# 1. Introduction

- 1.1 Kevin McShane Ltd have been commissioned by G.I. Martin Architects to provide transport consultancy services in support of a proposed extension to Kiltipper Woods Care Centre.
- 1.2 The development site is located at Kiltipper Road, Dublin and lies approximately 13.1km southwest of Dublin city centre. The existing site currently operates as Kiltipper Woods Care Centre. The existing site provides 61 no. parking spaces on-site. There are currently 80 staff working at the home on the main shift. The site location is illustrated in Figure 1-1.



Figure 1-1 : Site Location Plan

- 1.3 The development proposes an extension to the existing building to create an additional 19 accommodation units. A proposed site layout is provided at **Appendix 1**.
- 1.4 In accompanying this Mobility Management Plan, Kevin McShane Ltd has prepared a Car Parking Survey and Drainage Assessment which have been submitted to planning in support of this application and should be read in conjunction with this document.

- 1.5 The objective of this Mobility Management Plan is to set out a long-term strategy to maximise the opportunity for staff and visitors to avail of sustainable transport modes and to reduce the dependency on travel by private car.
- 1.6 The proposals within this Mobility Management Plan are prepared in accordance with National and Regional transport planning policy. The specific objective of this Mobility Management Plan is to encourage the use of travel modes other than the private car in the interests of supporting sustainable transport policies.
- 1.7 Other aims of this Mobility Management Plan are as follows:
- To set out a long-term strategy to reduce the dependencies of staff and visitors on single occupancy travel by private car;
  - To increase awareness of staff and visitors of the advantages and potential for travel by more environmentally friendly modes; and
  - To introduce a package of physical and management measures that will facilitate staff and visitors travel by modes of transport other than the private car.
- 1.8 This Mobility Management Plan also takes account of the transport initiatives set out in the Northern Ireland Audit Office's report on 'The Effectiveness of Public Transport in Northern Ireland'. This will support future staff and visitors of the development, helping them plan their journeys to key destinations across Northern Ireland and their place of residence.
- 1.9 This Mobility Management Plan outlines the existing transport accessibility of the area and reviews the existing travel patterns and constraints in the area. It summarises proposals for promoting sustainable transport modes, such as, cycling, walking and public transport for staff and visitors, and outlines the restrictions imposed to curtail the use of private cars. The review considers the local environment and the needs of disabled access users.
- 1.10 The administration of the Mobility Management Plan will be the responsibility of the appointed Travel Co-ordinator, who will be responsible for the development as a whole and will act as a point of contact between individual occupiers and outside organisations including South Dublin County Council and Bus Éireann. The Travel Co-ordinator is committed to supporting sustainable transport modes throughout the life of the proposal.

## 2. Existing and Proposed Development

- 2.1. The proposed development site is located on Kiltipper Road, Dublin and currently operates as Kiltipper Woods Care Centre.
- 2.2. The redevelopment proposals (Planning Reference: SD21A/0287) seek to facilitate an extension to the existing care home and reorganisation of existing layout to provide residence to 140 residents. The proposed development will increase the staff numbers by 6. The development proposals include:
  - Proposed ground floor and first floor extension of 739m<sup>2</sup> GFA;
  - Reorganisation of 272m<sup>2</sup> GFA of the existing ground floor; and
  - Associated site works.
- 2.3. The proposed site layout is illustrated in Figure 2-1.

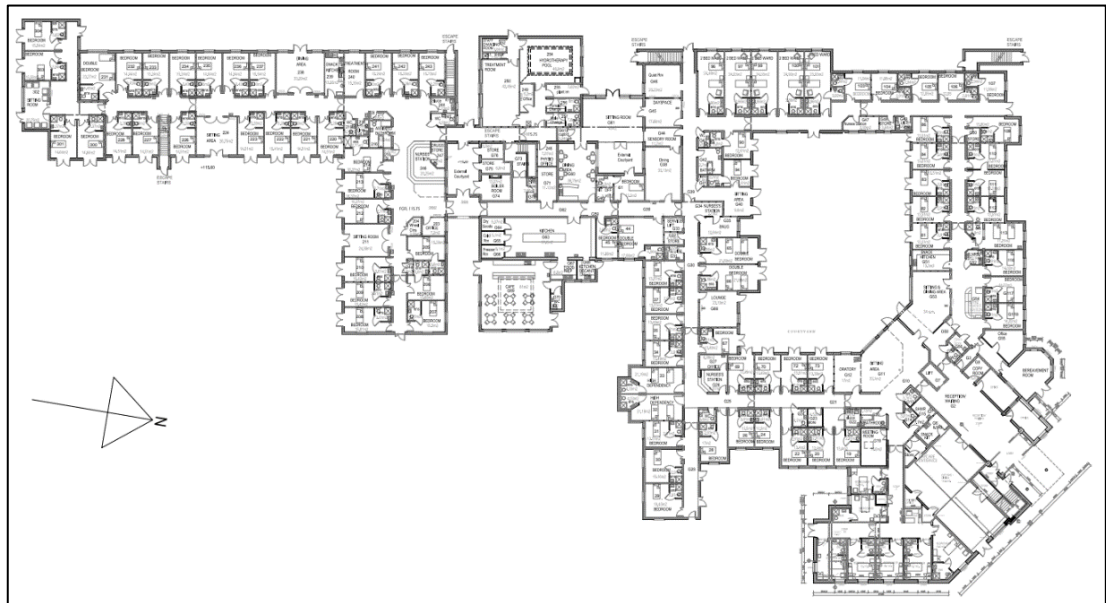


Figure 2-1 : Proposed Site Layout

- 2.4. Refuse collection for the proposed development will occur to the right of the existing entrance. An internal bin store is available within the development. On bin collection days, the bins will be brought to the designated collection area for collection by the building's maintenance team.
- 2.5. The servicing of the proposed development will occur outside of peak hours. Loading outside of peak hours will allow the site to be serviced without causing any obstruction and delay to the surrounding road network.
- 2.6. Postal deliveries and collections currently avail of the spaces located in the main carpark, this will continue, and will ensure that vehicles making deliveries and collections can set down off the main road to avoid any delays to the surrounding road network.

- 2.7. The pedestrian access to the proposal will be located along the Kiltipper Road and sign posted.
- 2.8. The existing pedestrian footways on the Kiltipper Road and surrounding areas allow for pedestrian access to the bus stops on the surrounding roads.

### 3. Public Transport

- 3.1 The development is currently well serviced by the existing public transport infrastructure. The proposed site benefits from 2 bus-stops within a 400m walking distance of the site, in-line with the desirable 400m walking catchment available to bus stops as recommended by *"The Chartered Institution of Highways and Transportation – Journeys on foot"* for Non-Commuting journeys or 500m for Commuting journeys.
- 3.2 A review of the existing public transport facilities in the local vicinity is illustrated in Figure 3-1 below.

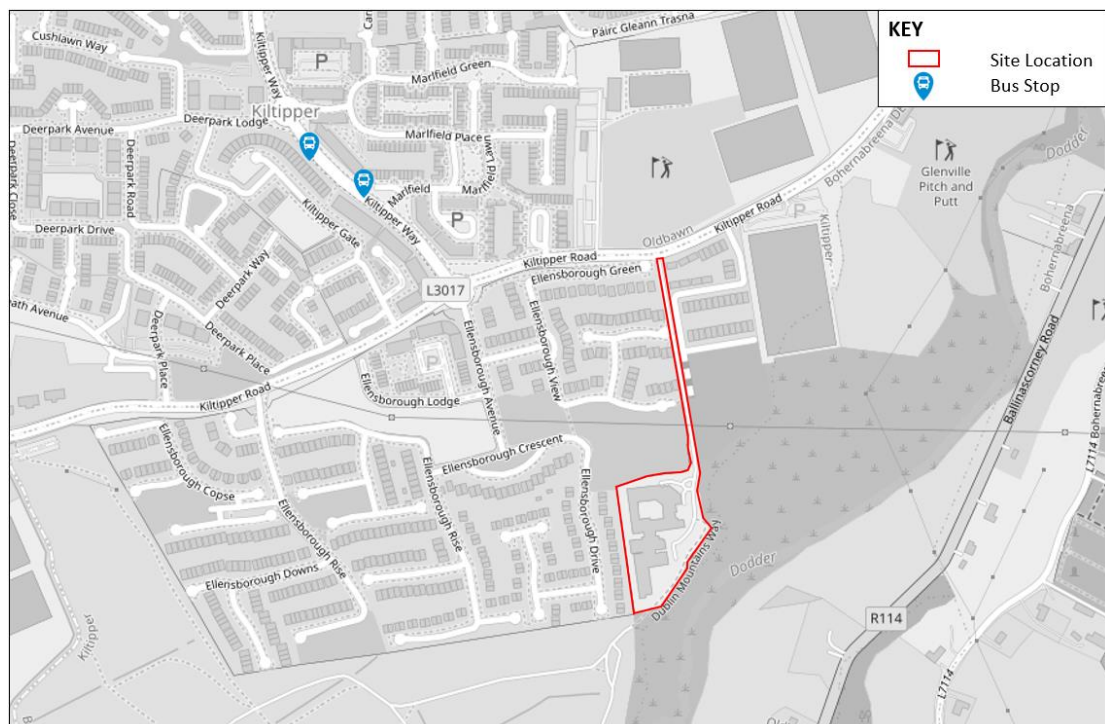


Figure 3-1: Existing Public Transport Provision

- 3.3 There is a bus stop located c400m northwest from the site that provides regular buses to and from Pearse Street where public transport users can get connecting buses to further destinations.
- 3.4 For more extensive services, the Cheeverstown Luas Park and Ride stop provides regular services to Connolly, The Point and Saggart where public transport users can avail of the facilities provided at the Connolly Bus & Rail Station.
- 3.5 Public transport is a viable alternative to the use of the private car for staff and visitors to the proposed development. The scale of the proposed development does not meet the requirements to justify a new dedicated public transport service at the site. However, the existing bus service provides excellent connection for the development.



- 3.6 A number of private hire taxi companies are in operation in the area. These companies are located within a reasonable distance of the site. Transport to and from the development by private taxi service is convenient and may facilitate staff and visitors who may wish to use private hire taxis as a transport link.
- 3.7 Taxis may be encouraged as a convenient mode of transport as part of the overall public transport strategy; they may form part of the car sharing initiative developed by a Travel Co-ordinator.
- 3.8 Telephone numbers for taxi services operating in the area will be available at prominent locations close to the main exits of the proposed development. This information will be provided and regularly updated by the Travel Co-ordinator so that staff and visitors to the development are aware of and encourage to use public transport and alternate modes of transport.
- 3.9 Bus timetable information will also be provided within the prominent locations of the site to assist in the provision of public transport use.
- 3.10 This section of the Mobility Management Plan has set out a review of the existing sustainable transport provision in the vicinity of the development proposals and considers how to encourage staff and visitors of the proposed development to make greater use of the public transport facilities in operation in the area.

## 4. Pedestrians and Cyclists

- 4.1 Pedestrian infrastructure in the surrounding area is excellent and incorporates dropped kerbs, tactile paving and street lighting consistently along Kiltipper Road and the surrounding streets.
- 4.2 The access from the site to Kiltipper Road will be at a gradient compliant with the DDA requirements ensuring that they are suitable for use by disabled.
- 4.3 It is generally accepted that staff of a development who live up to a 2km radius are likely to walk. Table 4.1 summarises the approximate walk journeys that can be 'Considered' that are 'Acceptable', and those that are 'Desirable'.

*Table 4-1: Suggested Acceptable Walking Distance & Approximate Walk Times*

IHT Standards	Distance (m)		Approx. Walk Time (mins) 1	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
'Desirable'	500	400	6.25	5
'Acceptable'	1000	800	12.5	10
'Considered'	2000	1200	25	15

Note: 1 Calculated assuming an average walk speed of 5kph  
 Source: CIHT 'Guidelines for Providing Journeys on Foot' (2000)

- 4.4 The development is located in close proximity to a variety of facilities and services within a 1km walking distance as recommended by the CIHT journeys on foot.
- 4.5 The existing pedestrian provision are highlighted in Figure 4-1.

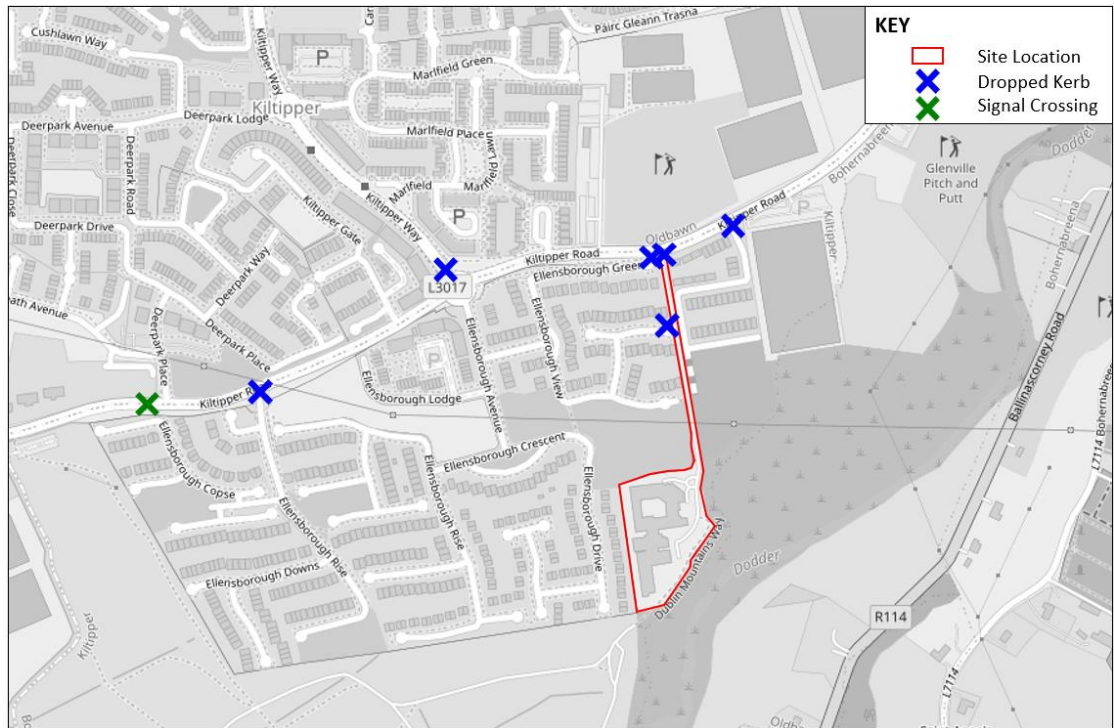


Figure 4-1: Existing Pedestrian Provision

- 4.6 For distances over 2km, cycling or public transport are more realistic options. At the present time there are no dedicated cycle routes located in the immediate area.
- 4.7 A review of the road network surrounding the site highlights that the majority of roads are well maintained and of reasonable width to facilitate cycle movement.
- 4.8 Dublin City Council has proposed a National Cycle Network (NCN) with 13 routes throughout Ireland. Proposals for the NCN in Dublin are at an early stage, with a general network outlined in the "Scoping Study" prepared by the National Roads Authority on behalf of the Department of Transport in August 2010.
- 4.9 The NCN study identified a network of 13 national cycle routes, 4 of which are in the Greater Dublin Area (GDA) as follows:
- NCN Corridor 2 from Galway to Dublin as part of the longer distance trans-European EuroVelo Route 2. This route is currently at design stage and will approach Dublin along the Royal Canal through Maynooth and into Dublin City;
  - NCN Corridor 5 along the East Coast from Rosslare through Dublin to the border with Northern Ireland and onward to Belfast and Larne. This route has been described in this study as the East Coast Trail and will incorporate other local amenity cycle routes such as the Sutton to Sandycove promenade;
  - NCN Corridor 10 from Cork to Dublin via Kilkenny. This route will most likely follow the Grand Canal into Dublin city; and

- NCN Corridor 13 along the River Boyne from Drogheda to Trim to the Royal Canal on Corridor 2.
- 4.10 In relation to the type of cycling facility to be provided on these routes, the NCN Scoping Study states the following: "The length of the network that is off road or of greenway standard should be maximised with the aim of minimising the interaction with motorised vehicles. The network should use existing cycle routes if appropriate. Special attention should be given to the opportunities of using both the disused rail network and canal / river towpath networks as cycling / walking routes."
- 4.11 This key objective has been taken into account in this GDA Cycle Network Plan, which proposes that the national cycle routes would mostly follow greenways and high-quality cycle tracks in urban areas and where such corridors are available. Some sections of these routes may require to follow quiet local roads that are suitable for cycling in accordance with the criteria as described later in this chapter. Further route development studies may lead to adjustment of these indicative routes as shown in this plan.
- 4.12 Figure 4-2 illustrates the proposed National Cycle Network (NCN) Route Lengths and Location.



Figure 4-2 : Proposed Cycle Provision

4.13 The Mobility Management Plan will encourage cycling to/from the proposed development by:

- Promoting the economic, health and environmental benefits of cycling – saves money, helps lose weight, delivers a less polluted journey;
- Providing copies of Sustrans leaflets at information areas as well as a link to the online map; and
- Promoting cycling activities/ elements of Sustrans.

## 5. Private Car Usage

- 5.1 Due to the town location of the proposed development a high level of pedestrian infrastructure, cyclist infrastructure, and public transport, is readily accessible and provides connections to various amenities within the surrounding area. Therefore, staff and visitors can avail of sustainable transport options as an alternative to the private car.
- 5.2 This Mobility Management Plan demonstrates that alternative travel modes will be in place to serve the development.
- 5.3 Private car usage will still be an attractive mode of travel to the facility since there is a large carpark already provided for visitors.
- 5.4 If drivers wish to use the private car, the surrounding streets provide limited parking which could deter staff from using private car and opt to make use of public transport instead.
- 5.5 Surveys by a Travel Co-ordinator will regularly monitor the travel patterns of staff and visitors to the facility. This would enable a Travel Co-ordinator to collate data on the travel patterns of those using the site to ensure that the right balance is maintained between the needs of staff and visitors and developing a sustainable transport strategy for the site.

## 6. Travel Co-ordinator

- 6.1 As the site is located within Tallaght town, with various sustainable transport options readily available and various amenities within walking distance, there is likely to be a significant shift away from the use of the private car.
- 6.2 The Travel Co-ordinator will be responsible for alerting staff and visitors of the benefits of various sustainable transport schemes.
- 6.3 The Travel Co-ordinator will be responsible for the promotion of cycling, walking and public transport amongst staff and visitors. This Mobility Management Plan has identified the following tasks for the Travel Co-ordinator:
- Oversee the continuing development and implementation of the Mobility Management Plan;
  - Obtain and maintain the support of project owner and staff;
  - Implement marketing;
  - Operate and attend a Mobility Management Plan Steering Group;
  - Co-ordinate and undertake data collection and review;
  - Undertake review and development of the plan;
  - Act as contact point for Mobility Management Plan Information;
  - Monitor and update travel patterns;
  - Provide public transport information and details of discounts on services;
  - Identify and maintain drop off points for staff/visitors of the development;
  - Deal with abuse of set down areas;
  - Promote benefits of cycling, walking and public transport use;
  - Promote any Government schemes for new bicycle purchase that may be applicable in an employee's place of work;
  - Amend procedures as necessary to promote sustainable transport;
  - Ensure adequate facilities are provided to encourage alternative modes of travel;
  - Provide details of public transport services in the area and ticketing arrangements;
  - Management of a car sharing database for staff; and
  - Update this Mobility Management Plan as the surrounding site develops.
- 6.4 The Travel Co-ordinator will provide signage providing information about sustainable travel options, schemes and promotions. This will be made available in the buildings foyers and it will advertise the Travel Co-ordinators responsibilities.
- 6.5 The Travel Co-ordinator will undertake surveys to establish the travel patterns of staff soon after the opening of the proposed development. This will aid the implementation of the site-specific Mobility Management Plan. The survey will include the following:
- Personal details (subject to compliance with Data Protection Act);
  - Current modal split of staff;

- Journey length, distance and time;
- Reasons for current mode of travel;
- Working Hours;
- Level of interest in car sharing;
- Problems encountered with commuting;
- Ideas to improve the Mobility Management Plan.

6.6 Separate surveys of visitors may also be conducted at regular intervals. Promotion of sustainable transport modes is paramount to the Mobility Management Plan and emphasis should be placed on the provision of information for visitors identifying available services and timetables.

6.7 Once the Travel Co-ordinator has compiled the survey data, targets for the reduction in car-based travel can be determined. Every effort will be made to reduce the volume of car trips. Once these targets have been set, the Travel Co-ordinator will review these targets at regular intervals and determine the success of the Mobility Management Plan.



## 7. Conclusion

- 7.1 This Mobility Management Plan has demonstrated that the proposed development is currently easily accessible to staff and visitors by alternative and sustainable modes of transport. The changes made at the site as part of the development provide an enhancement for those travelling by foot, by cycle and on public transport.
- 7.2 This report has identified and summarised measures to make sustainable transport modes more attractive, such as the promotion of public transport, walking and cycling to and from the site. Measures to reduce reliance on private car usage have also been considered.
- 7.3 This Mobility Management Plan is aimed at promoting sustainable travel to/from the site, with a particular emphasis on reducing the need to travel by car and minimising the level of single occupancy car journeys. The Mobility Management Plan when implemented will include measures aimed at changing travel behaviour and is reflective of the changing travel patterns anticipated.
- 7.4 Due to the town location of the site, there are several amenities within walking distance of the proposal. Use of the amenities within this town centre location will reduce the amount of car journeys to surrounding areas, and on to the surrounding road network.
- 7.5 The Travel Co-ordinator will maintain and monitor staff and customer travel patterns and ensure that travel information is publicly available; this will help to develop and encourage sustainable transport modes at the site. The Travel Co-ordinator will be responsible for keeping this information up to date and regularly reviewing the modal split targets.
- 7.6 This Mobility Management Plan demonstrates the high level of commitment by the relevant development stakeholders to promote the existing public transport infrastructure services at the site and subsequent improvements. Through the Travel Co-ordinator, sustainable public transport will be encouraged and developed to provide real travel alternatives for the staff and visitors of the proposed development.

# Appendix 1

Proposed Site Layout – *See Architects Plan*