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Residential Travel Plan

Strategic Housing Development

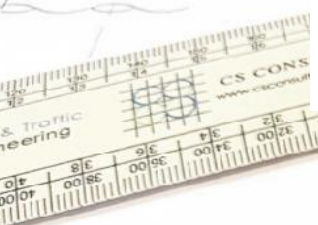
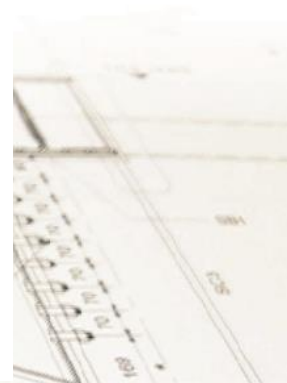
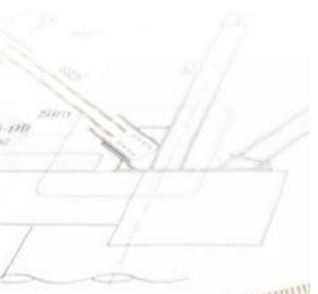
Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin

Client: Clonkeen Investments DAC

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RESIDENTIAL TRAVEL PLAN

STRATEGIC HOUSING DEVELOPMENT

CLONKEEN COLLEGE, CLONKEEN ROAD, BLACKROCK, CO. DUBLIN

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Clonkeen Investments DAC to prepare a Residential Travel Plan to accompany a planning application for a proposed 299-unit Strategic Housing Development at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin.

1.1 Development Site Location

The proposed development site is located at Clonkeen College, Clonkeen Road, Blackrock, Co. Dublin. The site is located in the administrative jurisdiction of Dún Laoghaire-Rathdown County Council and has a total area of approximately 3.3ha.

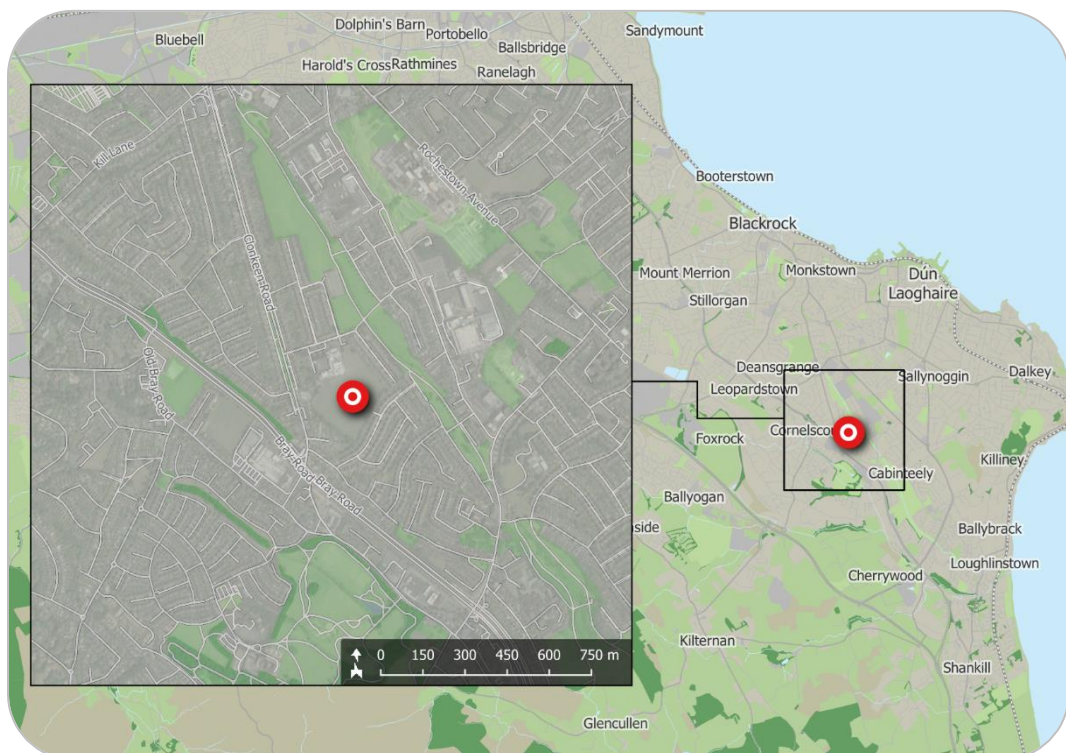


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSM Contributors, Google)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The site is bounded to the north-west by Clonkeen College, an existing filling station, and residential properties, to the north-east, south-east and south-west by existing residential properties. The site has street frontage of approx. 23m on Meadow Vale, at its northernmost corner.



Figure 2 – Site extents and environs
(map data & imagery: NTA, OSM Contributors, Google)

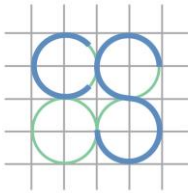
The subject site is generally greenfield, having formed part of the grounds of Clonkeen College. Limited vehicular traffic is currently generated by Edmund Rice House, a school administration building that is located within the subject site. The remainder of the subject site does not currently generate any vehicular traffic.

2.0 PROPOSED DEVELOPMENT

The proposed Strategic Housing Development, with a total gross floor area of c 33,851 sq m, will provide 299 no. residential units and a 1 no. storey 353 sq m childcare facility with dedicated play area 231 sq m. The development will consist of 18 no. ground floor 3 bedroom duplex apartments and 18 no. 2 bedroom apartments above and 12 no. ground floor 2 bedroom apartments with 12 no. 3 bedroom duplex apartments above. The 60 no. duplex units are arranged in 6 no. three storey blocks. The development will also consist of 239 no. apartment units (111 no. 1 bedroom apartments, 120 no. 2 bedroom apartments and 8 no. 3 bed apartments) arranged in 4 no. 6 storey blocks over 1 no. storey basement; public open space, communal open space and private open space (including all balconies, terraces and individual unit gardens at all levels); 614 sq m communal resident facilities including concierge and welcome area (195 sq m), residents' flexible work facility (219 sq m), residents' lounge (100 sq m) and residents' gym area (100 sq m).

The development will also provide for the demolition of the 2 no. storey office building ('St. Helen's', Meadow Vale - 470 sq m) to facilitate new vehicular, pedestrian and cyclist access to the site, to the north of the proposed development via Meadow Vale.

The development will also include the provision of 2 no. designated play areas; internal roads and pathways; bin stores; 248 no. car parking spaces, including 167 no. at basement level and 2 no. shared vehicle (GoCar) spaces, 388 no. bicycle parking spaces, and 10 no. motorcycle parking spaces at basement and surface level; hard and soft landscaping; plant; boundary treatments including the repair and replacement of some existing boundary treatments; the provision of new surface water and foul drainage pipes and any required pipe diversion works or build over works; internal foul pumping station; a new internal access road and paths;



changes in level; services provision and related pipework, ducting and cabling; electric vehicle charging points; 4 no. stormwater attenuation tanks; 1 no. ESB substation; photovoltaic panels; SUDS including green roof provision; signage; provision for future pedestrian access to Monaloe Park to the east of the development, including the provision of a pedestrian bridge, extending over the drainage ditch; public lighting and all site development and excavation works above and below ground. The application contains a statement setting out how the proposal will be consistent with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2016-2022. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents of the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Residential Travel Plan is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The RTP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

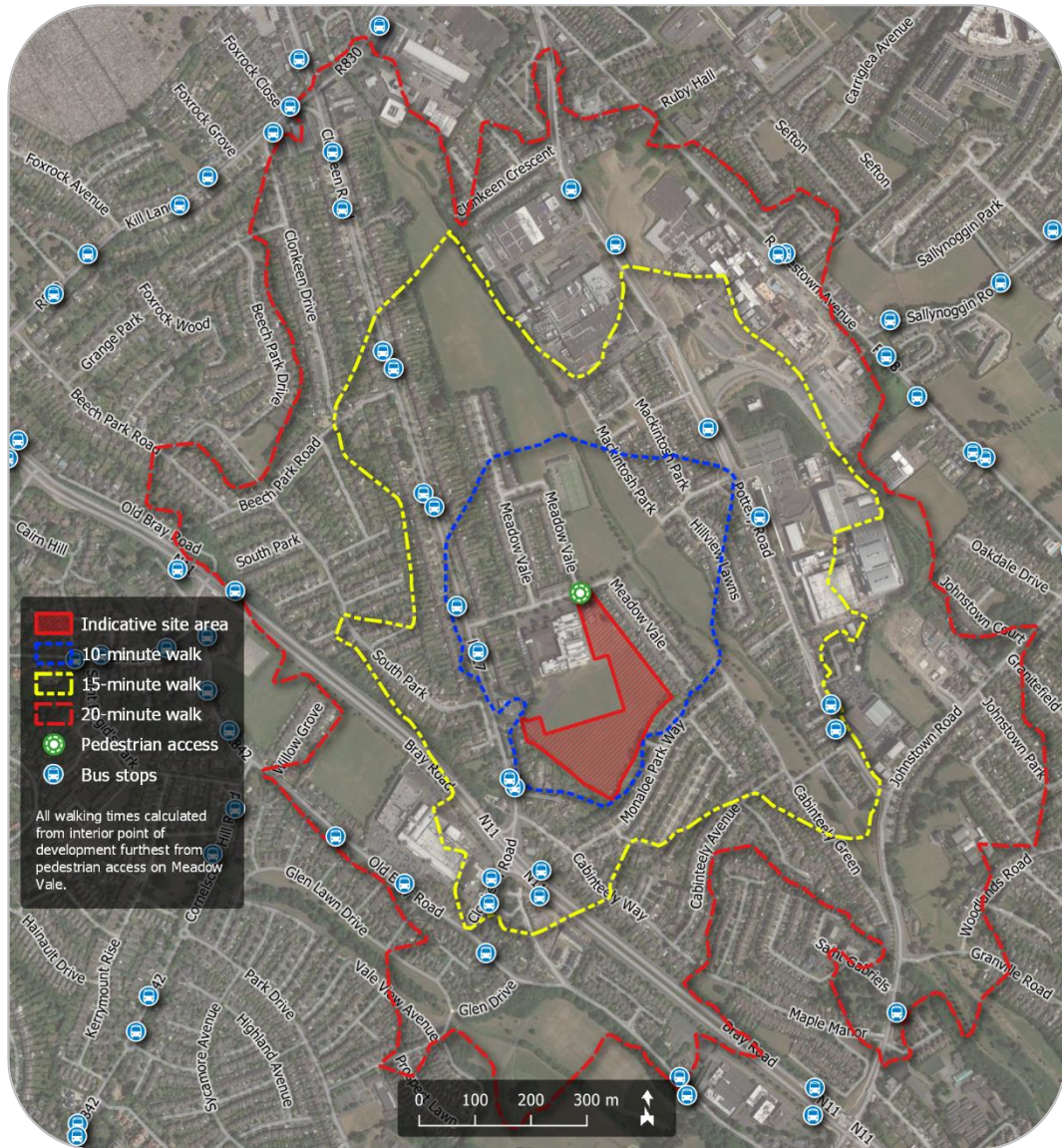


Figure 3 – Walking times and public transport accessibility
(map data and imagery: NTA, OSM Contributors, Google)

4.1 Pedestrian Accessibility

Existing pedestrian facilities on Meadow Vale, Clonkeen Road and neighbouring streets in the vicinity of the development site are in good

condition. Raised footpaths and public lighting are in place on all streets in the vicinity of the subject development site.

4.2 Public Transport Services

Bus stops on Clonkeen Road within a 10-minute walk of the subject site are served by 2no. bus routes operated by Dublin Bus and Go Ahead Ireland (route nos. 63/63a and 84/84a). The development site is also located within a 15-minute walk of several bus stops on the N11 that are served by a further 5no. bus routes, including the high-frequency no. 145 route into Dublin city centre. Details of these bus routes are given in Table 1.

Table 1 – Bus Services within 15-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ¹	Peak Interval
63/63a	Go Ahead	Dún Laoghaire / Kiltiernan Village	35	25 mins
84/84a	Dublin Bus	Blackrock / Newcastle	26	20 mins
84x	Dublin Bus	Hawkins Street / Newcastle/Kilcoole	5	20 mins
143	Finnegan Bray	Southern Cross Road/ Bray Dart Station	18	30 mins
145	Dublin Bus	Heuston Rail Station / Ballywaltrim	102	10 mins
155	Dublin Bus	IKEA (Ballymun) / Bray Rail Station	53	20 mins
181	Glendalough Bus	St. Stephen's Green / Glendalough	2	n/a

Figure 4 shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and

¹ Average number of services per day in each direction, Monday-Friday

between stops), based upon a departure time of 08:00 on a typical weekday.

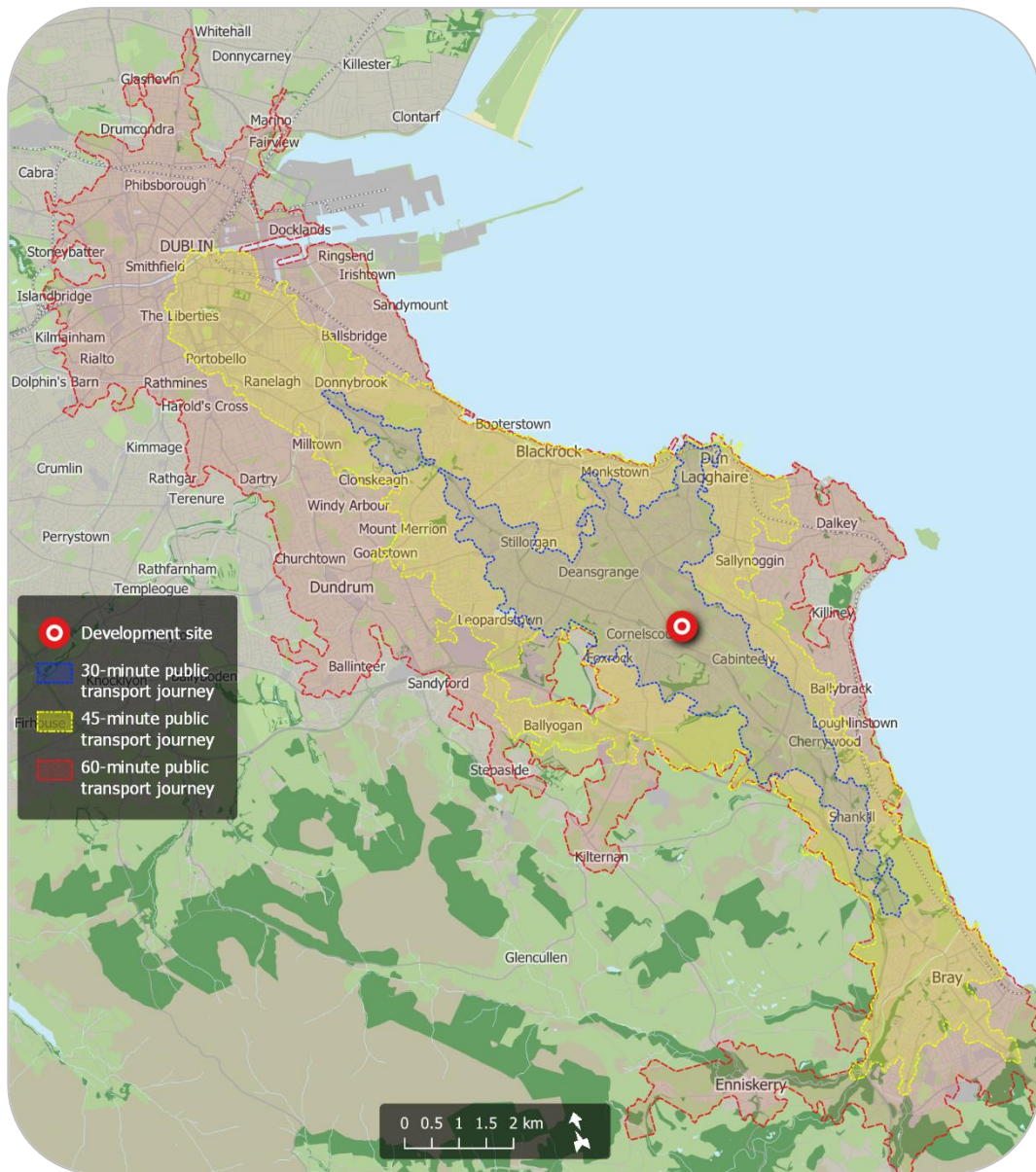


Figure 4 – Public transport travel times from development site
(map data sources: EPA, OSM Contributors, TravelTime platform)

4.3 Bicycle Infrastructure and Cycling Reach

There are segregated cycle lanes present on Clonkeen Road, adjacent to the subject development site, which run north towards Stillorgán Road and join the existing segregated cycle infrastructure present there. This cycle route connects to Dublin City Centre, further linking with a multitude of routes spanning across Dublin ensuring a high level of permeability and safety on this segregated cycle route.

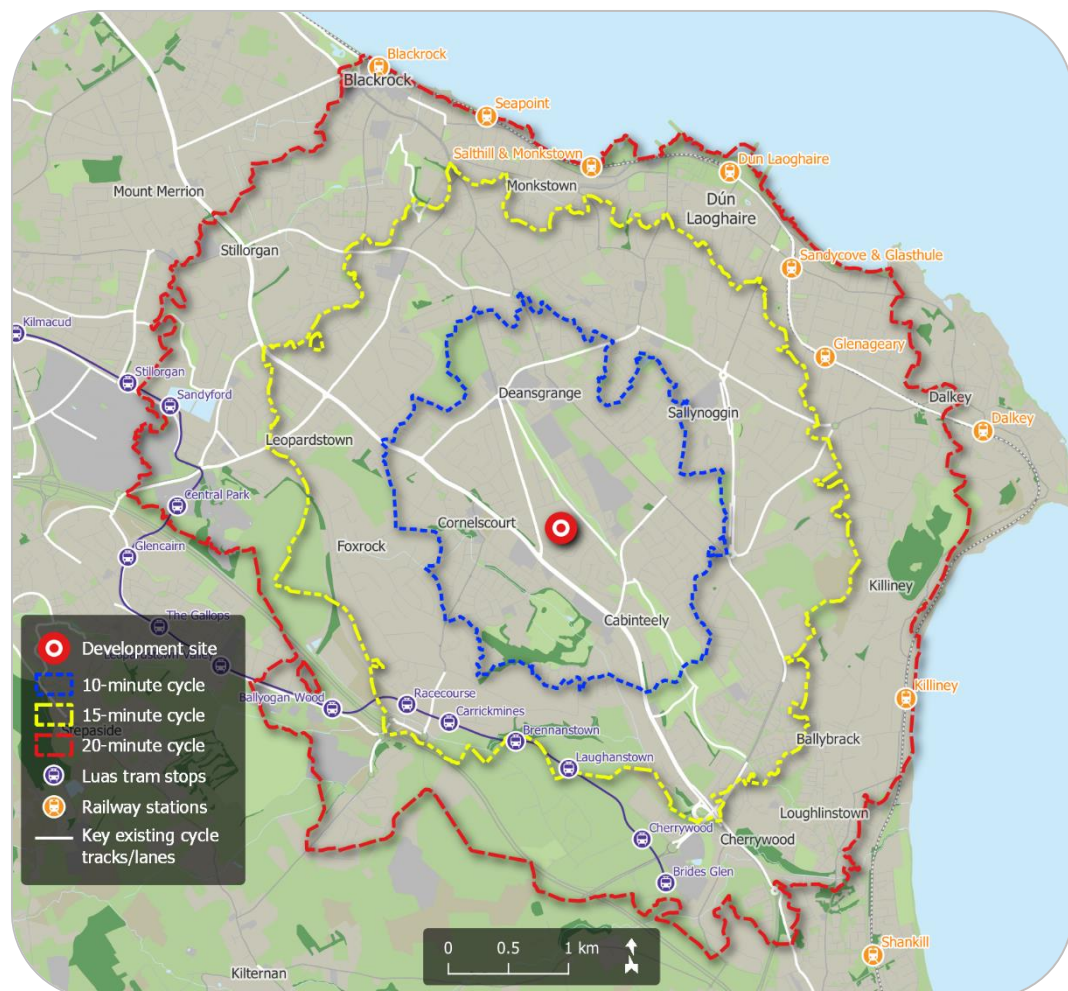
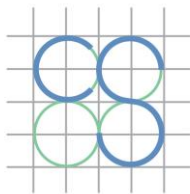


Figure 5 – Cycling times to/from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

As shown in Figure 5, the development site is within a 15-minute bicycle journey of several tram stops on the Luas Green Line, as well as being within



a 20-minute bicycle journey of numerous railway stations. A number of existing and future employment hubs – including Sandyford, Dún Laoghaire, and Cherrywood – are within a 20-minute bicycle journey.

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the Dún Laoghaire-Rathdown County Council policy document *Standards for Cycle Parking & Associated Cycling Facilities for New Developments* (January 2018), to promote cycling as a mode of transport for residents.

4.4 Proposed Infrastructure and Public Transport Improvements

The *Greater Dublin Area Cycle Network Plan* provides for the implementation of a primary cycle route along the N11 and a secondary cycle route along Clonkeen Road, directly adjacent to the subject development. It is also proposed to provide Carrickmines Greenway for cyclists, part of which runs through Clonkeen Park to the east of the subject development.

Additionally, a new permeability link is planned from Pottery Road to Rochestown Avenue which will cross Clonkeen Park and the National Rehabilitation Hospital Grounds linking Cornelscourt to Dún Laoghaire.

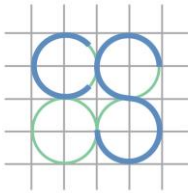
No further information is available at present regarding the delivery timeframe or detailed design for the remaining cycle network improvements proposed under the *Greater Dublin Area Cycle Network Plan*.

The NTA BusConnects Core Bus Corridor Project includes the implementation of Core Bus Corridor no. 13 along the N11 national road in the vicinity of the subject development. No land acquisition is proposed at the subject site location. Three rounds of Public Consultation have been conducted in respect of the Core Bus Corridor Project, and the NTA

indicates that it will soon be presenting planning applications to An Bord Pleanála.

Under the BusConnects Dublin Area Revised Bus Network proposals, a new local bus route L26 (Kiltarnan - Cabinteely - Deansgrange - Blackrock) shall operate at intervals of 30 minutes via Clonkeen Road in proximity to the subject development. It is also proposed to implement high-frequency spine routes E1 and E2 along the N11 national road, within a 15-minute walk of the subject development site. These routes will operate at intervals of 8 minutes during peak times.

No other relevant transport-related infrastructural objectives in the vicinity of the development site are given in either the *Dun Laoghaire-Rathdown County Development Plan 2016-2022* or the *Deansgrange Local Area Plan 2010-2020*.



5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

The Residential Travel Plan is a management tool that brings together transport, development staff and residents and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Residential Travel Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

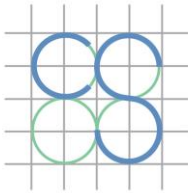
An effective Residential Travel Plan should be informed by and founded upon the following:

- A travel survey of residents, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by residents;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its residents, in order to encourage the desired travel patterns to and from the site. These might include, for example, cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Residential Travel Plan for the subject development shall follow the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Residential Travel Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Residential Travel Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling by residents and visitors, and to facilitate travel by bicycle and by public transport.
- To reduce the overall number of single occupant vehicle journey to and from the development.



- To integrate mobility management principles into the decisions, policies, and practices concerning management of the development, and to work closely with governing bodies on the means and use of transport services in the vicinity of the development.
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents of and visitors to the development.

5.1 Objective 1

To encourage/increase the use of public transport, walking and cycling by residents and visitors, and to facilitate travel by bicycle and by public transport.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions are directly linked to a reduction in car use. Through the encouragement of these alternatives to the car, it is hoped that their mode share will increase. Good quality public transport, pedestrian and cycling facilities are present in the vicinity of the development. Facilities are constantly improving with the ongoing implementation of different strategies and projects such as the LUAS Cross-city service connection (completed in 2017), the Metrolink, and the DART Underground.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individuals:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government's tax incentives.
- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The

use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.2 Objective 2

To reduce the overall number of single occupant vehicle journey to and from the development.

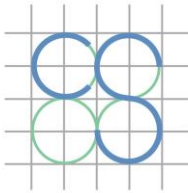
The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

5.3 Objective 3

To integrate mobility management principles into the decisions, policies, and practices concerning management of the development, and to work closely with governing bodies on the means and use of transport services in the vicinity of the development.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the RTP.



In addition, the Local Authorities require Residential Travel plans for developments which the planning authority may consider generate significant trip demand.

5.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents of and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitudes, which in turn can influence behaviour.

6.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

6.1 Population Groups

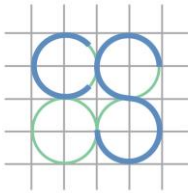
Journeys to and from the development shall be made primarily by two distinct population groups: residents and visitors. The targets set under the Residential Travel Plan shall be limited to residents, as this is the principal group that is expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.2 Census Data

Table 2 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 267039006 only	SA 267039006 + adjacent
Driving a Car or Van	43%	43%
Passenger in a Car	18%	18%
Bicycle	3%	3%
Motorcycle	1%	0%
Bus	19%	19%
Train or Tram	6%	5%
Walking	6%	8%
Other / Work from Home	3%	3%
Not Stated	1%	1%

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2016



census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 267039006. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 2.

6.3 Development Modal Splits

Table 3 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described, as well as by the subject development's proposed parking provision.

Table 3 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	38%	30%
Passenger in a Car	16%	11%
Bicycle	5%	8%
Motorcycle	1%	1%
Bus	25%	32%
Train or Tram	5%	6%
Walking	10%	12%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Residential Travel

Plan Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

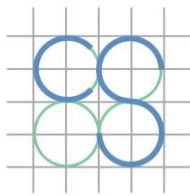
6.4 Implementation Timeframe

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

6.5 Plan Monitoring and Review

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been noted, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.



7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

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

7.1 Marketing & Communications

The education of residents and visitors on the mobility plan initiatives and the importance of contribution is extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing residents and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.

- Developing an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development residents. The Pack will contain all the information relating to the Residential Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.
- Developing a digital Travel Information Point for the development to provide details of options for travel to the site, linking to appropriate external websites for visitors to the development.

7.2 Walking & Cycling

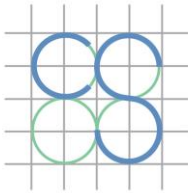
7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.



- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It must be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TfL Leap Card.

7.3.3 Multi-Modal Trip Support

Development residents should be offered specific tailored advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.3.4 Residential Car-Share Scheme

A residential car sharing scheme shall be established for residents of the apartment building, allowing residents the common use of a small vehicle pool based permanently within the site. 2no. dedicated shared vehicles shall be provided, for which 2no. car parking spaces shall be reserved within the development.

An early model of residential car club entailed the purchase and maintenance of a vehicle pool by a development's management company; the high initial outlay and capital risk therefore restricted such schemes primarily to very large developments. With the advent of publicly-accessible car sharing schemes, residential and office developments now have the opportunity to 'host' a number of shared cars from a larger fleet, the use of which is restricted to development occupants. In this model, vehicle supply and maintenance, as well as driver insurance, are all organised by an external car-sharing company and do not need to be arranged by the development's management company.

GoCar, Ireland's largest and longest-established car-sharing service, has indicated a willingness to supply and manage the development's 2no. shared vehicles, operating them following the model described above. Refer to Appendix B for a supporting letter of intent provided by GoCar.

Private cars are parked for the vast majority of the time, whereas shared cars are in use far more frequently and therefore make more efficient use of parking spaces. A recent study of car clubs in Scotland, commissioned and published by CoMoUK ², concluded

² *Car Club Annual Survey for Scotland 2019/2020*, available from <https://como.org.uk/shared-mobility/shared-cars/why/>

that a single shared car may replace ownership of 14 private cars. On this basis, the 2no. shared car parking spaces may therefore be considered to reduce residential parking demand within the development by approximately 26no. spaces.

7.4 Implementation / Consultation / Monitoring

The Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Residential Travel Plan Coordinator, and financial resourcing.

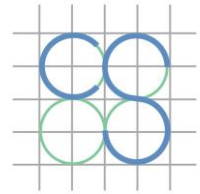
To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;
- A Residential Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;
- Consultations with development users and external organisations.

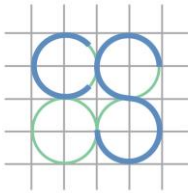
To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The Residential Travel Plan will be managed by a Residential Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Residential Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential Travel Plan and to gain a better understanding of travel habits. These survey



results can also serve as a sustainable travel performance benchmark to indicate how the Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the Plan.



8.0 SUMMARY

The proposed development site is located at Clonkeen College, Co. Dublin. The proposed development site is located in proximity to existing high-quality bus services that connect it to Dublin city centre. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

8.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Residential Travel Plan:

8.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Residential Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys.
- Revise and update the plan as required.

8.1.2 Walking and Cycling

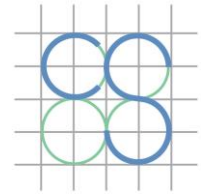
- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

8.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

8.1.4 Residential Car-Share Scheme

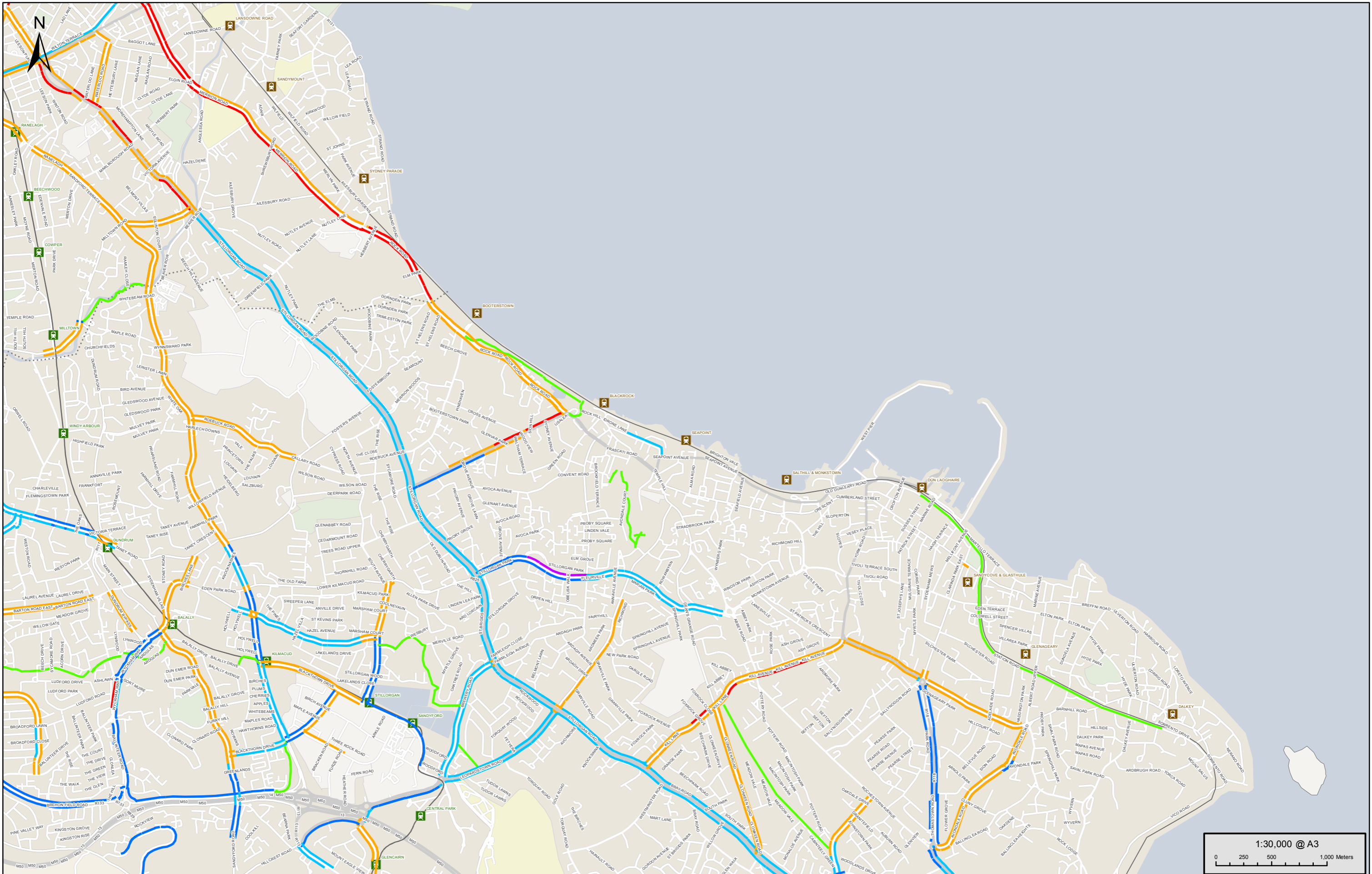
A residential car-share scheme shall be implemented for development residents, with 2no. dedicated shared vehicles provided within the site.



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Appendix A

Public transport improvement proposals



Project:
CYCLE NETWORK PLAN FOR THE GREATER DUBLIN AREA

Title:
EXISTING CYCLE FACILITY TYPE DUBLIN SOUTH CENTRAL SHEET E7

Legend:

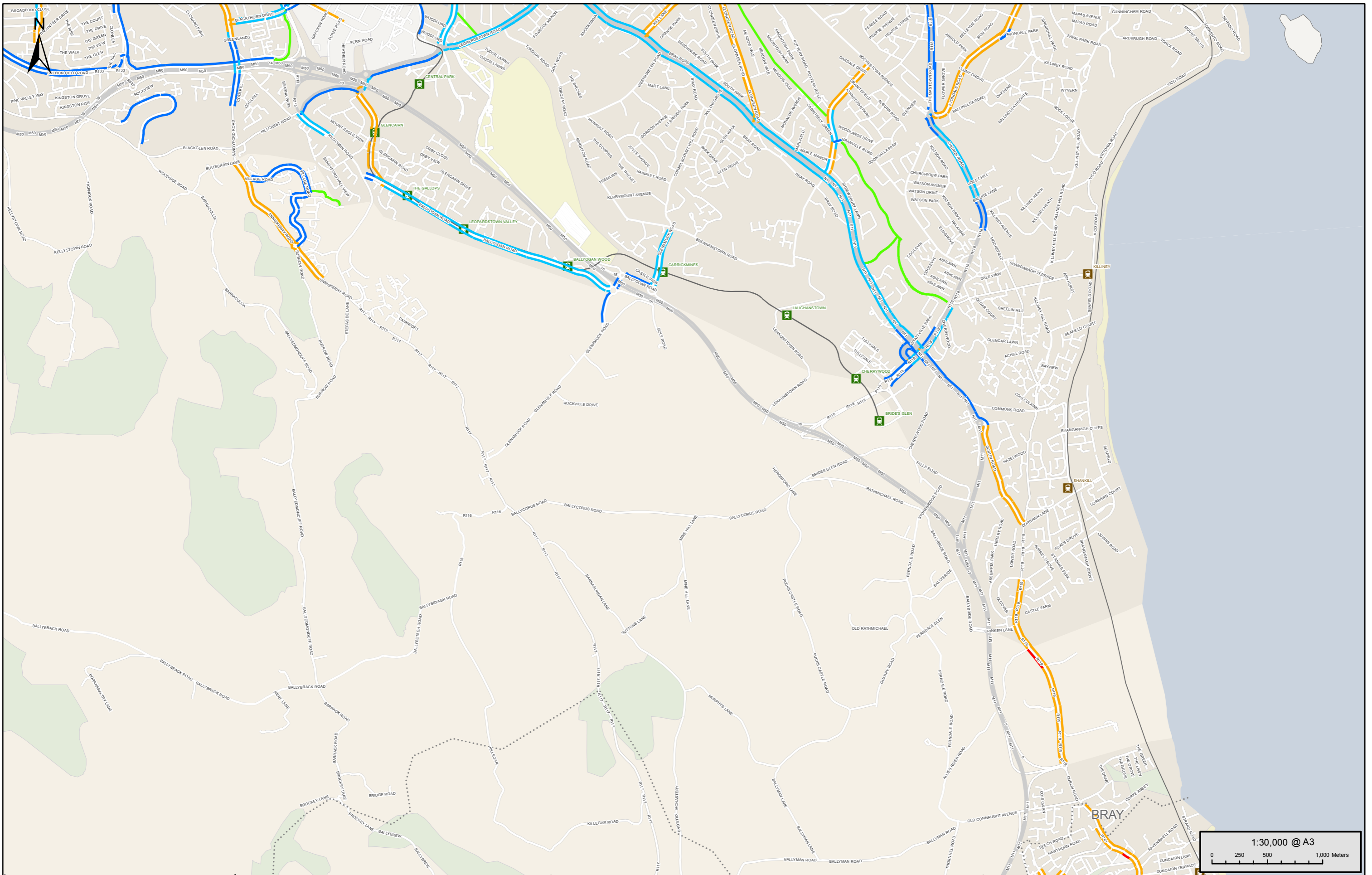
— B1 - Bus Lane (no cycle lane)	— G1 - Cycle Trail or Greenway		Greenline Tram Stops
— C1 - Cycle Track - separated from road	— S2 - Shared Walking & Cycling		Redline Tram Stops
— C2 - Cycle Track - immediately adjacent	— Study Area		Stations
— C3 - Cycle Lane (even within Bus Lane)	— County Council Boundaries		

Udarás
Náisiúnta Iompair
 National Transport Authority

AECOM

Roughan & O'Donovan

Grand Canal House,
 Upper Grand Canal Street,
 Dublin 4
 Tel: +353 (0)1 238 3100
 Fax: +353 (0)1 238 3199
 www.aecom.com



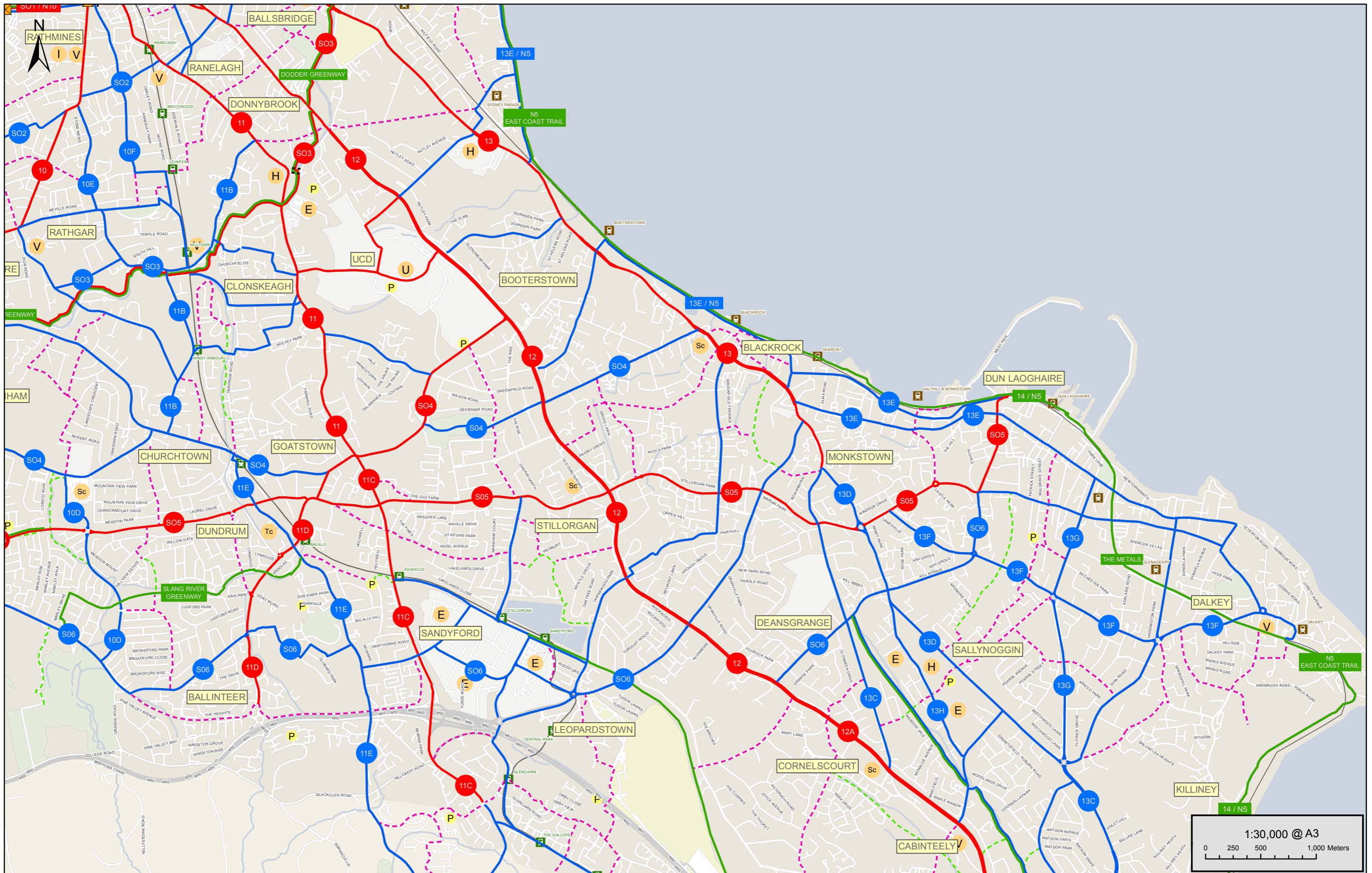
Project:
**CYCLE NETWORK PLAN FOR
 THE GREATER DUBLIN AREA**

Title:
**EXISTING CYCLE FACILITY TYPE
 DUBLIN SOUTH EAST
 SHEET E8**

- Legend:
- B1 - Bus Lane (no cycle lane)
 - C1 - Cycle Track - separated from road
 - C2 - Cycle Track - immediately adjacent
 - C3 - Cycle Lane (even within Bus Lane)
 - G1 - Cycle Trail or Greenway
 - S2 - Shared Walking & Cycling
 - Study Area
 - County Council Boundaries
 - Greenline Tram Stops
 - Redline Tram Stops
 - Stations



Grand Canal House,
 Upper Grand Canal Street,
 Dublin 4
 Tel: +353 (0)1 238 3100
 Fax: +353 (0)1 238 3199
 www.aecom.com



Project:
**CYCLE NETWORK PLAN FOR
 THE GREATER DUBLIN AREA**

Title:
**PROPOSED CYCLE NETWORK
 DUBLIN SOUTH CENTRAL
 SHEET N7**

Legend:

Primary	Inter-Urban	Greenway	Primary/Secondary	Feeder	Minor Greenway	New Cycle Bridge	Permeability Link	Gateway	Employment Zones	Hospitals	Institute of Technology	Shopping Centre	Town Centre	University	Village Centre	Greenline Tram Stops	Redline Tram Stops	Stations
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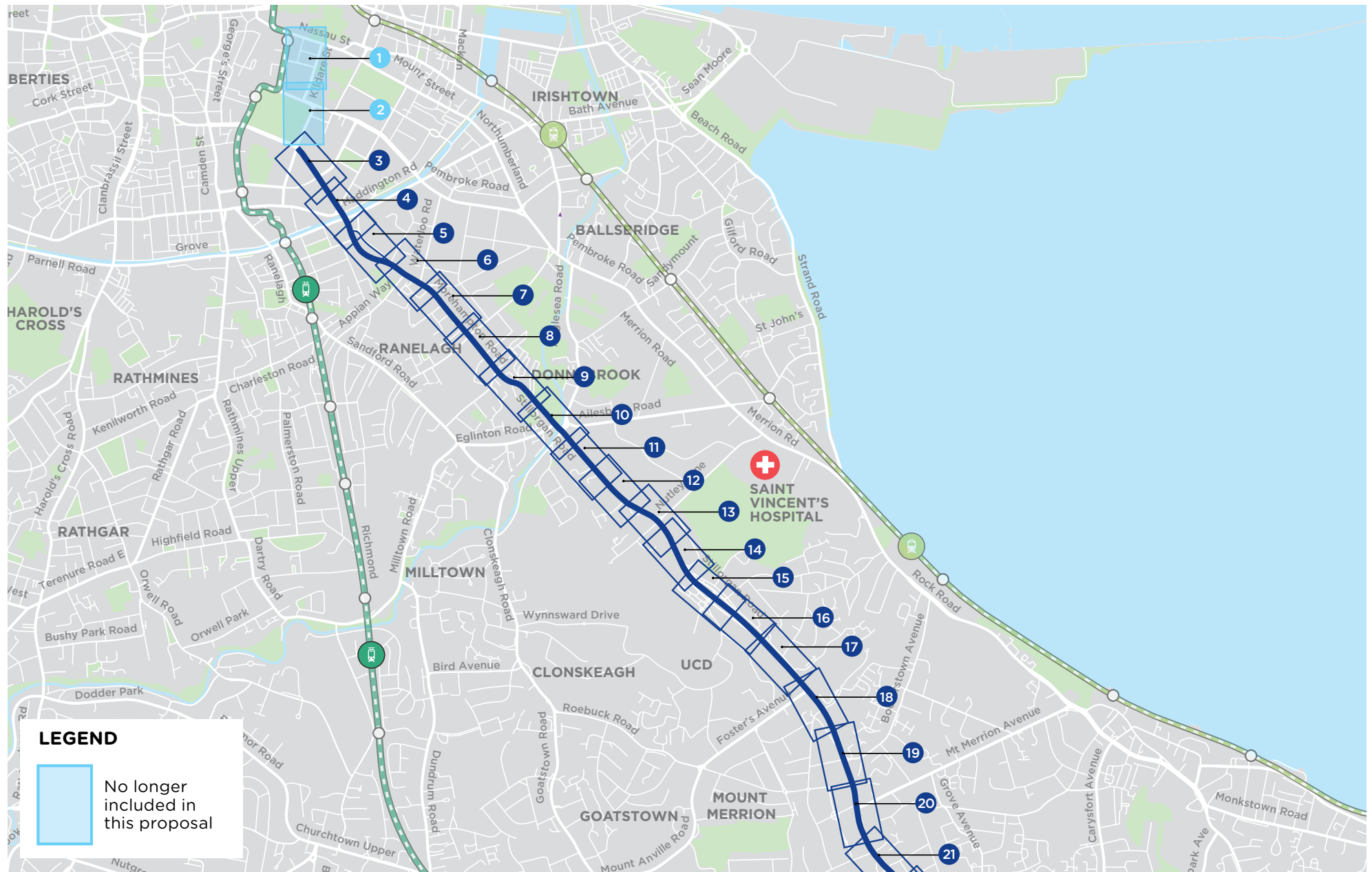
Bray to City Centre

Core Bus Corridor Preferred Route

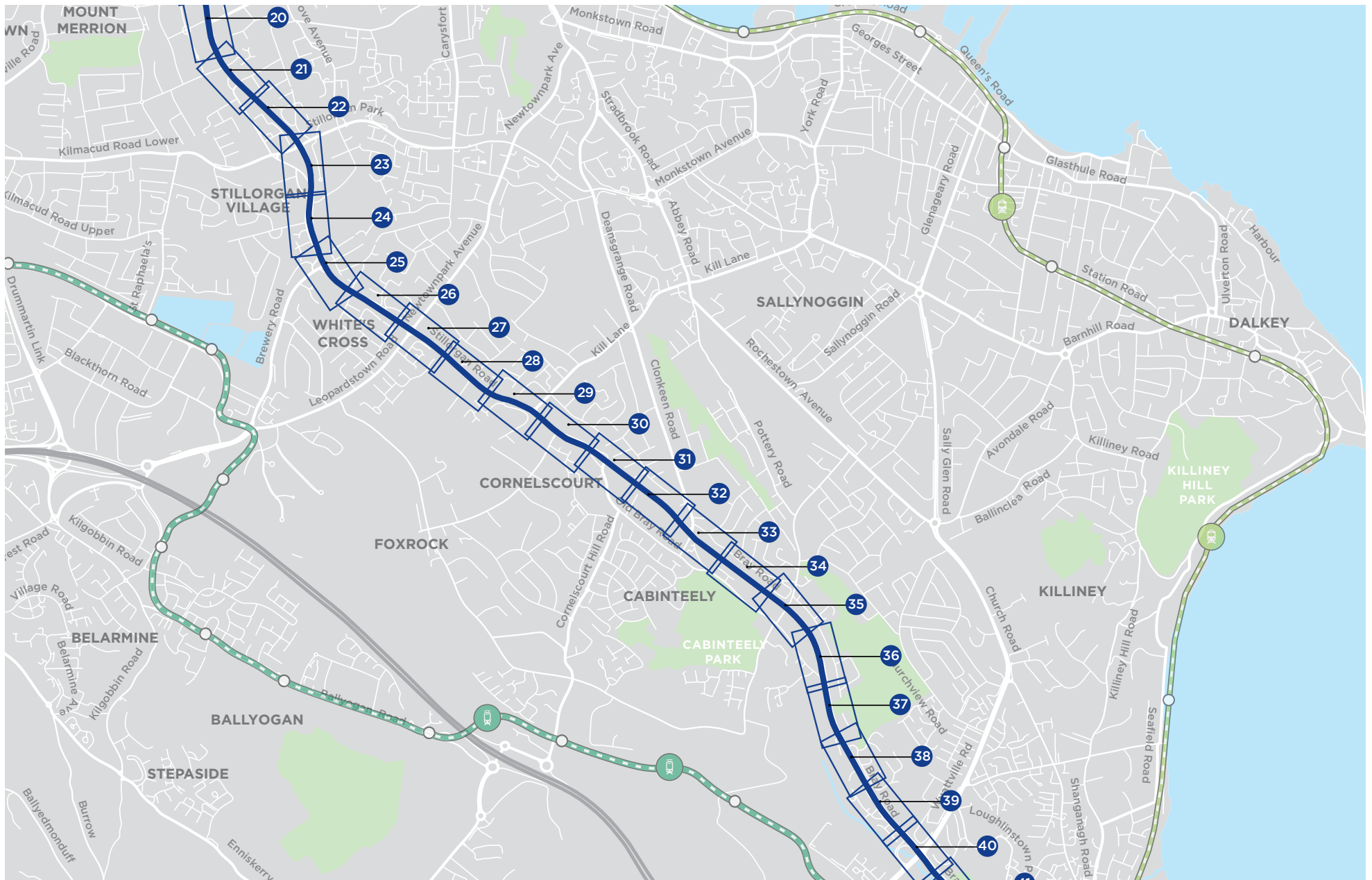
Third Round of Public Consultation
November 2020

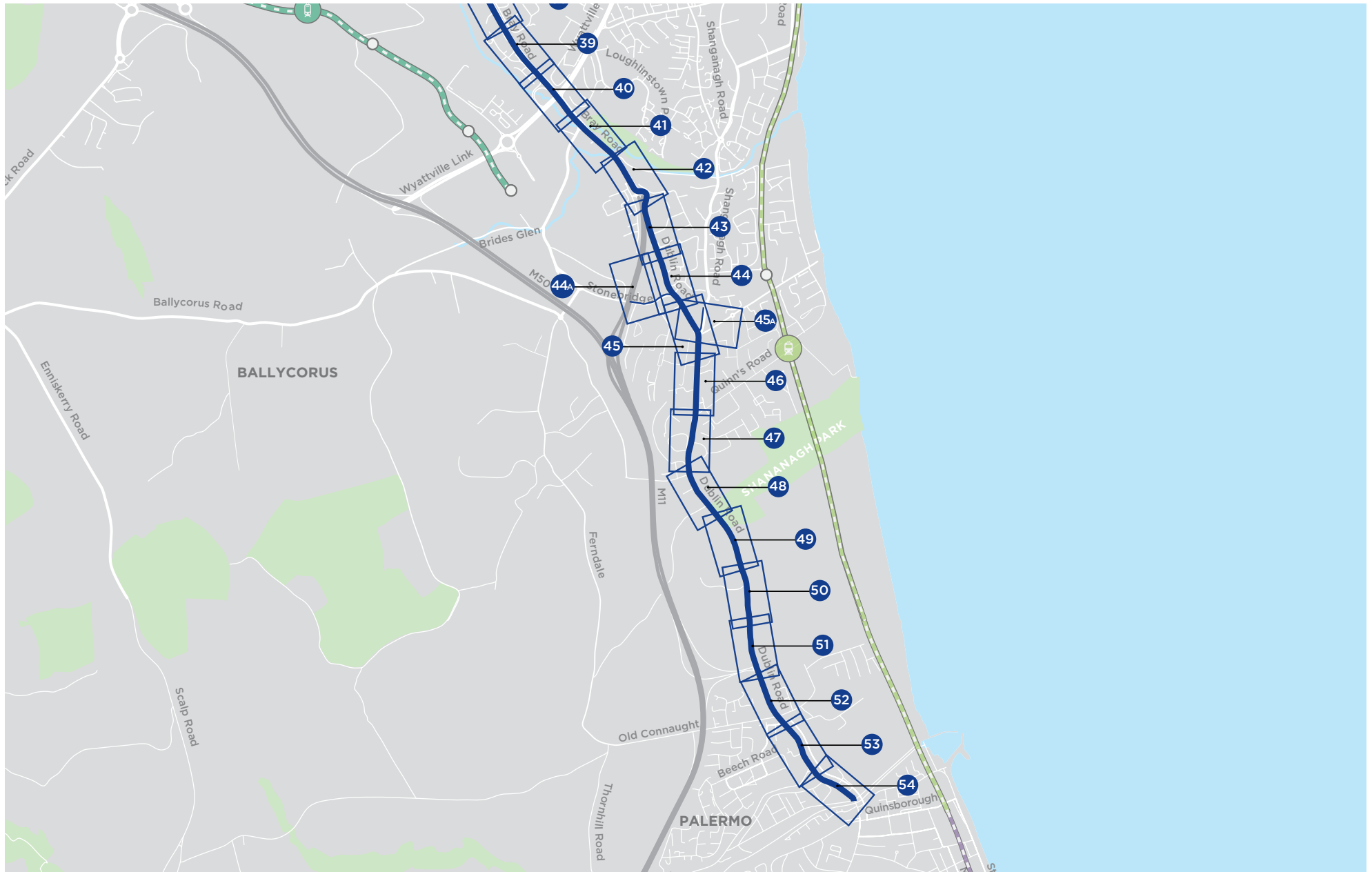
13



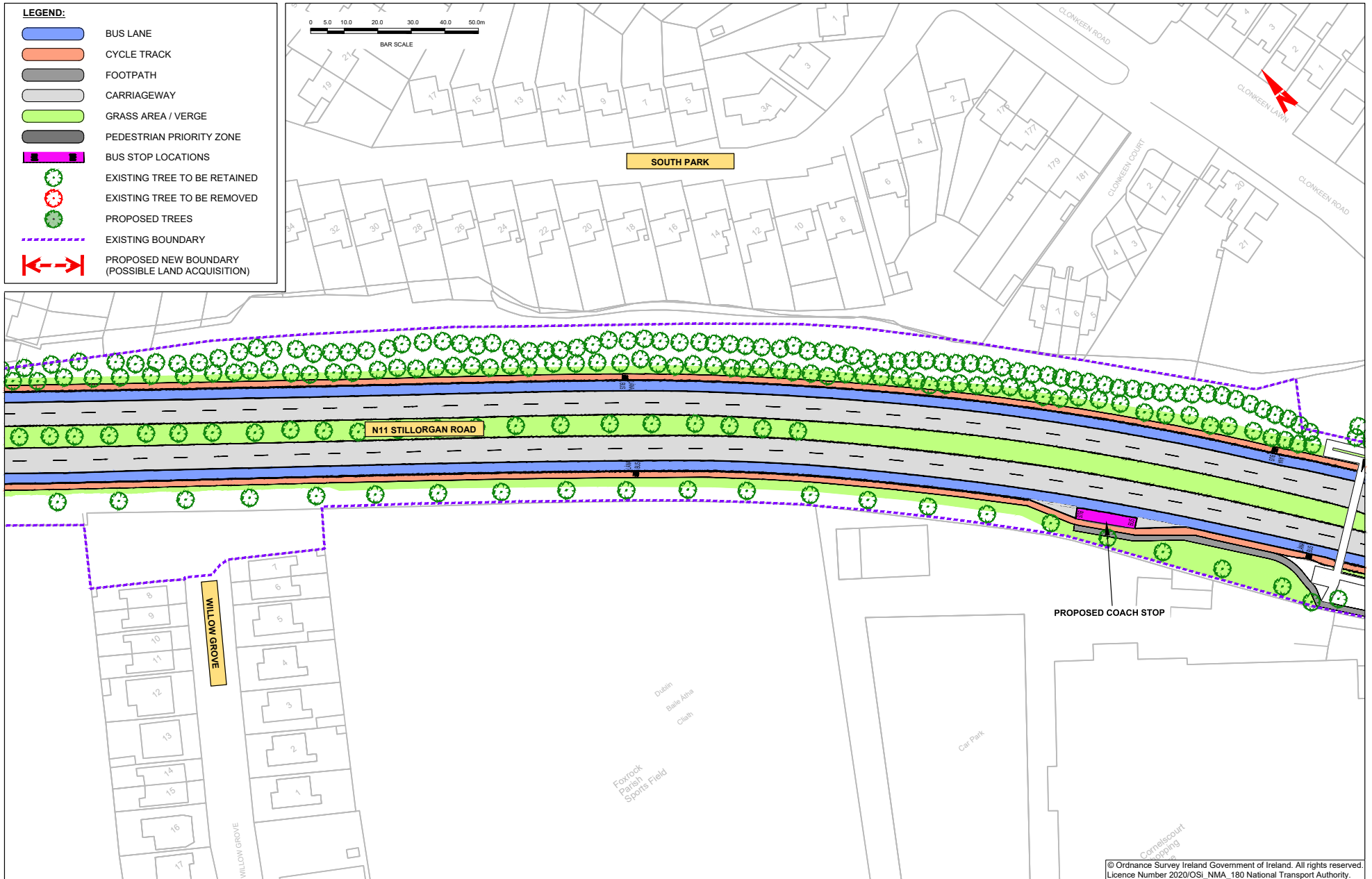


NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

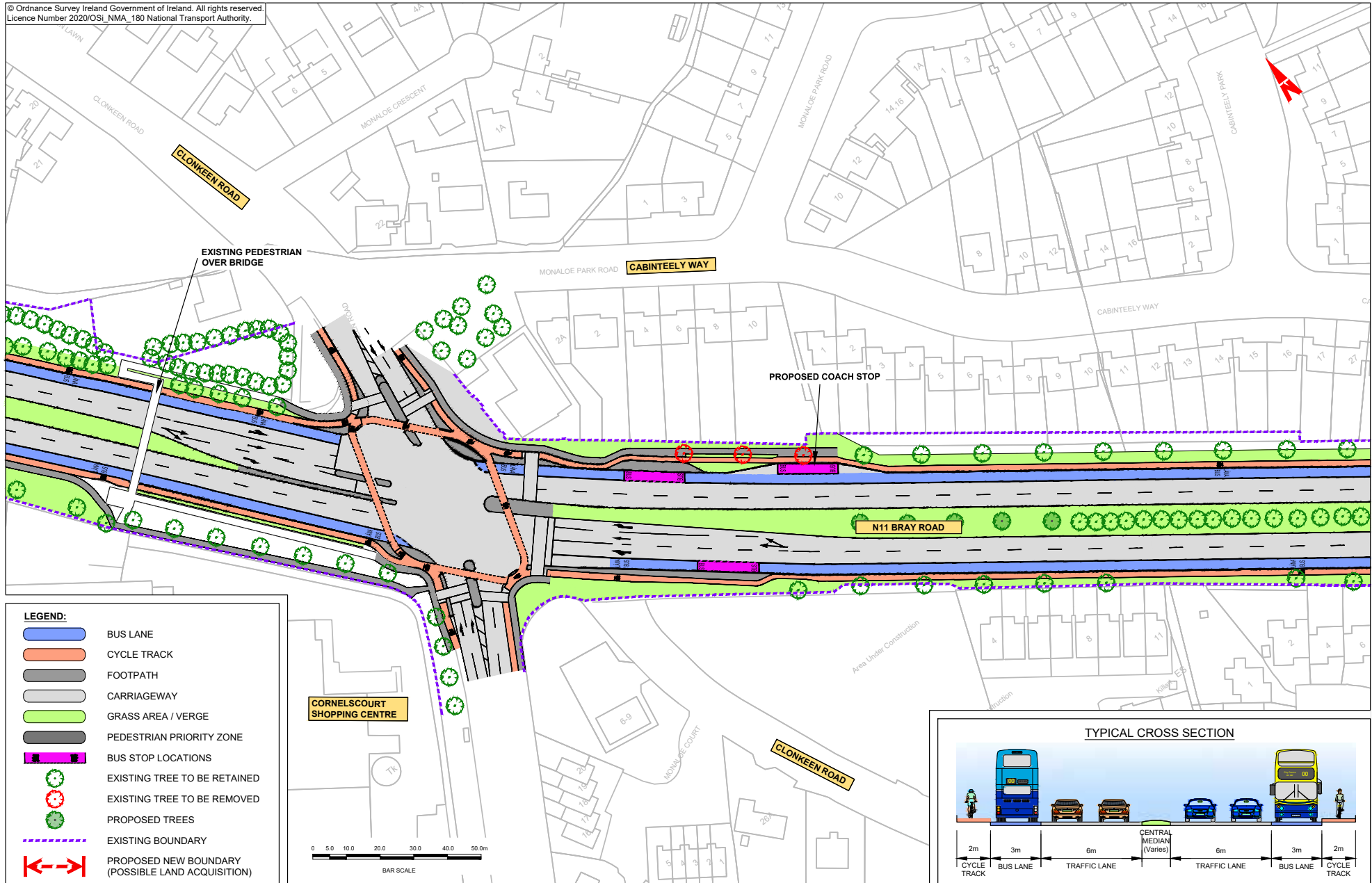




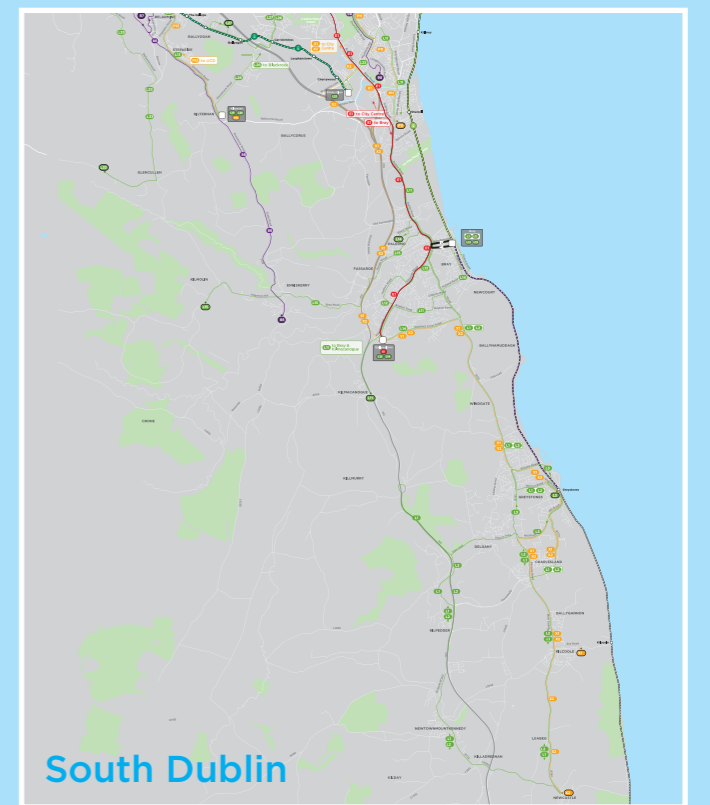
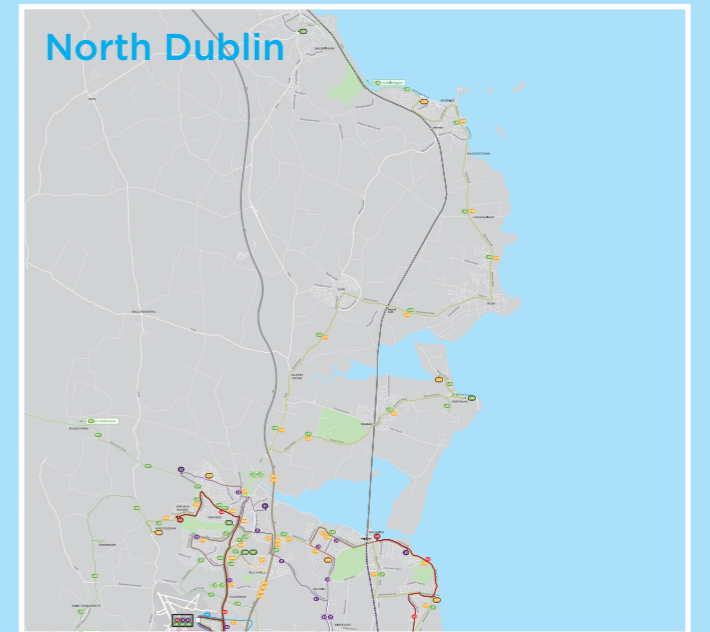
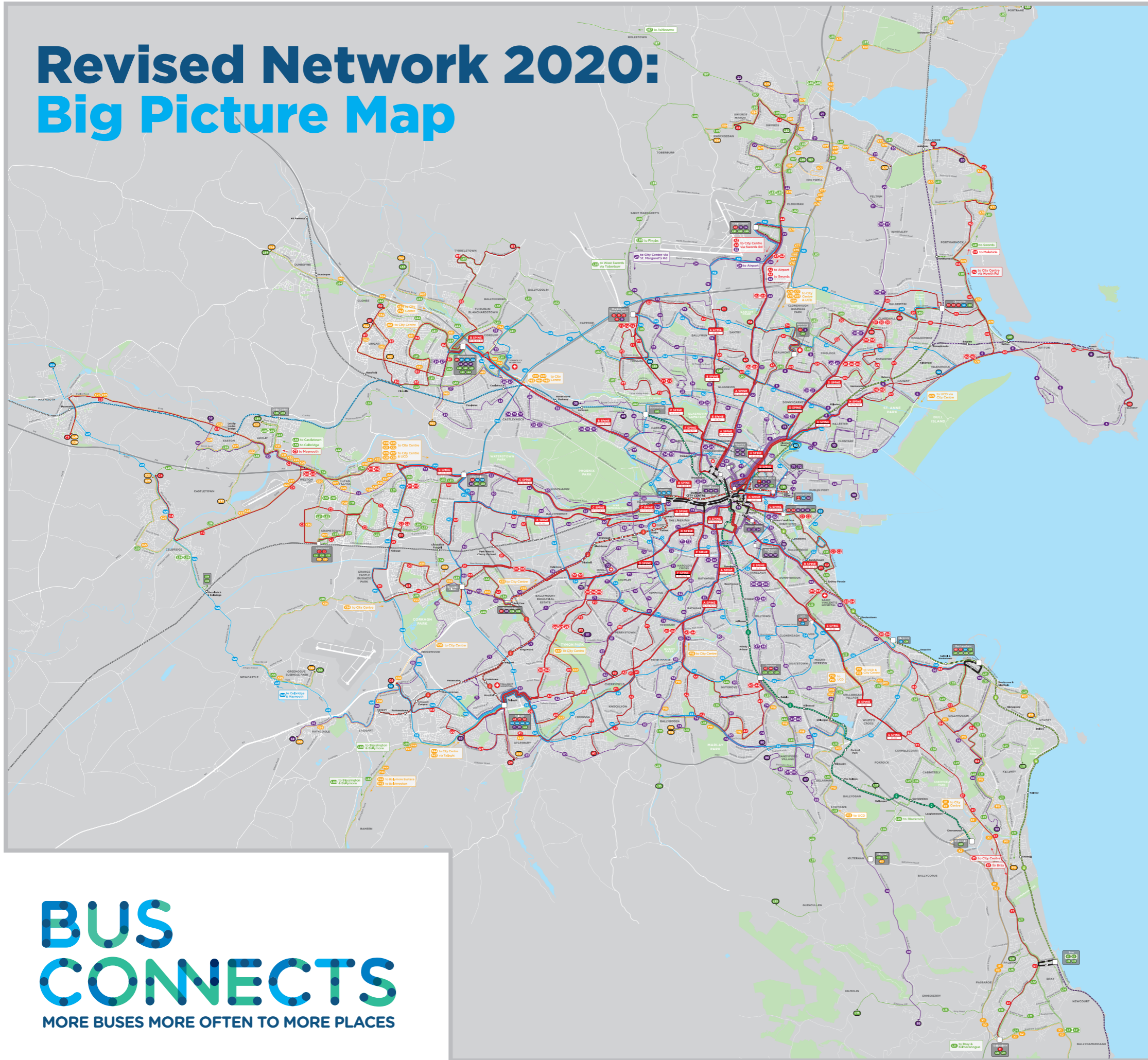
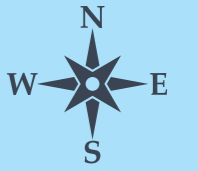
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.



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Licence Number 2020/OSI_NMA_180 National Transport Authority.



Revised Network 2020: Big Picture Map

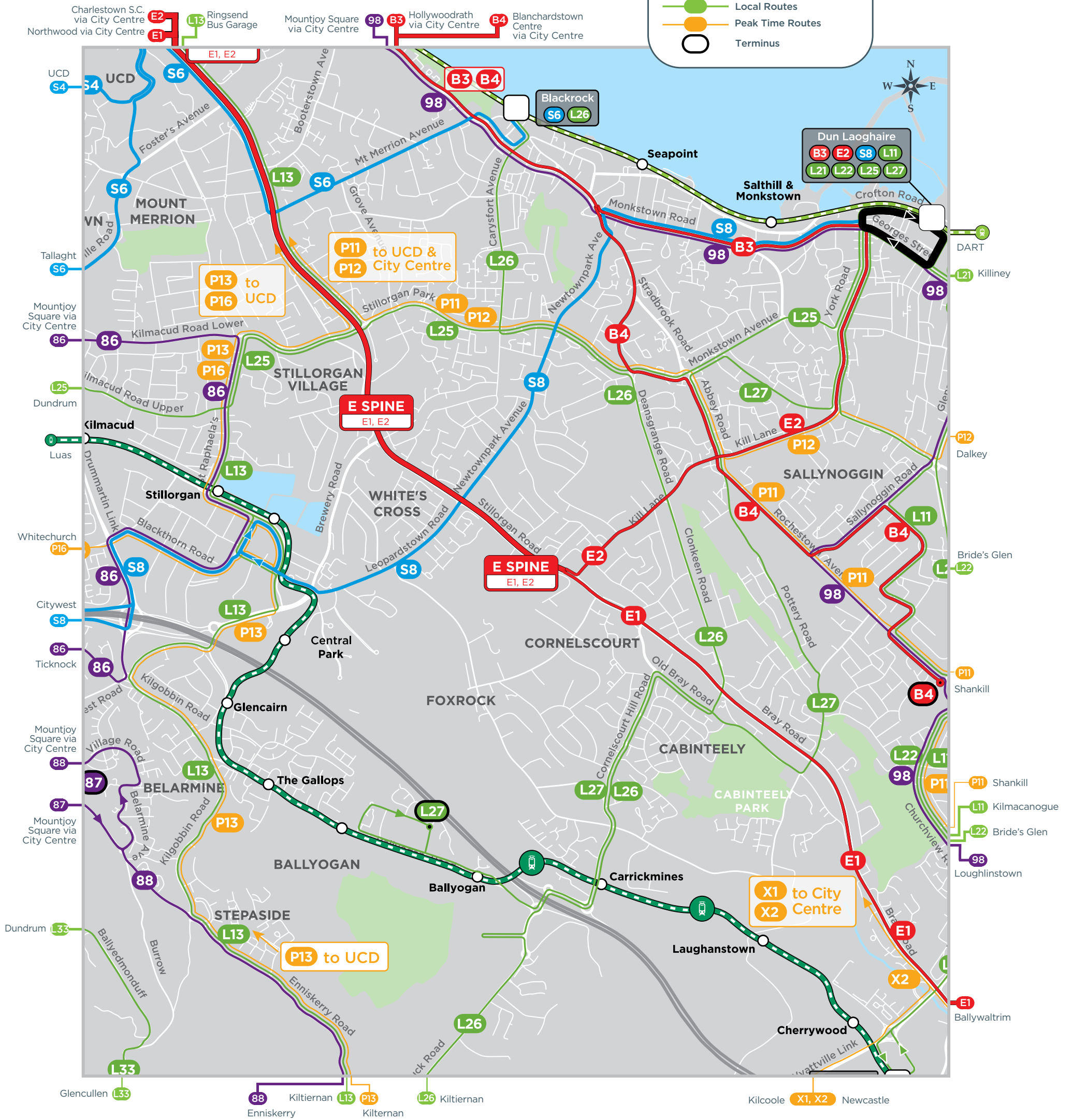


**BUS
CONNECTS**
MORE BUSES MORE OFTEN TO MORE PLACES

Your local area map

How BusConnects gets you where you want to go.

• Cabinteely • Foxrock • Leopardstown • Mount Merrion • Stillorgan



Orbital frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Orbital Routes		Weekday											Saturday											Sunday																															
Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	
O	Inner Orbital (North and South Circular)	30	15	8	8	8	8	8	8	8	8	8	8	8	15	15	15	15	30	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	30	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
N2	Heuston - Broombridge - Clontarf Rail Station		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
N4	Blanch. SC - Finglas - DCU - Collins Ave - Docklands	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20	
N6	Finglas - Santry - Coolock - Donaghmede	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	15	15	15	10	10	10	10	10	10	10	10	10	15	15	15	15	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20		
N8	Blanch SC - Dublin Airport - Clongriffin	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
S2	Heuston - Kimmage - Ballsbridge - Poolbeg	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30	
S4	Liffey Valley - Ballyfermot - Crumlin - Milltown - UCD	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	15	15	15	10	10	10	10	10	10	10	10	10	15	15	15	15	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20		
S6	Tallaght - Dundrum - UCD - Blackrock	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30		
S8	Tallaght - Sandyford - Dún Laoghaire		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
W2	Liffey Valley - Clondalkin - Tallaght	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	20	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	30	30	30	20	20	20	20	20	20	20	20	20	20	30	30	30	30	30		
W4	Blanch. SC - Liffey Valley - Grange Castle Rd - Tallaght		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60		
W6	Maynooth - Celbridge - Citywest - Tallaght		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60		

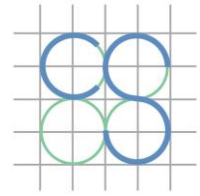
The full delivery of the new network is subject to additional funding from Government

Local frequency tables

The number in each box is the expected trips per hour for this service. It is subject to adjustment in line with future passenger numbers.

Peak-Only/ Express Routes			Weekday												
Route no.	To and From	Existing Similar Route	5	6	7	8	9	10	11	12	1	2	3	4	5
A9	Whitehall - City Centre				6									3	3
D9	Clare Hall - City Centre				6	6							6	6	6
E9	Brides Glen - UCD				6	6								6	6
F9	Charlestown - City Centre				6									3	3
H9	All Saints Road - City Centre				3										
20 short	Walkinstown - City Centre				2	2							2	2	2
P11	Shankill - Ballybrack - City Centre	7b		2	4	1									6
P12	Dalkey - City Centre	7d			2										2
P13	Kilternan - Stepside - UCD				2	2								2	2
P16	Whitechurch - UCD	116			1									1	
P18	Whitechurch - City Centre	118			2										2
P29	Adamstown Road - City Centre - Ringsend	25d			4										4
P43	Ballyknockan - Blessington - City Centre	65		1											1
P44	Ballymore Eustace - Blessington - City Centre	65		1											1
P63	Damastown - Corduff - City Centre (two-way)	38b			3	3							3	3	3
P64	Dunboyne - City Centre				2										2
P65	Diswellstown Rd - Clonsilla Rd - City Centre				2										2
X1	Kilcoole - Southern Cross - City Centre	84x		2	4									1	5
X2	Newcastle - Kilcoole - Southern Cross - City Centre	84x		1	2									1	2
X25	Maynooth - Glen Easton - City Centre	66x			2									1	1
X26	Maynooth - City Centre - UCD	66x			3									1	2
X27	Celbridge Aghards Rd - City Centre - UCD	67x			5									2	2
X28	Celbridge Main Street - City Centre - UCD	67x			4									2	2
X30	Dodsborough - Lucan Village - City Centre - UCD	25x			4									1	2
X31	Leixlip River Forest - City Centre	66x			3									1	2
X32	Leixlip Castletown - City Centre	66x			2									1	1
X47	Kiltipper - Seskin View - Tymon North - City Centre	77x			1										1
X55	Clondalkin - City Centre - Ringsend	51x			3										2
X56	Newcastle - Peamount - City Centre	68x			1										1
X58	Rathcoole - City Centre	69x			2										1
X61	Hartstown - Huntstown - City Centre	39x			4										4
X62	Ongar - Littlepace Distributor - City Centre	39x			4										4
X76	Skerries - Rush - Lusk - City Centre - UCD	33x		2	3									2	3
X77	Portmarnock - City Centre - UCD	142			6									2	3
X78	Malahide - Portmarnock - Clontarf - City Centre - UCD	32x			2									1	1
X79	Glen Ellan Rd - River Valley - City Centre - UCD	41x			3										3
X83	Portrane - Donabate - City Centre - UCD	33d				1									
X84	Knocksedan - Swords Manor - City Centre - UCD	41x				3									

The full delivery of the new network is subject to additional funding from Government



CS CONSULTING
GROUP

Appendix B

GoCar Letter of Intent



Clonkeen Investments DAC,
3rd Floor Donnybrook House,
36-42 Donnybrook Road,
Dublin 4

Dublin, 24th June 2021

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide 2 (two) shared car sharing vehicles in the proposed residential development at grounds behind Clonkeen College in Deansgrange. GoCar representatives have discussed the project with representatives of CS Consulting, who are the Engineers for the Project, and are excited to provide a car sharing service at this location.

It is understood that these vehicles will be provided exclusively for use by residents of the new development. GoCar will work with the eventual managers of the property to make these arrangements and to promote the service within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

Rob Kearns
Head of Growth
GoCar Carsharing Ltd
M: 083 822 3924
E: rob.kearns@gocar.ie

Appendix C

Links to relevant Mobility Management guidance documents

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans

www.smartertravelworkplaces.ie
www.ways2work.bitc.org.uk

Sustainable Travel

www.smartertravel.ie
www.sustrans.org.uk
www.nationaltransport.ie
www.dttas.ie
www.eltis.org
www.mobilityweek.eu

Getting Active

www.getirelandactive.ie

Public Transport Information

www.transportforireland.ie
www.taxesaver.ie

Cycle to Work Scheme

www.revenue.ie

Walking challenges

www.pedometerchallenge.ie
www.irishheart.ie

Cycling

www.cyclechallenge.ie
www.dublinbikes.ie
www.irishcycling.com

Cycle to Work scheme

www.revenue.ie
www.bikescheme.ie

Designing and Planning for Cycling

www.cyclemanual.ie
 Transport for London Workplace Cycle Parking Guide
 See p16 for technical guidance on space allocations for cycle parking
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

Walking/ Cycling Routes

www.mapmyride.com
www.mapmyrun.com

Car Sharing

www.carsharing.ie

Misc.

Copenhagen Cycle Chic - Bikes, style and Copenhagen

