



Travel Plan

Application at Church Fields East, Mulhuddart, Dublin 15

May 2023

Waterman Moylan Consulting Engineers Limited

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin D03 H3F4

www.waterman-moylan.ie

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No. 1	March 2023	F. Silva	I. Worrell	
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Comments

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Content

- 1. Introduction 1**
 - 1.1 Context 1
 - 1.2 Site Location and Development Description 1
 - 1.3 Programme 1
 - 1.4 Scope 2
- 2. Site Accessibility 3**
 - 2.1 Walking Accessibility 3
 - 2.1.1 Local Network 3
 - 2.1.2 Walking Catchments 4
 - 2.2 Cycling Accessibility 4
 - 2.2.1 Local Network 4
 - 2.2.2 Cycling Catchment 5
 - 2.3 Public Transport Accessibility 6
 - 2.4 Car Sharing Services 8
- 3. Proposed Parking Provision 9**
 - 3.1 General 9
 - 3.2 Car Parking 9
 - 3.2.1 Fingal Development Plan (2023 – 2029) Standards 9
 - 3.2.2 Greater Dublin Area Transport Strategy (2022 – 2042) Standards 10
 - 3.2.3 Sustainable Urban Housing: Design Standards for New Apartments (Dec 2022) 11
 - 3.2.4 Proposed Car Parking 12
 - 3.3 Bicycle Parking 13
 - 3.3.1 Fingal Development Plan (2023 – 2029) Standards 13
 - 3.3.2 Sustainable Urban Housing: Design Standards for New Apartments (Dec 2022) 14
 - 3.3.3 Proposed Bicycle Parking 14
- 4. Mobility Management Plan (Travel Plan) 15**
 - 4.1 Introduction 15
 - 4.2 Action Plan 15
 - 4.2.1 Walking 15
 - 4.2.2 Cycling 15
 - 4.2.3 Public Transport 16
 - 4.2.4 Car Sharing 16
 - 4.3 Strategy for Travel 16
 - 4.4 Specific Measures 17
 - 4.4.1 Transport Coordinator 17

4.4.2	Public Transport.....	17
4.4.3	Provision for Cyclists.....	18
4.4.4	Car Use – Car Sharing.....	18
4.5	Monitoring of the Travel Plan.....	18
4.5.1	Why Monitor?.....	18
4.5.2	What to Monitor?.....	19
4.6	Marketing and Implementation.....	19
5.	Conclusion	20

Figures

Figure 1:	Site Location (Source: Google Maps).....	1
Figure 2:	Existing Local Pedestrian Network.	3
Figure 3:	Walking Times from Proposed Development (Source: Travel Time App).	4
Figure 4:	Proposed Cycle Network – from GDA Cycle Network Plan, 2022.....	5
Figure 5:	50-minutes Cycling from Proposed Development (Source: Travel Time App).	6
Figure 6:	Location of Closest Bus Stops and Routes from the Site (Source: OpenStreetMap).	7
Figure 7:	BusConnects Routes P63 and L63 Diverted.	7
Figure 8:	Existing GoCar Parking Locations.	8
Figure 9:	Potential Dev. Areas Afforded by PT Corridors in the Metropolitan Area.	10

Tables

Table 1:	Breakdown of Proposed Residential Units.	9
Table 2:	Car Parking Standards – Fingal Development Plan (2023 – 2029).....	9
Table 3:	Max Residential Car Parking Standards – extracted from Figure 14.1 of the GDATS. .	11
Table 4:	Car Parking Spaces Proposed.....	12
Table 5:	Bicycle Parking Standards – Fingal Development Plan (2023 – 2029).	13
Table 6:	Bicycle Parking Requirement – Fingal Development Plan (2023 – 2029).....	13
Table 7:	Bicycle Parking Spaces Proposed.	14

1. Introduction

1.1 Context

This Travel Plan (TP) has been prepared by Waterman Moylan on behalf of Fingal County Council in support of the Church Fields Housing Planning Application for a proposed residential development at Church Fields East, Mulhuddart, Dublin 15.

1.2 Site Location and Development Description

The proposed development relates to a site of c.5.52 hectares at Church Fields East, Mulhuddart, Dublin 15. The development site is located south of Damastown Avenue; west of Church Road; east of previously permitted residential development at Church Fields (Planning Reg. Ref.: PARTXI/012/21); and north of a permitted linear park (Eastern Linear Park Planning Reg. Ref.: PARTXI/012/21), in the townland of Tyrrelstown, Dublin 15. The site is located west of protected structure RPS No. 670 Mulhuddart Church (in ruins) & Graveyard, which is located east of Church Road. The proposed development seeks the construction of 217 no. residential units (ranging from 2 – 4 storeys in height) in a mixed tenure development, comprising of 121 no. houses and 96 no. apartments. The development will also include the provision of car parking, cycle parking, new pedestrian / cycle links, services, drainage attenuation, and all associated site and infrastructural works.

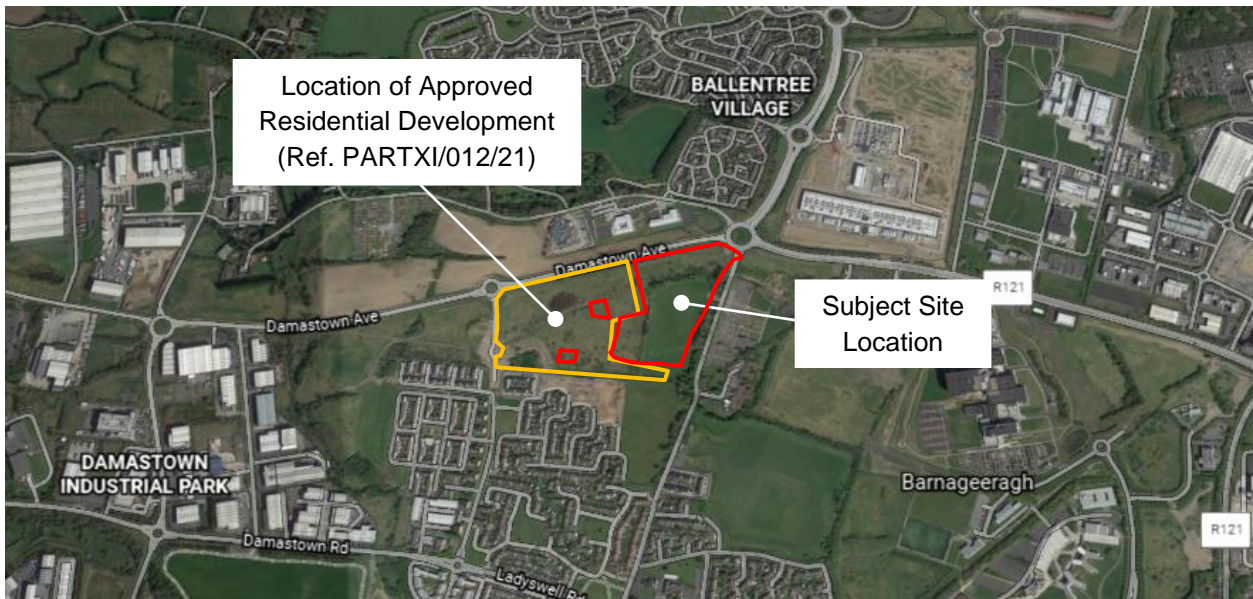


Figure 1: Site Location (Source: Google Maps).

1.3 Programme

It is expected, subject to planning permission, that construction of the proposed development will commence in 2023 for completion in 2026.

1.4 Scope

This Travel Plan has been prepared to provide guidance on how to create a positive atmosphere for residents and visitors to the proposed development with regards to transportation and accessibility and will be a key operational feature of the development.

A Travel Plan will be implemented on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and reducing dependency on the use of private car.

This Travel Plan is intended to deal with the typical day-to-day operational conditions at the development. The aims of this Plan will be achieved against the expansion of the local public bus service and the upgrades to the local cycle and pedestrian networks, as well as the provision of cycle facilities within the proposed development and advising the residents and visitors about the government's schemes that may be available by their employers. To facilitate the achievement of the aims of this Plan, the diversion of two BusConnects routes would improve access from the proposed development to the future bus network. This bus network amendment has been discussed and agreed in principle with the National Transport Authority (NTA).

The plan will assess, examine and manage the typical traffic that will be generated by the residential units during the operational phase of the development. It will also encourage the residents to avail of public transport and green modes by improving awareness of public transport options and providing information on bus routes and frequencies and on local pedestrian and cycle routes.

2. Site Accessibility

2.1 Walking Accessibility

2.1.1 Local Network

The existing pedestrian facilities in the surrounding area comprise a network of footways linking the various neighbourhoods to each other. This includes footpaths along the Damastown Avenue to the north of the site, footpaths along the R121 to the east of the site, footpaths along the Wellview Avenue to the southwest of the site and footpaths along the Ladyswell to the south of the site.

Along the west side of Church Road (to the east of the site), there is a north-south greenway that starts at the access to the Mulhuddart Cemetery and leads to Parslickstown Drive to the south of the site, that connects with the Ladyswell Road further south. This greenway received planning permission under Ref. PARTXI/011/19 to be upgraded (with cycleways and footpaths) and extended further north to terminate just south of the five-armed roundabout with Damastown Avenue. The permitted cycleway and footpaths are currently under construction on Church Road along the east side of the site.

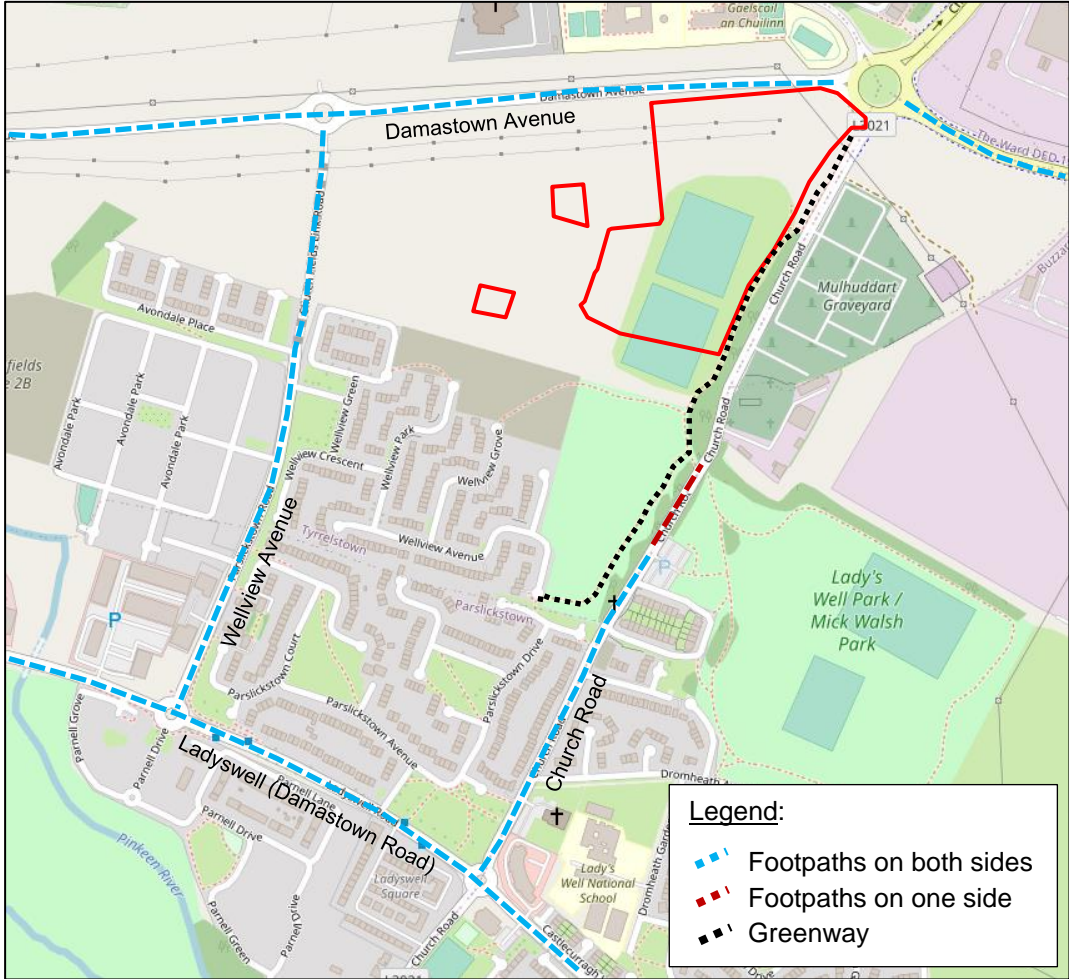


Figure 2: Existing Local Pedestrian Network.

2.1.2 Walking Catchments

The document “The Route to Sustainable Commuting”, published by the National Transport Authority (NTA), describes acceptable walking distances for pedestrians without mobility impairment. This document states that, 4,000m or approximately 50 minutes is the preferred maximum walking distance. Figure 3 shows the walking distances achieved from the subject site in 15 minutes, 30 minutes and 45 minutes, all below the NTA’s preferred 50-minute maximum.

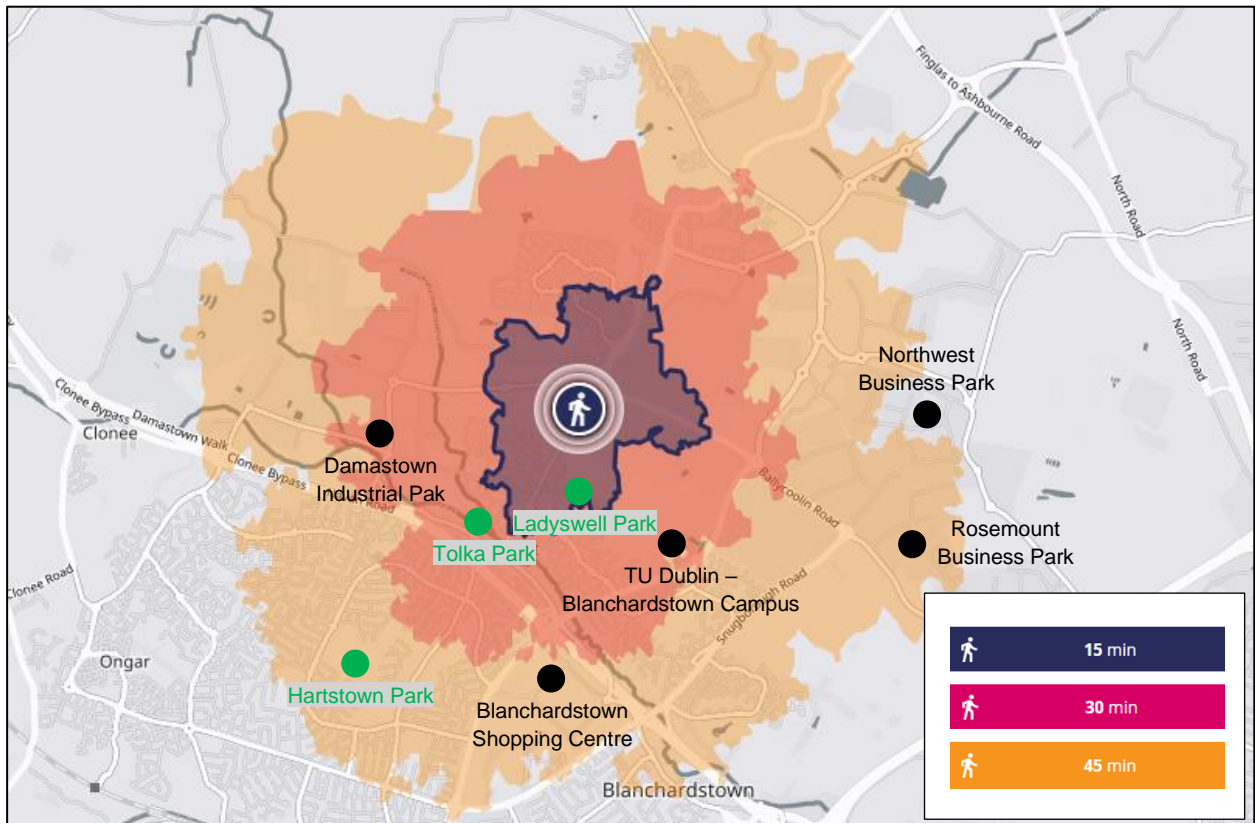


Figure 3: Walking Times from Proposed Development (Source: Travel Time App).

There is much within walkable distance from the proposed development, including the Blanchardstown Shopping Centre and associated transportation hub, the Damastown Industrial Park, the TU Dublin – Blanchardstown Campus and the business/industrial areas to the west. The Lady’s Well Park, the Tolka Valley Park, the Hartstown Park and several community/neighbourhood centres are also achievable within walkable distance from the site.

2.2 Cycling Accessibility

2.2.1 Local Network

Currently, there are cycle lanes provided off-road on both sides of the Damastown Avenue running along the northern boundary of the site. Cycle facilities are currently under construction along the Church Road to the east of the subject site. There are no cycle facilities along Ladyswell Road.

The Greater Dublin Area Cycle Network Plan (2022) and the Fingal Development Plan (2023 – 2029) identify the following future cycle routes in the local area:

- Damastown Avenue – continuing along the R121, to comprise of a west-east secondary cycle facility. This facility is in place on both sides of the Damastown Avenue and the R121 in the form of off-road cycle lanes.
- Church Road to comprise of a north-south secondary cycle facility. As mentioned in Section 2.1.1 above, parallel to the Church Road there is an existing greenway. The upgrade of this greenway to include a two-way off-road cycle track has been approved under the *Church Fields Link Road and Cycle Network* project (Ref. PARTXI/011/19) and is currently under construction.
- Ladyswell Road (Damastown Road) to comprise of a west-east primary radial cycle facility. This cycle facility is expected to be delivered any time in the future.
- Wellview Avenue to comprise of a greenway cycle facility.

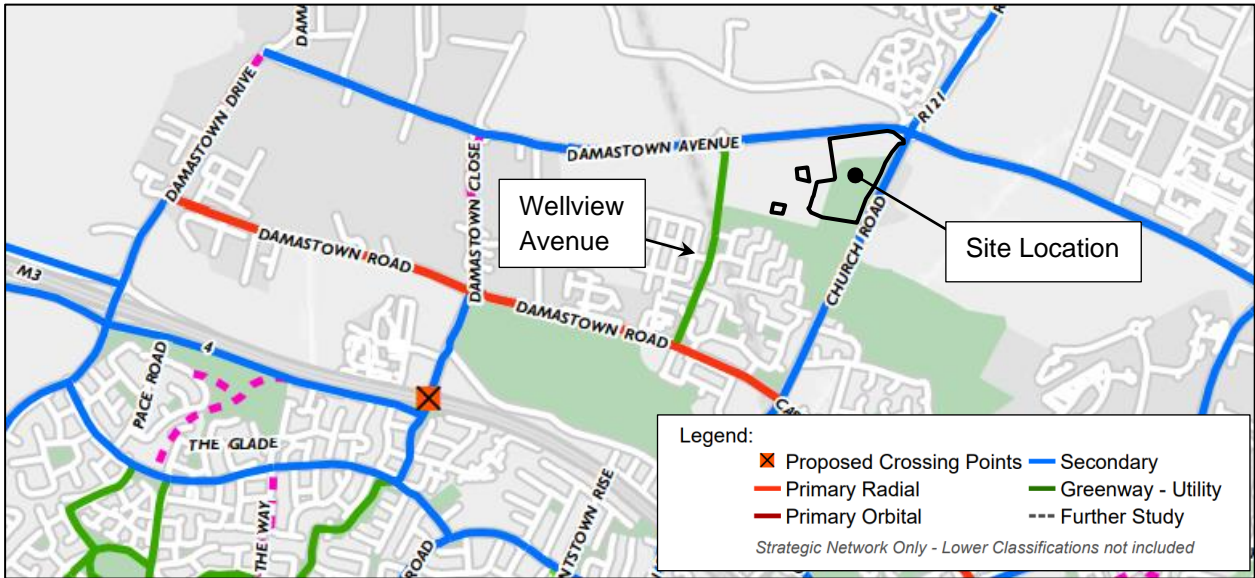


Figure 4: Proposed Cycle Network – from GDA Cycle Network Plan, 2022.

2.2.2 Cycling Catchment

The NTA’s “The Route to Sustainable Commuting” document sets out acceptable cycling distances for cyclists without mobility impairment. It states that 10km is the general maximum distance people would travel by bicycle.

Figure 5 below, indicates that there are a large number of commercial, leisure and employment areas within 10km (or c. 50 min considering an average speed of 12km/h) bike ride from the site.

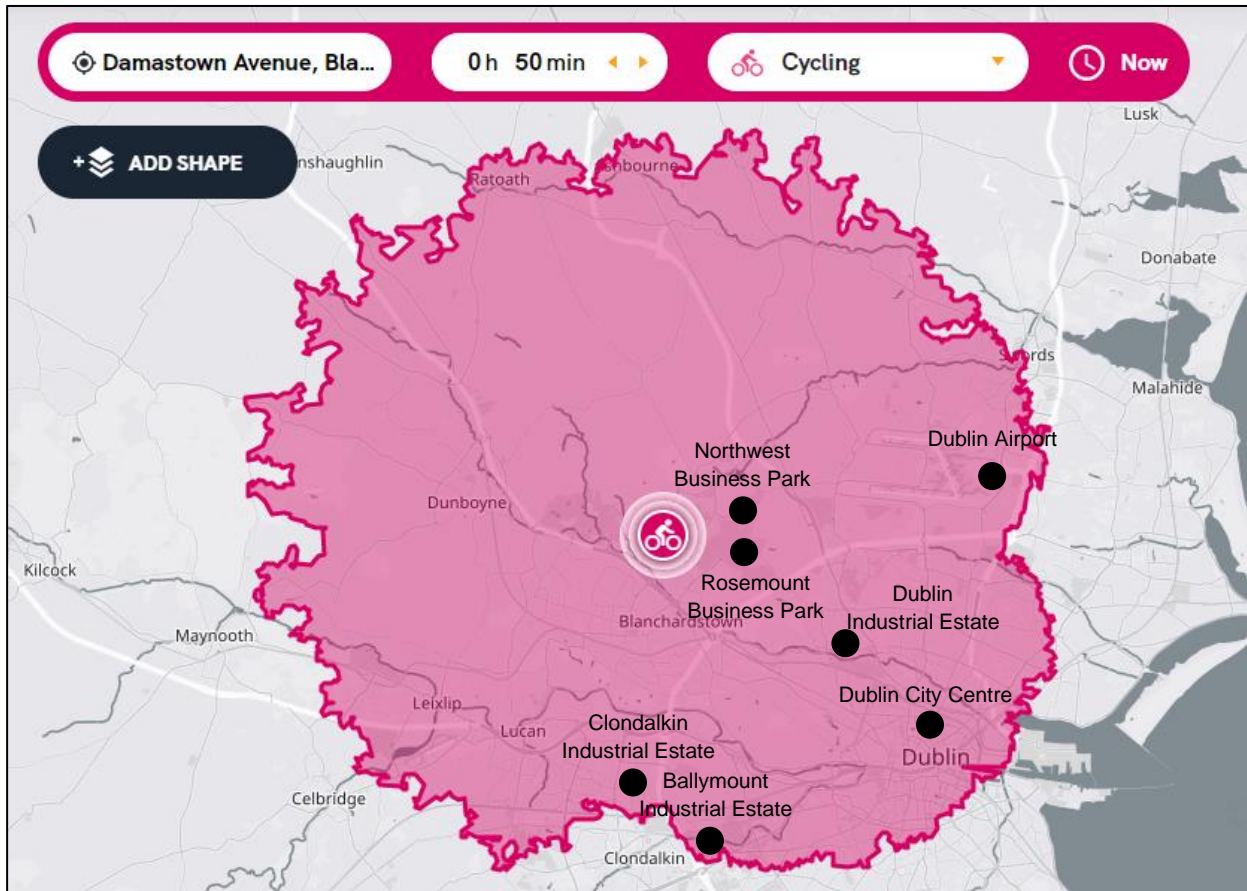


Figure 5: 50-minutes Cycling from Proposed Development (Source: Travel Time App).

Those traveling by bike could travel to Dublin City Centre and as far as Leixlip and Lucan to the southwest and Swords to the northeast.

2.3 Public Transport Accessibility

The subject site is mainly served by 2 inbound and 2 outbound bus stops on the R121 and Ladyswell Road, c. 950m to the east and c. 850m to the south of the site, respectively. See Figure 6. These stops are currently served by 9 Dublin Bus and Go-Ahead bus routes which the frequencies combined result in a good operational service for the area of 29 inbound and 31 outbound services during the AM rush period (07h00 to 09h00) and 24 inbound and 24 outbound services during the PM (17h00 to 19h00).

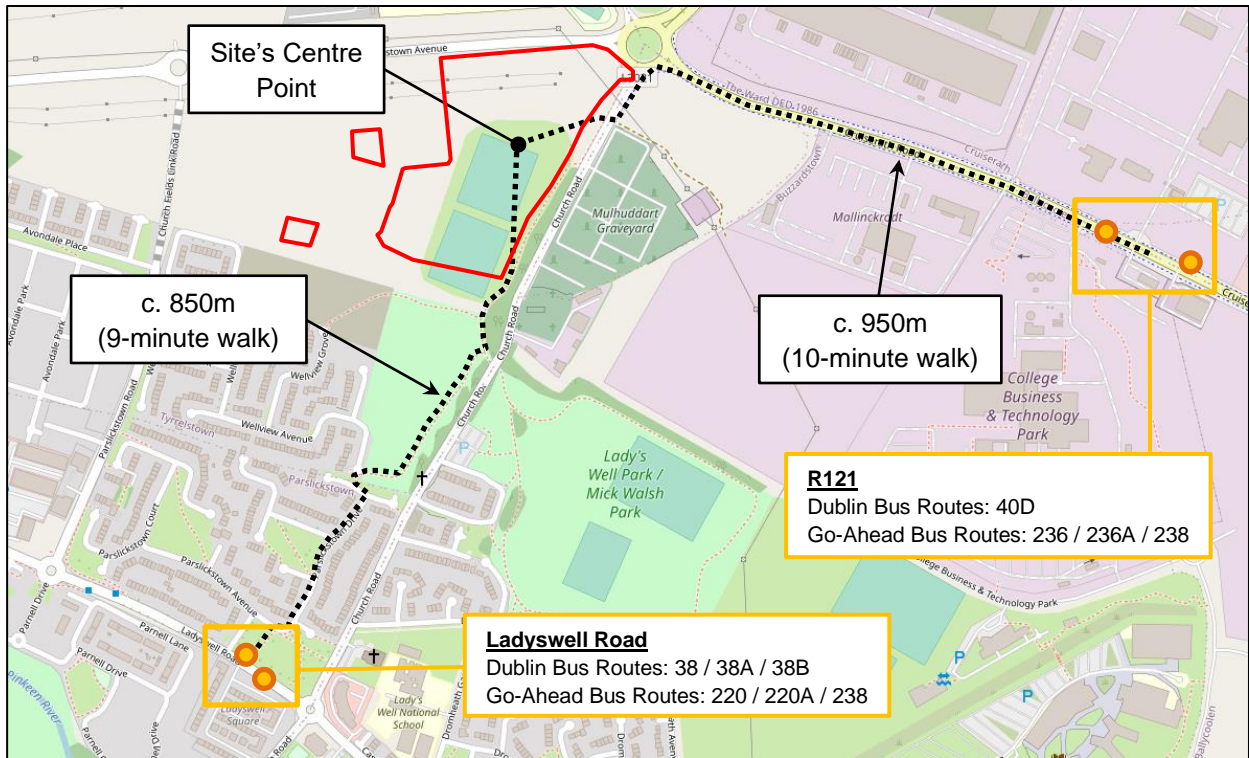


Figure 6: Location of Closest Bus Stops and Routes from the Site (Source: OpenStreetMap).

The site is also located in close proximity to four new BusConnects routes that will be in place in the future, being the Branch Route B3, the Local Routes L62 and L63 and the Peak Time Route P63. To improve access from the proposed development, the diversion of the Local Route L63 and the Peak-Only Route P63 from their original Ladyswell Road - Damastown Road – Damastown Drive route to the Church Fields Link Road – Damastown Avenue route has been discussed and agreed in principle with the NTA. This diversion would also improve connectivity from approved/future developments with the future bus network.

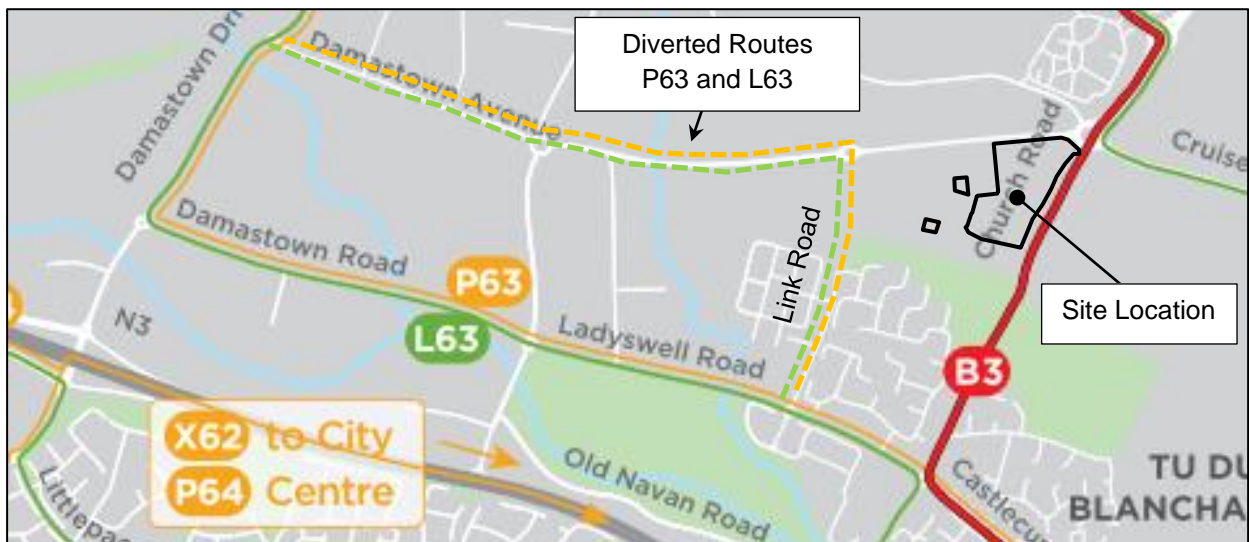


Figure 7: BusConnects Routes P63 and L63 Diverted.

2.4 Car Sharing Services

For residents and visitors of the proposed development that do not possess a vehicle but would wish to travel by car, car sharing services such as GoCar could be an excellent alternative.

Car sharing contributes to sustainable travel modes such as decreasing car ownership and limiting private car journeys to occasions when alternative modes of transport are unsuitable. The following outlines the benefits of car sharing:

- Each car can be accessed by multiple drivers, 24/7, and is bookable at a moment's notice;
- Reduces reliance on the private car;
- Reduce the need for car parking spaces;
- Helps reduce the number of cars on the road, traffic congestion, noise and air pollution, frees up land traditionally used for parking spaces, and increases use of public transport, walking and cycling; and
- The vehicles used are newer than the average car, and therefore are generally more environmentally friendly and safer.

According to GoCar, each car sharing vehicle that is placed in a community has the potential to replace the journeys of up to 15 private cars. Figure 8 – extracted from GoCar Locations Map, shows that there are three GoCar stations at reasonable walking distances from the subject development site.

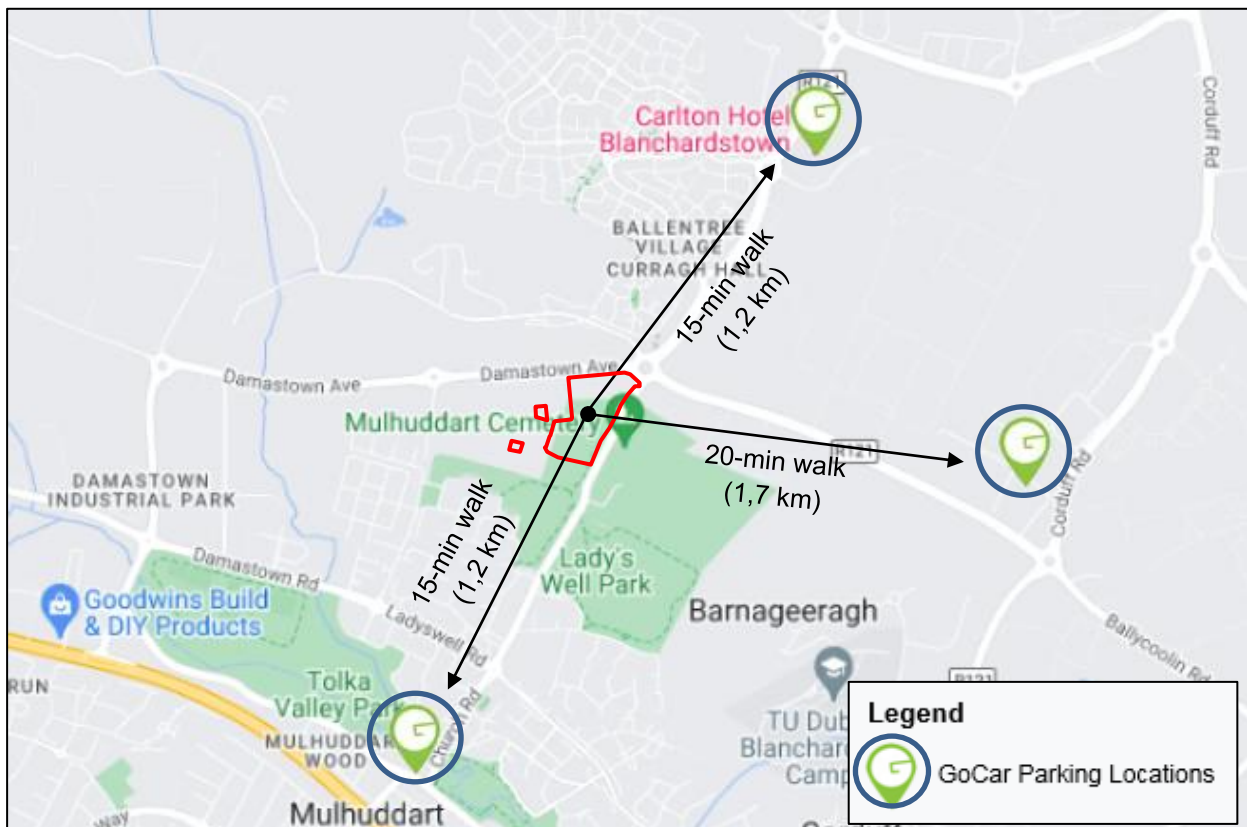


Figure 8: Existing GoCar Parking Locations.

3. Proposed Parking Provision

3.1 General

The proposed development consists of 217 no. residential units (121 no. houses and 96 no. apartments). The breakdown of the proposed residential units is set out below.

Unit Type	1-Bed	2-Bed	3-Bed	4-Bed	Total
Houses	-	34	76	11	121
Apartment	36	56	4	-	96
Total	36	90	80	11	217

Table 1: Breakdown of Proposed Residential Units.

3.2 Car Parking

In order to determine the appropriate amount of car parking for the proposed development, reference has been made to the following guidelines/policies:

- Fingal Development Plan (2023 – 2029)
- Greater Dublin Area Transport Strategy (2022 – 2042)
- Design Standards for New Apartments (December 2022)

3.2.1 Fingal Development Plan (2023 – 2029) Standards

According to the Fingal Development Plan (2023 – 2029), the proposed development site is located in the parking Zone 2.

- o *“Zone 1: relates to developments within 800m of Bus Connects spine route, or 1,600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.*
- o *Zone 2: Relates to all other areas within the County.”*

The proposed development site is located adjacent to the proposed BusConnects Branch Route B3. This route combines with Branch Routes B1, B2 & B4 to form the BusConnects Spine B (from Blanchardstown to City Centre) c. 1.8km southeast of the proposed site, i.e. Branch Route B3 is not recognised as a Spine route itself, but rather one of the four branches that create the spine c. 1.8 km from the subject site. Therefore, the proposed development site is located in Zone 2 as it is not within 800m of a BusConnects spine route.

Car parking standards for new developments are set out in Table 14.19 of the Development Plan. Those relevant to the proposed scheme are shown below.

Land Use Category	Standards (Zone 2)
Residential (1-2 Bedroom)	1 + 1 visitor space per 5 units (Norm)
Residential (3-3+ Bedroom)	2 + 1 visitor space per 5 units (Norm)

Table 2: Car Parking Standards – Fingal Development Plan (2023 – 2029).

In addition, the FDP also sets out the following with regards to car parking:

“Accessible Car Parking: a minimum 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments.”

“Motorcycle Parking: Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments.”

“Electric Vehicle Parking: All multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces.”

3.2.2 Greater Dublin Area Transport Strategy (2022 – 2042) Standards

In January 2023, the National Transport Authority (NTA) issued the Greater Dublin Area Transport Strategy 2022 – 2042.

According to Figure 19.2 of the Transport Strategy, the proposed development site is located between the metropolitan boundary and the M50.

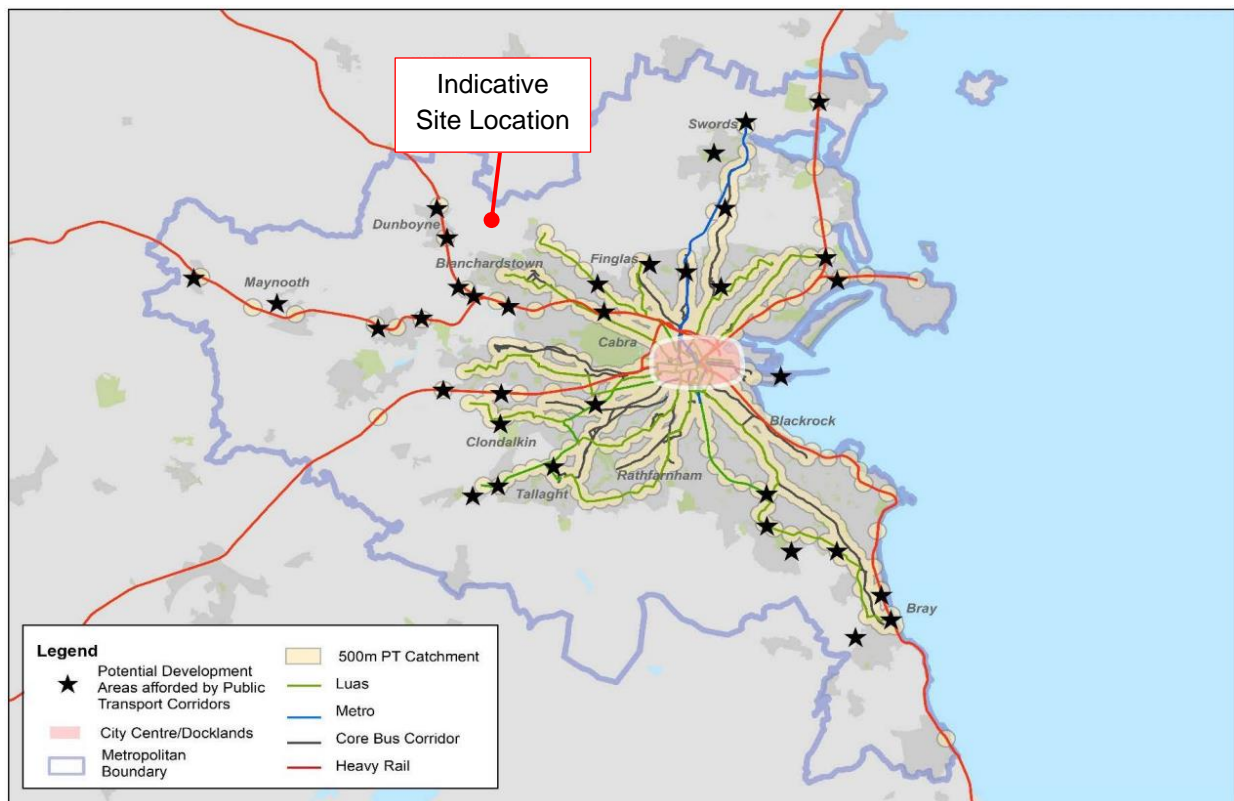


Figure 9: Potential Dev. Areas Afforded by PT Corridors in the Metropolitan Area.

Figure 14.1 of the Transport Strategy sets out the proposed maximum residential parking standards for areas within the GDA, including those locations between the metropolitan boundary and the M50 where the proposed development site is situated. This is shown below.

Location	Maximum Parking Provision
Locations between the Metropolitan Boundary and the M50	Up to 1.5 space per unit

Table 3: Max Residential Car Parking Standards – extracted from Figure 14.1 of the GDATS.

Measure TM12 of the Transport Strategy sets out the following with regards to the above parking standard:

“Measure TM12 – Residential Parking Standards: *It is recommended that local authorities incorporate maximum residential parking standards into their Development Plans guided by the provisions set out in Table 14.1.”*

3.2.3 Sustainable Urban Housing: Design Standards for New Apartments (Dec 2022)

In December 2022, a revised version of the document “Sustainable Urban Housing: Design Standards for New Apartments” (DSNA) was released. Chapter 2 of the Design Standard for New Apartments sets out the following “types of location” which are defined by site’s accessibility and proximity to public transport and town/city centres:

1) Central and/or Accessible Urban Locations

- Sites within walking distance (i.e., up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third level institutions;
- Sites within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) to/from high frequency (i.e., min 10-minute peak hour frequency) urban bus service.

2) Intermediate Urban Locations

- Sites within or close to i.e., within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;
- Sites within walking distance (i.e., between 10-15 minutes or 1,000-1,500m) of high-capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e., between 5-10 minutes or up to 1,000m) of high frequency (i.e., min 10 minutes peak hour frequency) urban bus services or where such services can be provided;
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) of reasonably frequent (min 15-minute peak hour frequency) urban bus services.

3) Peripheral and/or Less Accessible Urban Locations

- Sites in suburban development areas that do not meet proximity or accessibility criteria;
- Sites in small towns or villages.

Chapter 4 of the Design Standard for New Apartments sets out the quantum of car parking or the requirement for any such provision for apartment developments.

1) Central and/or Accessible Urban Locations

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies

above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.

2) Intermediate Urban Locations

In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

3) Peripheral and/or Less Accessible Urban Locations

As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

Given the location of the proposed development site as detailed in the sections above, and the future/proposed diversion of the BusConnects routes, which will improve access from the proposed development to the future surrounding public bus service, it is considered that the subject development is located in an Intermediate Urban Location, where, as set out in the DSNA, planning authorities must consider a reduced overall car parking.

3.2.4 Proposed Car Parking

Car parking spaces proposed for the subject development are shown in Table 4, together with a summary of the Fingal Development Plan (FDP) requirement detailed in Sections 3.2.1 above.

It is proposed to provide a total of 306 spaces to serve the subject development.

Proposed Development	Type Parking	FDP Zone 2 requirement (Norm)	Proposed Car Parking Spaces
Houses (121 units)	Residents	208 spaces	165 spaces
	Visitors	24 spaces	24 spaces
Apartments (96 units)	Residents	100 spaces	98 spaces
	Visitors	19 spaces	19 spaces
Total (217 units)	All types	351 spaces	306 spaces

Table 4: Car Parking Spaces Proposed.

A total of 306 car parking spaces are proposed to serve the subject development, 15 spaces (5%) are disabled spaces and 20% (61 spaces) are equipped with charging points for electric vehicles. All parking spaces will have the ducting infrastructure to allow for future electric vehicle charging points should the demand for this facility requires. 12 motorcycle spaces are proposed for the apartments at a rate of 1 motorcycle bay per 10 car parking spaces.

As can be seen from above, the car parking spaces proposed for the subject development are below Zone 2 requirements set out in the current Fingal Development Plan (2023 - 2029).

The diversion of the BusConnects routes onto the Wellview Avenue / Church Fields Link Road, and the future BusConnects Branch route along Church Road, would improve the access from the proposed development to the future surrounding bus network and this amendment has been discussed and agreed

in principle with the NTA. These are likely to make public bus service a very viable option for residents of the proposed development with potential to support a reduction in the use of private car and ultimately the reduced provision of car parking spaces.

As part of the overall proposal, the use of private car by residents will be discouraged whilst sustainable modes of transport will be encouraged.

The reduced car parking provision is considered appropriate for the subject development and will reflect the location of the proposed development in relation to future public transport services.

The site is therefore considered a transitional area in terms of public transport provision and car parking requirements, and the level of parking proposed balances the need to make appropriate provision for car parking and encouraging the use of public transport. An overprovision of car parking could discourage the latter by facilitating travel by private car.

3.3 Bicycle Parking

3.3.1 Fingal Development Plan (2023 – 2029) Standards

Standards

Bicycle parking standards for new developments are set out in Table 14.17 of the Fingal Development Plan (2023 – 2029). The standards relevant to the proposed development are summarised below.

Land Use Category	Bicycle Parking Standards	
	Long-Stay	Short-Stay
Residential (1-2 Bedroom)	1, plus 1 per bedroom	0.5 per unit (for apartment blocks only)
Residential (3+ Bedroom)	2, plus 1 per bedroom	0.5 per unit (for apartment blocks only)

Table 5: Bicycle Parking Standards – Fingal Development Plan (2023 – 2029).

Requirement

Based on the above standards, the bicycle parking spaces required by FCC to serve the subject development are set out below. Note that Short-stay parking spaces are for apartment blocks only.

Proposed Development	Type	No. Units	Bicycle Parking Spaces Required	
			Long-Stay	Short-Stay
1-Bed Apartments		36	72	18
2-Bed Apartments		56	168	28
3-Bed Apartments		4	20	2
2-Bed Houses		34	102	-
3-Bed Houses		76	380	-
4-Bed Houses		11	66	-
Total		217	808	48

Table 6: Bicycle Parking Requirement – Fingal Development Plan (2023 – 2029).

3.3.2 Sustainable Urban Housing: Design Standards for New Apartments (Dec 2022)

The following extract from the “Sustainable Urban Housing: Design Standards for New Apartments – December 2022” summarises the bicycle parking guidelines for new apartments:

“Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.”

As can be seen, the requirements for the long-stay (for residents) bicycle parking for apartments set out in the Fingal Development Plan (2023 – 2029) are more onerous when compared to the Design Standards for New Apartments (Dec 2022) guidelines.

3.3.3 Proposed Bicycle Parking

Bicycle parking spaces proposed for the subject development are outlined below and in Table 7, together with a summary of the Fingal Development Plan (2023-2029) requirements detailed in Section 3.3.1 above.

Proposed Development	Type of Bicycle Parking Space	Fingal Development Plan (Requirement)	Proposed Bicycle Parking Spaces
Houses (121 units)	Residents	548	549
	Visitors	-	-
Apartments (96 units)	Residents	260 spaces	300 spaces
	Visitors	48 spaces	48 spaces
Total (217 units)	All types	856 spaces	897 spaces

Table 7: Bicycle Parking Spaces Proposed.

From the above, it can be noted that the bike parking provision is over the bike parking requirements set out in the development plan.

4. Mobility Management Plan (Travel Plan)

4.1 Introduction

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as “a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”

A Mobility Management Plan (Travel Plan) will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Mobility Management Plan (Travel Plan) is intended to deal with the typical day-to-day operating conditions at the site.

4.2 Action Plan

4.2.1 Walking

It is well understood that there are many local, global and personal benefits to walking to/from work/school every day.

As shown in Section 2.1.2, the proposed development is situated within walkable distances from the Blanchardstown Shopping Centre, the TU Dublin – Blanchardstown Campus and some major centres of industry and business parks.

Residents who work/study at nearby locations will be encouraged to walk to/from work/school every day. A social media page will be set up in order to create a communication tool between residents to meet and walk together, thereby creating a sense of community between residents of the development.

Furthermore, residents will be encouraged to travel to/from work/school under a travel share-mode, meaning walking to/from the bus stops before continuing their commuting on the bus.

4.2.2 Cycling

Cycling is an efficient way to travel short distances. It helps to promote independence and reduces negative impacts on the environment. This means of transport would be a suitable option for residents to travel to work/school from the proposed development to destinations throughout much of north and west of Dublin, including the city centre, as outlined in Section 2.2.2.

An effort will be made to target a high proportion of residents to cycle to work/school. The existing and future/approved local cycle infrastructure and ample cycle parking within the proposed development will facilitate this task.

For those residents wishing to commute to work/school by this mode, the proposed development will provide a total of 849 secure and high quality bike parking spaces for residents on site. 48 no. bike spaces for visitors will also be provided at convenient locations within the site and visitors will be encouraged to

visit the site by this mode. Residents will also be informed about government's Cycle to Work Scheme that may be available by their employers.

4.2.3 Public Transport

There are many benefits to taking public transport every day to/from work/school. These include benefits to the environment by reducing carbon emissions, reducing congestion, saving money and allowing users to relax and read. In this regard, some initiatives will be used to encourage residents to take public transport to work, such as:

- Providing information to residents about tax incentives for public transport users;
- Publicise the national Journey Planner on www.transportforireland.ie;
- Publicise real time information services for public transport e.g. next bus service for mobile phones, apps on smart phones for Dublin Bus real time passenger information;
- Publicise student LEAP travel cards and associated benefits;
- Provision of up-to-date public transport timetables and routes; and
- Advice for new residents regarding local bus routes and the nearest bus stops, and the travel time to/from Dublin City Centre and other key destinations.

4.2.4 Car Sharing

There are many benefits of car sharing to/from work/school every day, such as reducing carbon emissions, reducing fuel costs and parking fees, reducing congestions and journey times due to fewer cars being on the road and increasing the pleasure of the journey due to less congestion and to having company.

A car sharing scheme will be incentivised to encourage the future residents to commute together and to minimise the number of people traveling to and from work/school alone.

Also, GoCar provides 3 no. car sharing vehicles within reasonable walking distances from the site, which will help reduce car ownership & car dependency of residents, allowing individuals to have the benefits of a private car when needed without having the large costs and hassle associated with car ownership.

4.3 Strategy for Travel

The strategy of this Travel Plan will be to encourage residents to travel by green modes of transport. The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at locations within the development;
- The ongoing updating of public transport information adjacent to the development;
- Advising residents of tax incentives for public transport and bike to work schemes which may be available from their employer;
- Lobbying the public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving the development;
- The provision of secure bicycle parking within the proposed development;

- The provision of information regarding car sharing services such as GoCar.

4.4 Specific Measures

4.4.1 Transport Coordinator

A Transport Coordinator, who supports the philosophy of the Plan, should be appointed within 2 months of the development being occupied. The Coordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Travel Plan to residents;
- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Highway Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

To develop a thorough understanding of the existing situation, the best approach is generally to distribute (electronically or via hardcopy) a questionnaire to all users of the site, from which a database of existing travel behaviour can be compiled. The Transport Coordinator shall arrange for this resident's travel survey to be carried out within the first 4 months of being appointed.

The information requested in the questionnaire should include:

- Personal details, including place of work or study, start/finish times, and typical daily commute duration;
- Primary mode of transport;
- Current travel patterns including the time taken to travel to work/school and the place of work/school;
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes); and
- Usage of car sharing scheme.

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

4.4.2 Public Transport

Up to date local bus timetables will be maintained within the tenant amenity areas and other fixed points within the facilities on the proposed development. Residents will be advised of their location. In addition, Internet access to travel information will be provided. The developer will provide all new residents with a

travel pack showing the various available modes of travel to the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

4.4.3 Provision for Cyclists

Secure bicycle parking facilities will be provided for residents within the proposed development as described in Section 3.3.3. Extra spaces for visitors at convenient location on the surface level will also be provided. Local cycle route information will be provided in the tenant amenity areas and at other fixed points within the development, and residents will be advised of their location.

4.4.4 Car Use – Car Sharing

A focus for reducing the use of private cars will be promoting car sharing schemes. This will consist of promotional material to be produced by the Transport Coordinator outlining the car sharing schemes available in the area, (including 3 GoCar parking spaces located within walkable distances from the site) methods for joining and the associated benefits to users.

International experience to date shows that healthy Car Sharing Schemes operate at a provision of 30 clients per car and every car can replace up to 15 private vehicles, significantly reducing the number of traffic movements.

Also, a car sharing scheme will be incentivised to encourage the future residents of the development to commute together and to minimise the number of people traveling to and from work/school alone.

4.5 Monitoring of the Travel Plan

The monitoring and review of the Plan will be the responsibility of the Coordinator. The travel survey will establish the initial modal split of travel by residents.

The Coordinator, in consultation with the Occupiers and the Local Authority or its agents, will agree annual targets, following completion and analysis of the travel survey.

The Coordinator will:

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months, and
- Prepare and submit to the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

4.5.1 Why Monitor?

Monitoring the success of the Travel Plan is essential for a number of reasons, including:

- Review the success of particular initiatives and whether or not they are meeting the objectives defined;
- Increase or reduce resource allocations as required;
- Forecast future activity; and
- Report on success.

4.5.2 What to Monitor?

As part of the monitoring process the Coordinator will be responsible (in conjunction with other key personnel) to monitor the and measure the below indicators:

- Changes in modal split;
- Bikes parked on site and utilisation of the bike parking provided;
- Cars parked on site and utilisation of car parking provided;
- Number of residents using student LEAP cards to commute to school/college;
- Number of residents commuting on a car sharing basis to/from work and college/school;
- Number of residents working on a remotely basis and not generating commuting trips;
- Facilities upgrades.

4.6 Marketing and Implementation

As part of the implementation of this Plan, the Management Company will provide all new residents at the site with a Travel Pack. The pack will include:

- The Travel Plan;
- Public Transport information, such as local Bus routes and frequencies;
- Benefits of the Travel Plan for residents and visitors;
- Details of tax incentives available, such as Bike to Work Scheme, Tax Saver Scheme for public transport tickets, student LEAP cards etc.;
- Travel Survey Form;
- Details of internal and local pedestrian facilities;
- Details of internal and local cycle facilities; and
- Details of internal and local car sharing schemes.

5. Conclusion

This Travel Plan (TP) has been prepared by Waterman Moylan on behalf of Fingal County Council in support of the Church Fields East planning application for a proposed 217-unit residential development at Church Fields East, Mulhuddart, Dublin in the townland of Tyrrelstown, Co. Dublin. This document focuses on how residents/visitors could be encouraged to use sustainable means of transport to and from the site and to minimise the number of residents who will drive to work, college or school.

The implementation of the strategy proposed in this document, such as the provision of secure cycle parking spaces, up-to-date information of public transport routes and bus stop locations, and information about the bike to work scheme to all residents, will encourage residents to reduce dependency of private car and increase the travel by green modes of transport. These measures will not only benefit the residents but will also mitigate against any negative transport impacts that can be provoked by the operational phase of the proposed development.

The surrounding area is served by good public transport provision with nine bus routes within walking distance of the development. The site is within walking and cycling distance of major office hubs, third level education, shopping and amenity areas including TU Dublin – Blanchardstown Campus, Blanchardstown Shopping Centre, Damastown Industrial Park and other business and industrial areas. Secure bicycle parking will be provided on site to encourage the use of existing sustainable modes of travel to and from the development.

The traffic impact of the proposed development is assessed under separate cover as part of the Traffic & Transport Assessment, however, the measures outlined in this plan have been devised to limit the impact of the development on the surrounding road network. The findings of this Travel Plan are based upon information available at the time of writing, including current road network and public transport provision. It should be noted that this plan should be subject to constant review and should be amended to suit the changing transport situation in the local and wider area.

In summary, the proposed development mobility management measures will be deployed to ensure any reduction in car parking standard provision will be catered for and also to ensure as far as is practical sustainable travel to/from the proposed development will be encouraged.

UK and Ireland Office Locations

