



Travel Plan

Proposed Residential Development Site at Knockrabo Phase 2,
Mount Anville Road, Goatstown

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Comments

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1. Introduction

1.1 Context

This Travel Plan has been prepared by Waterman Moylan to accompany a planning submission to An Bord Pleanála for the proposed development of 227 No. residential apartment units, Phase 2 of the overall Knockrabo Lands.

The development includes all associated site works, boundary treatments, drainage and service connections.

It is recommended that this report is read in conjunction with the accompanying Traffic and Transport Assessment that forms part of this submission.

1.2 Programme

It is expected that construction of the proposed development will commence in 2022 for completion in 2024.

1.3 Scope

This Travel Plan has been prepared to provide guidance on how to create a positive atmosphere for residents, staff and visitors to the proposed development with regards to transportation and accessibility, and this Travel Plan will be a key operational feature of the development. The management company will implement a Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and reducing dependency on the use of the private car.

This Travel Plan is intended to deal with the typical day-to-day operational conditions at the development. The targets set out in the plan will be achieved against the background of expanding public transport capacity.

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 by improving awareness of public transport options and providing information on bus and train routes and frequencies.

2. Site Description

2.1 Location of Development

The site is in Goatstown, Dublin 14. In this regard, we refer you to the accompanying site location plan 20-086-P100 and Figure 1 below. It is bounded to the south by Mount Anville Road, to the east by Phase 1 of the overall Knockrabo development, to the southwest by existing allotments including Cedar Mount (a protected structure) and to the north by the reservation corridor for the Dublin Eastern By-Pass (DEBP).

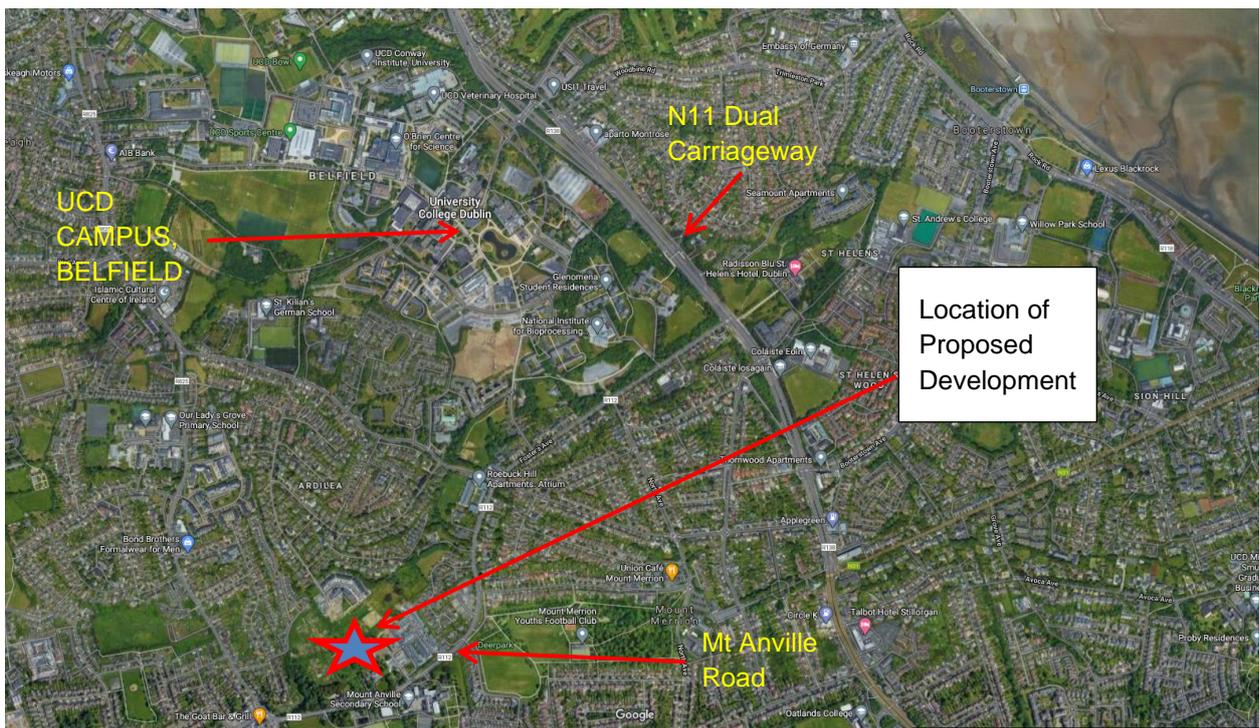


Figure 1 | Site Location (Source: Google Maps)

2.2 Site Characteristics

The site is a greenfield site that forms part of a broader site on which the construction of Phase 1 has already taken place. Phase 1 to the east of the subject lands comprises a mix of houses and apartments and was granted under Reg. Ref. D13A/0689. The subject lands occupy the western side of this broader Knockrabo site, and as which has an existing grant of planning (D17A/1124) for the development of 93 No. Residential Units and Childcare Facility along with community/leisure facilities and all associated infrastructure. The Knockrabo Way entrance road previously permitted under Reg Ref D17A/1124 is proposed to remain as previously granted.

3. Site Accessibility

3.1 Existing Pedestrian Network

The existing pedestrian facilities in the surrounding area comprise a network of footways linking the various neighbourhoods to each other, including the nearby Dundrum Town Centre and the surrounding public network.

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. The Figure below shows the walking distances achieved from the site in 15 minutes, 30 minutes and 45 minutes, all below the NTA’s preferred 50-minute maximum.

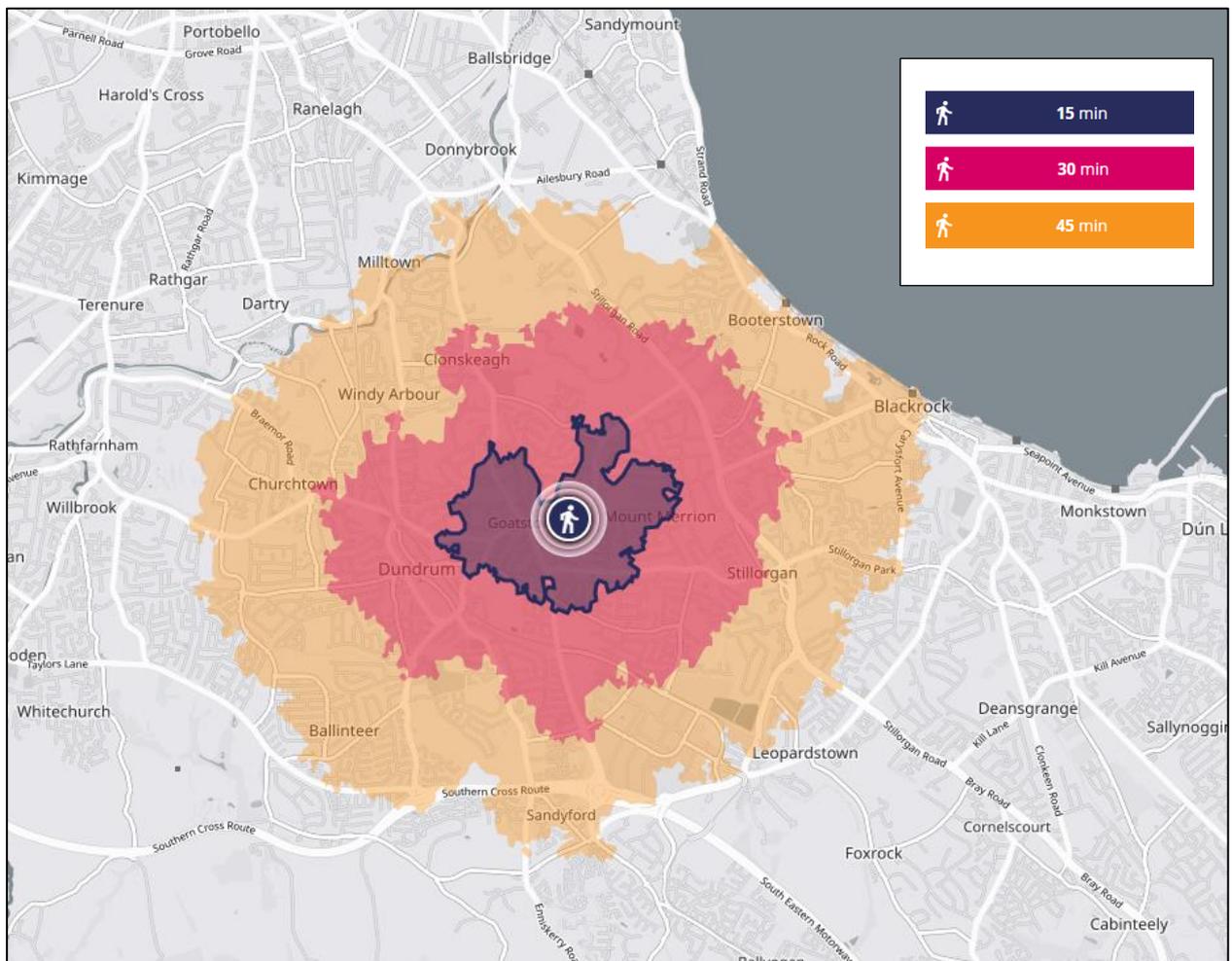


Figure 2 | Walking time from the proposed development

As can be seen from this figure, there is much within walkable distance of the proposed development, including Dundrum and Churchtown to the west, Clonskeagh to the north, Blackrock and Stillorgan to the east and Sandyford to the south.

These areas are home to numerous services and facilities, including employment, a university campus, leisure, retail and commercial facilities, all within an acceptable walking distance.

3.2 Existing Cycle Facilities

There are cycle tracks and lanes in the vicinity of the subject site, as shown in the Figure below, extracted from the Greater Dublin Area Cycle Network Plan. The nearest lane is c. 500m to the west of the development entrance, on Goatstown Road. There is also a dedicated track along the N11, circa 1.5km east of the development entrance, providing a direct link to the city centre.

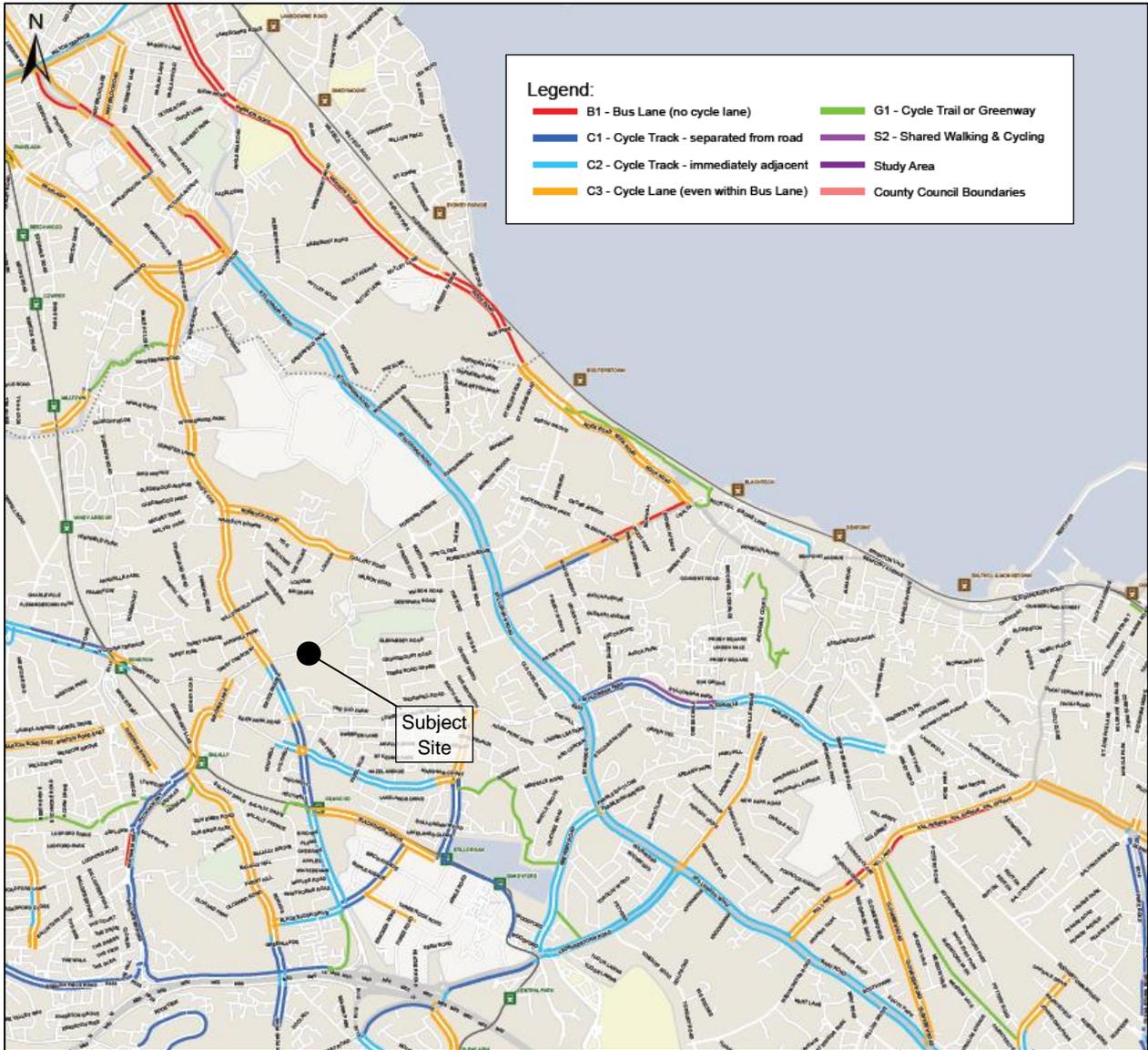


Figure 3 | Existing Facilities Map – Sheet N7, Extracted from GDA Cycle Network Plan

The NTA’s “The Route to Sustainable Commuting” sets out acceptable cycling distances for cyclists without mobility impairment. It states that 10km is the maximum distance people will travel by bicycle. There are a large number of commercial and employment areas within 10km or c.50min bike ride from the site.

Those travelling by bike could travel to Dublin City Centre and on as far as Glasnevin to the north, Enniskerry to the south, Tallaght to the west and Dun Laoghaire to the east, as demonstrated in the Figure below:

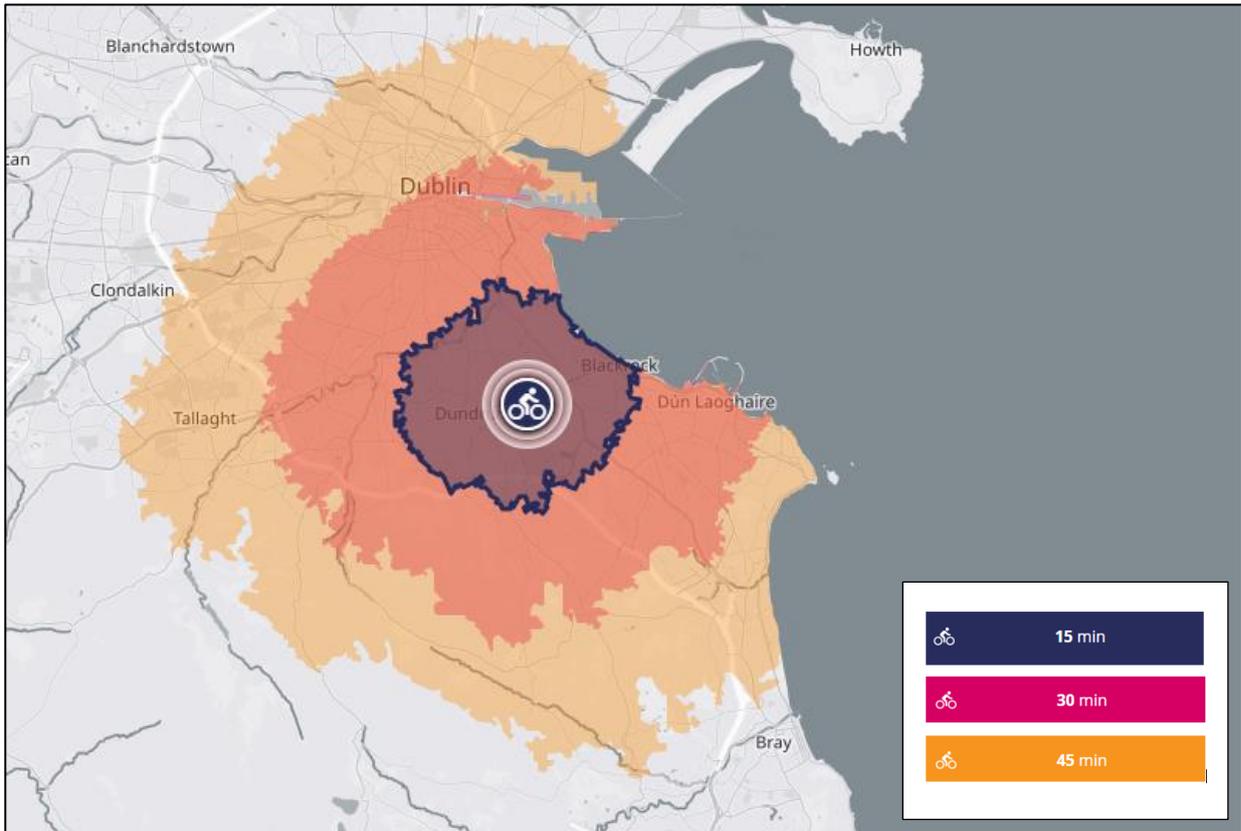


Figure 4 | Cycle time from the proposed development

3.3 Existing Roads and Junctions

The development fronts onto Mount Anville Road (R112), which continues east from the site to the N11 Stillorgan Dual Carriageway, and west ultimately to the M50, via Dundrum. There is an existing priority junction provided to the Mount Anville Road, constructed as part of Phase 1 of the subject development.

The site is also bounded to the north by the reservation corridor for the Dublin Eastern By-Pass (DEBP).

3.4 Existing Public Transport Network

3.4.1 Bus Network

The subject site is served by Dublin Bus and Go-ahead Routes. Go-ahead Route 175 passes by the development entrance along Mount Anville Road, with stops in each direction within c. 2-minute walk. Dublin Bus Route 11 travels along Goatstown Road, approximately a 5-minute walk to the west of the subject site.

Route 175 provides a connection between Citywest, Tallaght (including Tallaght Hospital), Marley Park, Dundrum, UCD campus and the N11 Quality Bus Corridor (QBC).

Route 11 travels between Wadelai Park, O’Connell Street, Ranelagh, Clonskeagh and Sandyford Business District.

The N11 QBC is also within walking distance of the development, with the nearest stop 1.5km/ c. 15-minute walk from the development entrance. This QBC is the premier bus corridor in the Dublin Metropolitan Area with the 46A operating the highest frequency of service on the overall Dublin Bus Network with 8-minute

headways during daytime. This service offers journey time of approximately 12 minutes between the nearest QBC stop to the development (Seafield Road Stop 2084, Belfield) and St Stephen’s Green.

A summary of the frequencies of these bus routes is presented in the Table below:

Route No.	From	To	AM Weekday Frequency	PM Weekday Frequency
			(07:00 to 09:00)	(17:00 to 19:00)
11	Wadalei Park	Sandyford Business District	Every 10-15 minutes	Every 20 minutes
	Sandyford Business District	Wadalei Park	Every 20-25 minutes	Every 20-25 minutes
175	Citywest	UCD	Every 20-30 minutes	Every 25-30 minutes
	UCD	Citywest	Every 30-40 minutes	Every 30 minutes
46A	Phoenix Park	Dun Laoghaire	Every 7-8 minutes	Every 7-8 minutes
	Dun Laoghaire	Phoenix Park	Every 8 minutes	Every 8 minutes

Table 1 | Dublin Bus/Go-ahead AM and PM Weekday Frequencies

3.4.2 Rail Network

The nearest train station to the subject site is the Booterstown DART station, located approximately 3.0km from the site, which equates to a (c. 35-minute walk or c. 10-minute cycle).

The DART service makes up the core of Dublin’s suburban railway network, connecting Greystones, Co. Wicklow in the south to Howth and Malahide in the north, operating at a frequency of every 10 minutes.

3.4.3 Light Rail Network

The Luas Green Line passes in relative proximity to the west of the site. The Dundrum Luas Stop is the closest to the site, approximately 1.6km west of the development, which equates to a c.18-minute walk.

The Green Line Luas provides a high quality public transport link to the city centre connecting Broombridge in the city’s north-west and Bride’s Glen in the south, and connecting with the Luas Red Line at O’Connell Street and Marlborough Street. Dart and other train services are provided at Connolly Station, which can be accessed from the site via the Luas Red Line.

Luas Operating Hours & Frequency are as follows:

- Monday to Friday: 05:30 to 00:30
- Saturdays: 06:30 to 00:30
- Sundays & Public Holidays: 07:00 to 23:00

Frequency is dependent on peak and off peak times. Trams operate at a 3 - 5 minute frequency during peak hours of operation and a 12 – 15 minute frequency during off peak hours of operation. Peak times correspond to:

- Monday to Friday: morning (7am-10am) and evening (4pm to 7pm)
- Saturday, Sunday and Bank Holidays: 11.00am to 8.00pm

3.5 Car Sharing Services

For residents and visitors to/from the development that don't possess a vehicle but wishing to travel by car, they can make use of the available car sharing services provided by GoCar and by YUKO.

Car Sharing contributes to sustainable travel modes by decreasing car ownership, 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.

Each car sharing vehicle that is placed in a community has the potential to replace the journeys of up to 15 private cars. This development proposes to provide 2 No. Go-Car Parking spaces to service this development, effectively replacing up to 30 vehicles. In addition to these 2 proposed new Go-Car Parking spaces, there are existing GoCar Parking Stations located at Dundrum Town Centre less than 2km to the west of the development (c.20-25 minute walk). The existing GoCar Parking Stations in the vicinity of the site are shown in the Figure below:

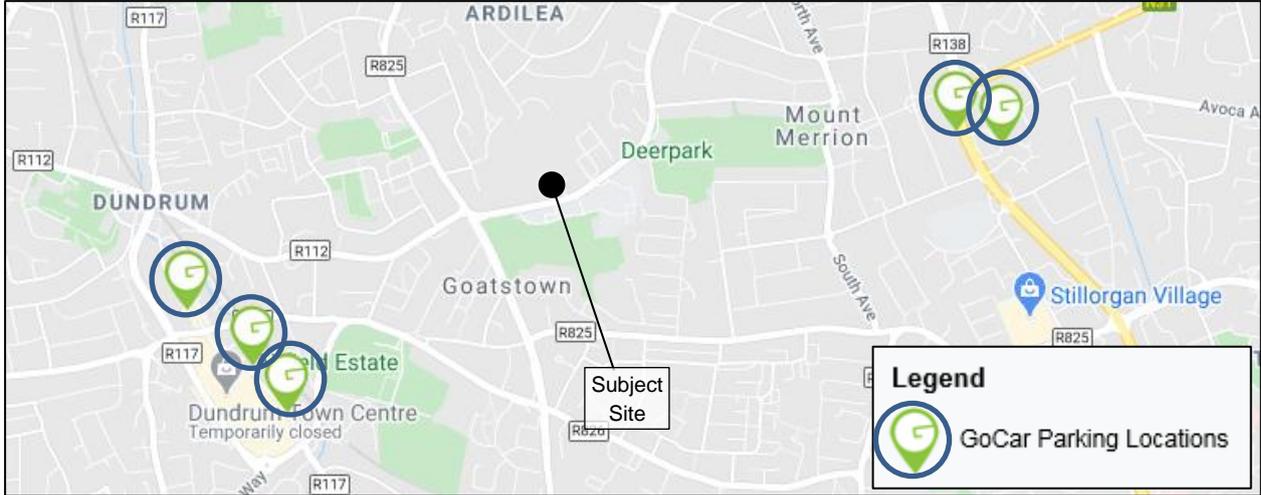


Figure 5 | Existing GoCar Parking Locations

The nearest YUKO Parking Station is similarly a 20-25-minute walk from the site, also at Dundrum Town Centre. This YUKO Parking Station is shown in the Figure below:

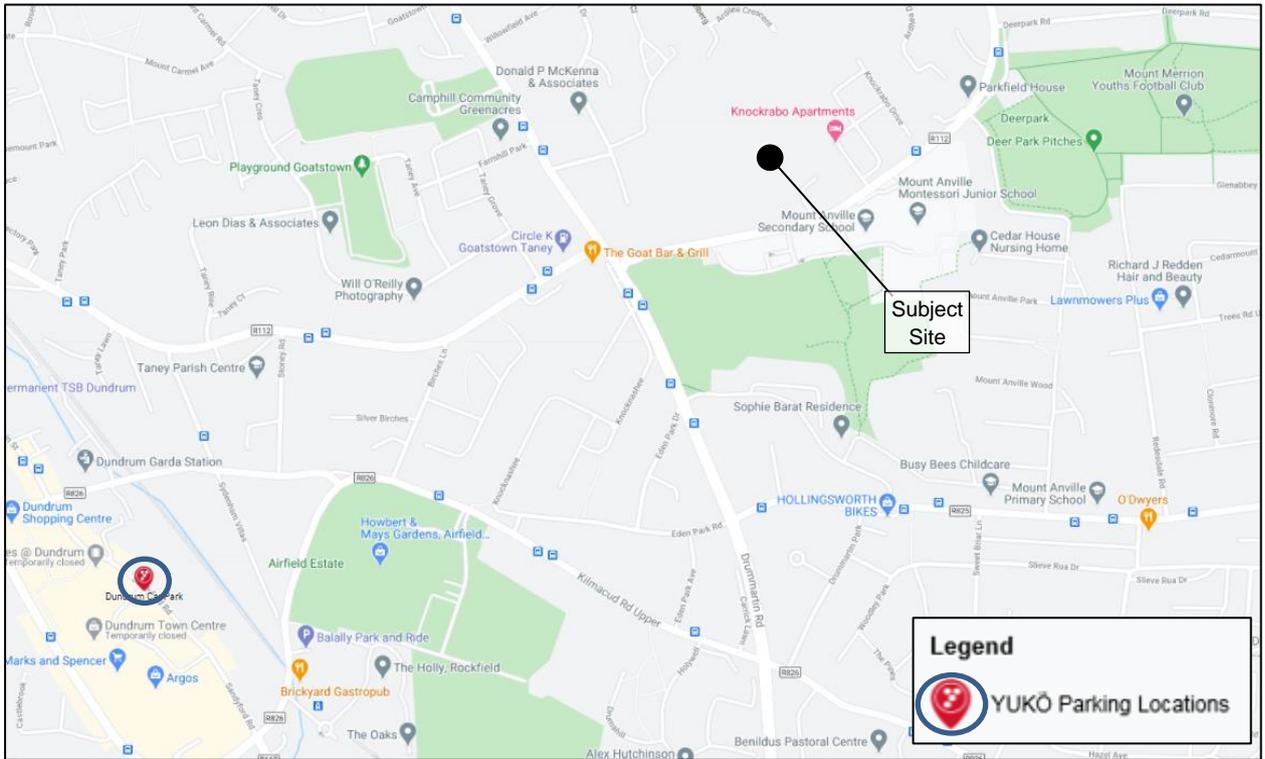


Figure 6 | YUKO Parking Locations

4. Transportation Improvements

4.1 Greater Dublin Area Cycle Network Plan

Proposals for the Greater Dublin Area Cycle Network Plan were published by the National Transport Authority in December 2013. The plan sets out a vision and a strategy for the construction and/or designation of a comprehensive network of cycling routes throughout the Greater Dublin Area (Counties Dublin, Meath, Kildare and Wicklow). The Figure below shows an extract of the proposed route map:

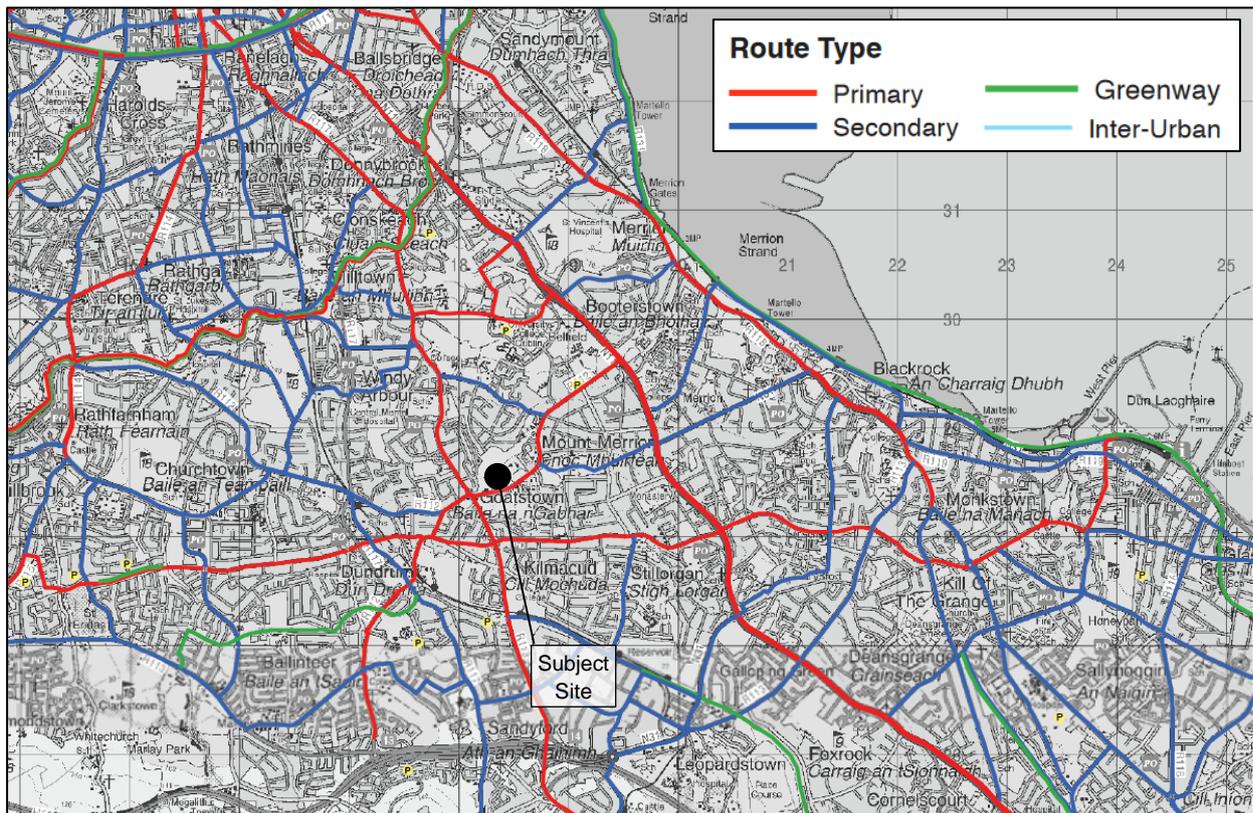


Figure 7 | Proposed Dublin Cycle Network

The Greater Dublin Area Cycle Network Plan includes a proposed new primary route along Mount Anville Road directly in front of the site, which in turn connects to the existing primary link along the N11 Stillorgan Dual Carriageway, providing a safe cycle link to the city centre.

4.2 BusConnects

The Bus Connects project currently being implemented by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA).

There are several new bus routes proposed in the vicinity of the site, as shown in the Figure below:

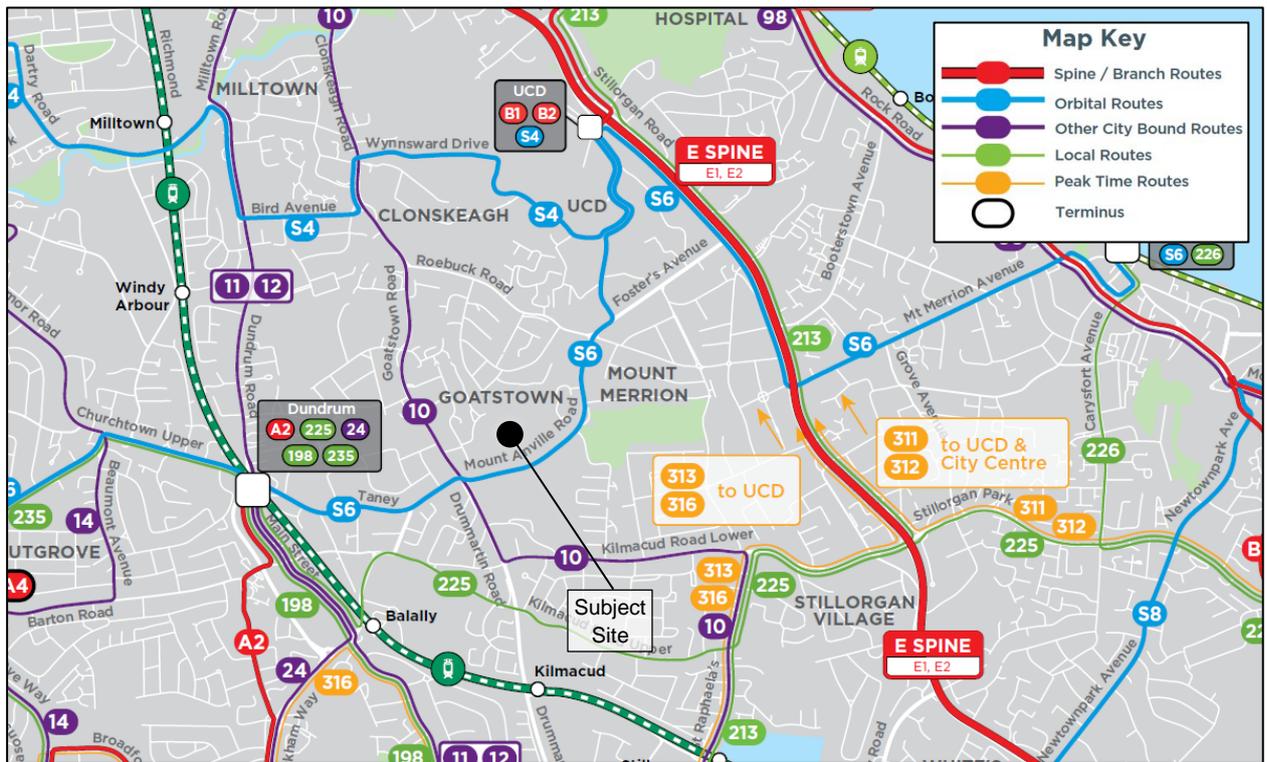


Figure 8 | BusConnects Route Map

4.3 MetroLink

The MetroLink project, part of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 will deliver a much-enhanced rail service to the Greater Dublin Area. The subject site will be connected to the MetroLink via the green line Luas. Residents will be able to take the Luas to Charlemont and then get the MetroLink to Dublin Airport, Swords and beyond as indicated in the Preferred Route map Figure overleaf.



Figure 9 | MetroLink Preferred Route Map

5. Proposed Development - Parking

5.1 General

The proposed development comprises the construction of 227 apartment units. The proposed development consists of 1-bed, 2-bed and 3-bed apartments, as set out in the schedule of accommodation below:

Residential Unit Type	Unit Numbers
1-bed Apartments	76
2-bed Apartments	145
3-bed Apartments	6
Total	227

Table 2 | Schedule of Accommodation

5.2 Car Parking

5.2.1 Dun Laoghaire Rathdown County Development Plan 2016-2022

Table 8.2.3 of the Dun Laoghaire Rathdown County Development Plan 2016-2022 (DLRCDP) sets out the car parking requirements for type of residential development, depending on the land use the development falls within. The subject site falls within the land use of “Apartments, Flats, Sheltered Housing”.

Table 8.2.3 is supplied below and indicates car parking standards for 1, 2 and 3 bed units.

Table 8.2.3: Residential Land Use - Car Parking Standards	
Land use	Standards
Residential Dwelling	1 space per 1-bed unit and per 2-bed unit 2 spaces per 3-bed unit+ (depending on design and location).
Apartments, Flats, Sheltered housing	1 space per 1-bed unit 1.5 spaces per 2-bed unit 2 spaces per 3-bed unit+ (depending on design and location)

Table 3 | Car Parking Standards (extracted snip from DLRCDP)

Residential Unit Type	Unit Numbers	DLRCCDP Parking Standard
1-bed Apartments	76	76
2-bed Apartments	145	217.5
3-bed Apartments	6	12
Total	227	305.5

Table 4 | Tabulation of DLRCDP Parking Standards

The development proposes a reduced standard of parking as tabulated below:

CAR PARKING		No. Residential Units	Visitor/Drop off Parking (On street)	Go-Car Parking (On street)	Residential Parking (On-street)	Residential Parking (Podium)	Total Residential Parking per Block
Block E		8	1	0	1	7	8
Block F		84	3	2	12	48	60
Block G + H		135	12	0	22	70	92
TOTALS		227	16	2	35	125	160

Table 5 | Proposed Parking Supply

Based on Dun Laoghaire-Rathdown County Council car parking requirements as represented in Table 4 above, this development would require 306 No. car parking spaces.

5.2.2 Design Standard for New Apartments – December 2020

The parking standards set out in the “Sustainable Urban Housing: Design Standard for New Apartments” are considerably lower than those contained in the Dun Laoghaire-Rathdown Development Plan 2016 – 2022 in respect to apartment developments.

As described in Section 13.3 of the Traffic and Transport Assessment prepared for the subject site - which is accompanying this submission under a separate cover, given the location of the proposed development in relation to public transport, Dundrum town centre and UCD university campus, it is our understanding that the subject development meets criteria for reasonable grounds to minimize car parking provisions.

5.2.3 Proposed Car Parking

For the subject development it is proposed to provide a total of 178 no. car parking spaces, 160 no. spaces for residents (at a rate of 0.7 spaces per unit), 16 no. spaces for visitors and 2 no. GoCar spaces. Allowing for the 2 No. proposed GoCar spaces (deemed equivalent to 15 private cars each) the rate per unit would increase to the equivalent of 0.83 spaces per unit. This 0.83 space / unit figure does not allow for the 16 No. visitor car parking (on street) spaces that are to be provided throughout the surface level of proposed development.

The rationale for providing reduced car parking spaces, in accordance with Section 8.2.4.5 of the DLRCDP is set out below and further developed in section 13.3 of the accompanying Traffic and Transport Assessment:

Proximity to High Frequency Bus Service:

The proposed development is served by several bus routes, in particular the N11 QBC, a c. 15-minute walk away, providing a high frequency of bus services running during the entire day.

Proximity to High Frequency Tram Service:

The proposed development is in relative proximity to the Luas Green Line with a high frequency of tram services running during the entire day. The development is within c. 18-minute walk of the Dundrum Luas Station.

Cycle Facilities:

The proposed development will provide 389 no. secure cycle parking spaces for residents and 130 no. bicycle parking spaces for visitors, as set out in Section 5.3 below.

Dublin City Centre and the local area is readily accessible from the proposed development by bike as addressed in Section 3.2 above. The Greater Dublin Area Cycle Network Plan includes a proposed new

primary route along Mount Anville Road directly in front of the site, which will in turn connect to the existing primary link along the N11 Stillorgan Dual Carriageway.

GoCar:

The development proposes to supply 2 No. GoCar spaces. As outlined above, each car sharing vehicle that is placed in a community has the potential to replace the journeys of up to 15 private cars. According to GoCar as set out in their Letter of Intention (Appendix C of the TTA accompanying the subject submission), *“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.”*

Mobility Management/Travel Plan:

It is proposed to implement a Travel Plan where a significant modal shift towards sustainable travel modes is encouraged and developed, as outlined in Section 6 below.

5.3 Cycle Parking

Secure bicycle parking will be provided within the development. Table 4.1 of the Dun Laoghaire Rathdown “Standards for Cycle Parking and associated Cycling Facilities for New Developments” sets out the cycle parking requirements for type of residential development.

Table 4.1 is supplied below and indicates cycle parking standards:

Table 4.1 Cycle parking for residential development		
Residential Development type	1 short stay (visitor) parking space per: <small>[Minimum of 2 spaces]</small>	1 long stay parking space per: <small>(Minimum of 2 spaces)</small>
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit
Sheltered housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

Table 6 | DLRCC Cycle Parking Standards

Dun Laoghaire-Rathdown County Council requires a minimum of 227 long stay and 45 short stay (visitor) cycle parking spaces for this development.

The national apartment guidelines (December 2020) specify a minimum of 1 bicycle storage space per bedroom and visitor spaces at a rate of 1 space per 2 units. The requirement therefore being: 76 (1 bed) + 290 (2 bed) + 18 (3 bed) + 114 (visitor) = 498 spaces required for the scheme.

A total of 519 no. bicycle parking spaces are proposed, split into 389 no. spaces for residents and 130 no. spaces for visitors. This provision equates to a ratio of 1.01 no. space per bedroom and 1 visitor space for every 1.75 residential unit, and exceeds the requirements set out under both the national apartment guidelines and the Dun Laoghaire-Rathdown County Council documents.

6. Mobility Management Plan

6.1 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 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 is intended to deal with the typical day-to-day operating conditions at the site.

6.2 Action Plan

6.2.1 Walking

It is well understood that there are many local, global and personal benefits to walking to/from work every day. The proposed development is situated in relatively close proximity to Dundrum Town Centre and Sandyford, major centres of industry and retail. Residents who work at nearby locations will be encouraged to walk to/from work. 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 from/to work under a travel share-mode, meaning walking to/from the Luas or bus station before using these other means of transport.

6.2.2 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 from the proposed development to destinations throughout much of Dublin, including the city centre, as outlined in Section 3.2 above.

An effort will be made to target a high proportion of residents who cycle to work. The local cycle infrastructure and ample cycle parking around the development will facilitate this task.

For those residents wishing to commute to work by this mode, the proposed development will provide 389 no. secure parking spaces on site. 130 no. bike spaces for visitors will 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.

6.2.3 Public Transport

There are many benefits to taking public transport (rail and bus service) every day to/from work. 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 and next Luas services 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, the nearest Luas stop, and the travel time to/from Dublin City Centre and other key destinations.

6.2.4 Car Sharing

There are many benefits of car sharing to/from work 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 alone. Also, GoCar intends to provide 2 no. car sharing vehicles within the proposed development, 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.

6.3 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 cycle parking;
- The provision of information regarding car sharing schemes such as GoCar and YUKO.

6.4 Specific Measures

6.4.1 Transport Coordinator

A management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Transport Coordinator. The Transport Coordinator should be appointed within 2 months of the Site being occupied. A dedicated commuter space will be provided within the tenant amenity areas where travel information, timetables, access to the internet and notice boards will be provided.

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 and the place of work;
- 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.

6.4.2 Public Transport

Up to date local bus and rail timetables will be maintained within the tenant amenity areas and other fixed points within the facilities on the site. 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.

6.4.3 Provision for Cyclists

Secure bicycle parking facilities will be provided for residents as described in Section 5.3 above, including extra spaces for visitors at convenient location on the surface level. 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.

6.4.4 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 the 2 No. proposed GoCar parking spaces that are proposed in the

development site) methods for joining and the associated benefits to users, both financial and health. These benefits associated with car sharing schemes include:

- Each car can be accessed by multiple drivers;
- Car Sharing Schemes reduce the requirement for private transport;
- Car Sharing Schemes will help reduce the number of cars in Dublin;
- The vehicles used by Car Sharing Schemes are newer than the average car, and therefore more environmentally friendly and safer.

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.

6.5 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 Developer, 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 senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

6.5.1 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.

6.5.2 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;
- Usage of GoCar vehicles provided on site;
- 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.

6.6 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 Bus and Rail 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.

7. Conclusion

This Travel Plan has been prepared in support of a planning application for a 227-unit apartment development off Mount Anville Road, Goatstown. This document focuses on how residents 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 well served by public transport with many bus routes and the Luas Green Line within walking and cycling distance of the development. The site is within walking and cycling distance of major office hubs, third level education institutes, shopping and amenity areas including UCD Campus, Dundrum Town Centre, Sandyford Business District. 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

