



Car Parking Strategy and Mobility Management Plan

Strategic Housing Development on Lands at Glenamuck Road
North, Carrickmines, Dublin 18

April 2022


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Client Name: Moran Park Home Builders Ltd.
Document Reference: 13-125r.013
Project Number: 13-125

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

1. Introduction	1
2. Site Description	2
2.1 Site Location	2
2.2 Proposed Development	3
3. Car Parking Rationale	5
3.1 Dun Laoghaire-Rathdown Council Standards	5
3.2 National Policy on Parking - Design Standards for New Apartments; Guidelines for Planning Authorities	6
3.3 Public Transport, Employment and Amenities	6
3.3.1 Proximity to Public Transport	6
3.3.2 Proximity to Major Employment Centre	7
3.3.3 Proximity to Major Centre	7
3.3.4 Cycle Facilities	8
3.3.5 Car Club/Car Sharing.....	11
3.4 Local Census Data Review.....	11
3.5 Proposed Car Parking Ratio	13
4. Mobility Management Plan / Travel Plan	15
4.1 Introduction	15
4.2 Trip Rates.....	15
4.3 Strategy for Travel.....	15
4.4 Targets and Indicators	16
4.4.1 Target 1	16
4.4.2 Target 2.....	16
4.5 Specific Measures	17
4.5.1 Transport Co-ordinator.....	17
4.5.2 Public Transport.....	18
4.5.3 Provision for Cyclists.....	18
4.5.4 Car Sharing as an alternative to owning a car	18
4.5.5 Car Parking	18
4.6 Monitoring of the Mobility Management Plan.....	18
4.7 Marketing and Implementation.....	19
5. Conclusion	20

1. Introduction

Waterman Moylan have been appointed by Moran Park Home Builders to provide Engineering services for this proposed residential development. This report has been prepared as part of a SHD planning submission to An Bord Pleanála for the proposed residential development of 118 no. apartment units distributed over 3 no. blocks (Blocks A, B and C) on Lands at Glenamuck Road North, Carrickmines, Dublin 18.

This Car Parking Strategy document has been prepared by Waterman Moylan for the purposes of determining the appropriate level of parking provision in support of the planning application for this development.

2. Site Description

2.1 Site Location

The subject site is located in the administrative area of Dun Laoghaire Rathdown County Council.

Moran Park Homebuilders Limited intend to apply to An Bord Pleanála for planning permission for a strategic housing development on an overall site of c. 0.92 ha (c. 0.74ha relates to the main development site and c. 0.18ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast). Refer to Figure 1 and Figure 2 for the location of the proposed development.

Figure 1: Site Location (image taken from Google Earth)

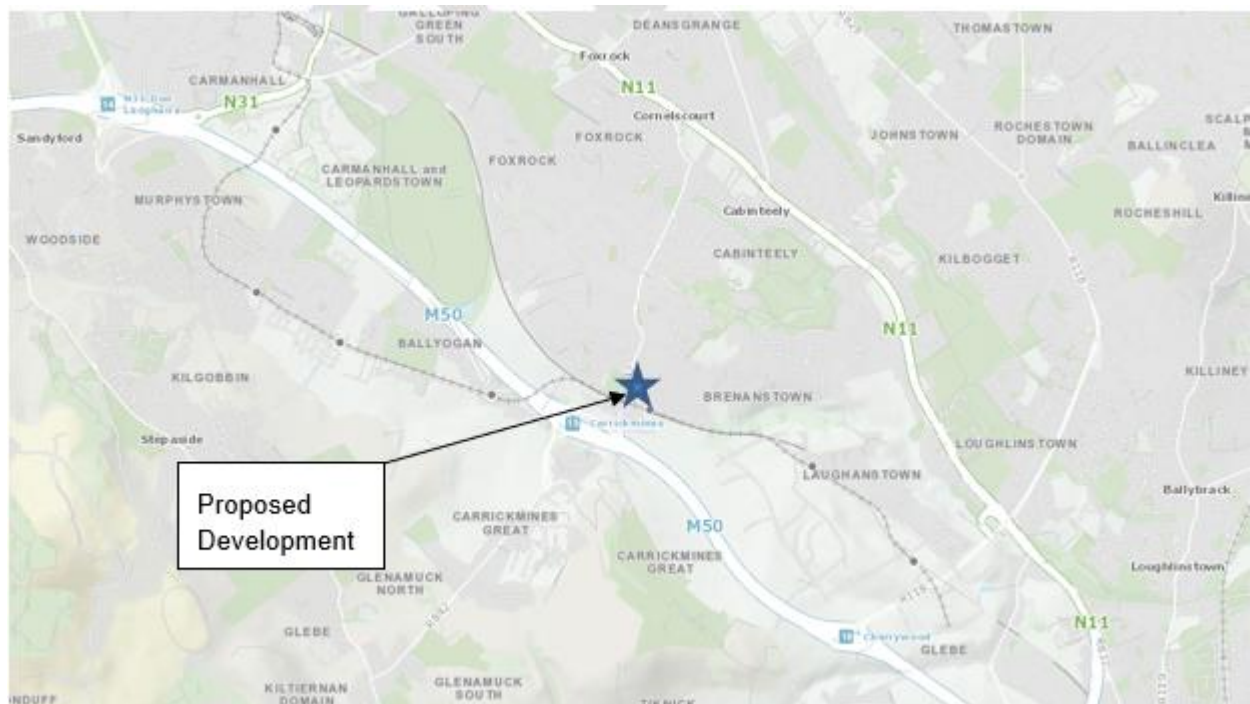
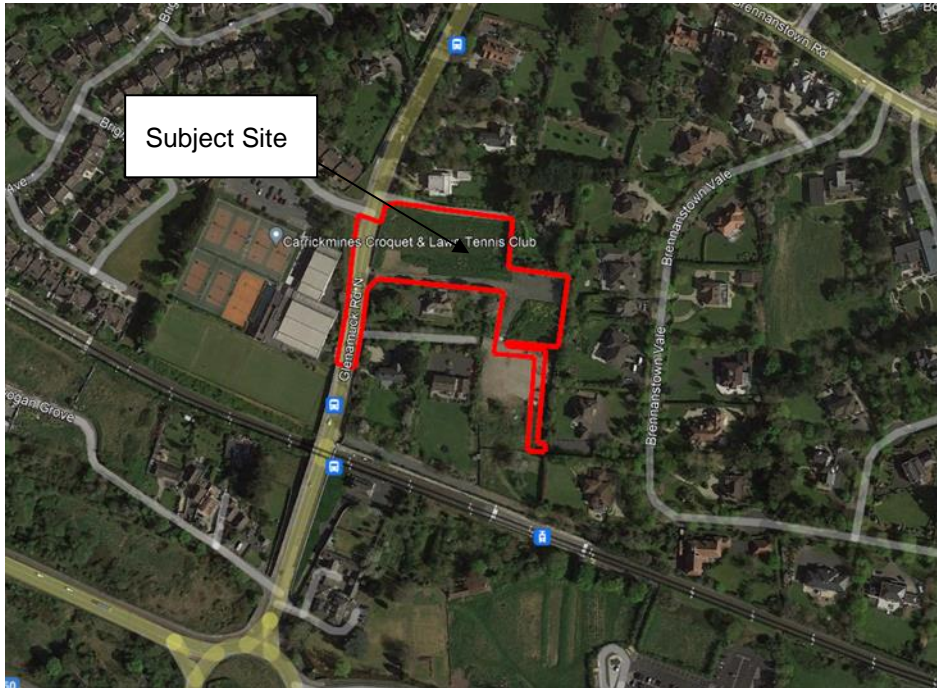


Figure 2: Site Location (image taken from Google Earth)



2.2 Proposed Development

The proposed development shall provide for the construction of (a) 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall

The overall development proposal shall provide for the following:

- Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units);
- Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and
- Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units);

Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels.

Open space is provided by one major centrally located public open space between blocks A and B which include a play area; two further communal open space areas are provided adjoining Block B & Block C.

Communal Area located at the ground floor of Block B comprising of a shared working space, meeting rooms, a gym and changing/tea stations is also proposed.

2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and an ESB Substation which is located between Blocks B and C.

A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.

Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.

Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.

The land naturally slopes significantly from the north (the highest point is c.79.60m) towards the south (the low point is c.74.0m).

The proposed development will be accessed via a single vehicle access point off Glenamuck Road North. This access point will provide access for the proposed development and for an adjacent committed development (Ref. D18A/1187). There will be two undercroft parking areas, the first undercroft is for Block A and Block B and the other undercroft parking is accessed at Block C. There is also a proposed pedestrian/cycle access point further south along Glenamuck Road North. This road, which currently serves as a private road for two existing houses is proposed to facilitate pedestrian and cyclist movements to the site. This gives access to the southern portion of the proposed development and to the adjacent committed development.

3. Car Parking Rationale

3.1 Dun Laoghaire-Rathdown Council Standards

Dun Laoghaire-Rathdown Development Plan 2016-2022 sets out the requirements for the provision of car parking spaces for different land uses. Table 1 below sets out parking requirements, applicable to the subject site, as defined in the current County Development Plan.

It is stated in the Development Plan that quantitative Car Parking Standards should comply with Development Plan requirements. Section 8.2.4.5 of the Development Plan concerns Car Parking Standards. In this regard, see Table 8.2.3: Residential Land Use - Car Parking Standards. For apartments, these requirements comprise 1 space per 1-bed unit, 1.5 spaces per 2-bed unit, 2 spaces per 3-bed unit+. It further provides that the car parking standards set out for residential land uses in Table 8.2.3 shall be generally regarded as 'standard' parking provision. Table 8.2.4 concerns Non Residential Land Use – Maximum Car Parking Standards. Section 8.2.4.5 provides that reduced car parking standards for any development (residential and non-residential) may be acceptable, depending on:

- The location of the proposed development and specifically its proximity to Town Centres and District Centres and high density commercial/business areas.
- The proximity of the proposed development to public transport.
- The precise nature and characteristics of the proposed development.
- Appropriate mix of land uses within and surrounding the proposed development.
- The availability of on-street parking controls in the immediate area.
- The implementation of a Travel Plan for the proposed development where a significant modal shift towards sustainable travel modes can be achieved.
- Other agreed special circumstances where it can be justified on sustainability grounds.

Table 1: Dun Laoghaire-Rathdown Development Plan 2016-2022, Car Parking Standards

Land-Use	Maximum Requirements	Proposed Development	Car Parking Spaces Required
Apartment	1 per 1-bed unit	34	34
	1.5 per 2-bed unit	76	114
	2 per 3-bed unit	8	16
Total		118	164

Based on the current Development Plan the total number of spaces that would be required to serve the proposed development would be 164.

In the pending (at time of writing) draft DLRCC 2022-2028 development plan, the subject site (Zone 2, near public transport) development maximum parking standards require 1 space per 1-bed & 2-bed and 2 spaces per 3+ bed. This equates to 126 spaces overall.

As this development is located in proximity to high quality (high capacity and frequent) public transport, employment and amenities, it is proposed to provide reduced parking for the development in line with National Policy for new apartment developments. In this regard it is proposed to provide 103 residential

parking spaces within the proposed development which would equate to a parking rate of 0.87 spaces per unit. Justification for the reduced parking is set out below.

It is also noted that 5% of all spaces (5 spaces) will be disabled parking spaces and 16.5% (17) will have electric power charging points.

3.2 National Policy on Parking - Design Standards for New Apartments; Guidelines for Planning Authorities

In December 2020, a revised version of the document “Sustainable Urban Housing: Design Standards for New Apartments” was released, and it has been noted that the parking standards set out in this document see to achieve a considerably lower parking ratio than those contained in the active Dun Laoghaire-Rathdown Development Plan 2016-2022 and the draft pending 2022-2028 Development Plan, in respect of Apartment Developments.

The following extracts from the “Design Standards for New Apartments – December 2020” summarise the guidelines for parking:

“The quantum of car parking or the requirement of any such provision for apartment development will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria”

“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 reduces or wholly eliminated in certain circumstances. The policy above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport such rail and bus stations located in close proximity”

“These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services.”

The following section describes the developments proximity to high quality public transport, to a major employment centre and to amenities, which would support reduced parking and sets out the travel and parking strategy for the development.

3.3 Public Transport, Employment and Amenities

3.3.1 Proximity to Public Transport

The site is directly served by an existing bus route running along the Glenamuck Road North. It is approximately a 150m walk (c. 1-minute walk) from the proposed site entrance to the bus stops travelling both directions. The subject bus stops - which are located on Glenamuck Road North, are served by Route 63. This bus route connects Kilternan to Dun Laoghaire DART Station. The bus travel time from the subject development to Dun Laoghaire Dart station is approximately 40 minutes.

There are additional bus routes along the N11 corridor which provide access to Dublin City centre via bus routes 84A, 84x, 145 and 155. The walking distance to the closest bus stop on N11 is approximately 2.1 km (c. 26-minutes). There are no public cycle parking spaces available within the area of the bus stop, so

cycling to this bus stop for a cycle-bus commute type is not viable. Dedicated footpaths with dedicated crossing points are currently provided along the walking route to N11.

Bus Connects is a programme of investment in the greater Dublin area bus network which aims to overhaul the current bus system in Dublin through a 10-year programme to deliver a more efficient, reliable and better bus system. The route proposed to serve the development area is L26 and L27, which is planned to connect Kilternan to Blackrock and Ballyogan to Dun Laoghaire respectively. The Bus route E1 is also available from the N11 corridor and provides a route from Northwood through the City Centre to Ballywaltrim. It is estimated that the Bus Connects will improve current journey times to the city centre by 40% - 50% and mitigate against any future increase in journey times. The improved journey time to the city centre will encourage a greater modal shift towards the bus.

The proposed development is directly served by the Luas service. The Carrickmines Luas Station is directly South of the proposed site. The Carrickmines Luas is part of the Luas Green line and provides a route from Bride's Glen to Broombridge. This route also provides access to Dundrum shopping Centre and Dublin City Centre. It is approximately 160m walk (c. 2-minute walk) from the site to the Luas stop.

3.3.2 Proximity to Major Employment Centre

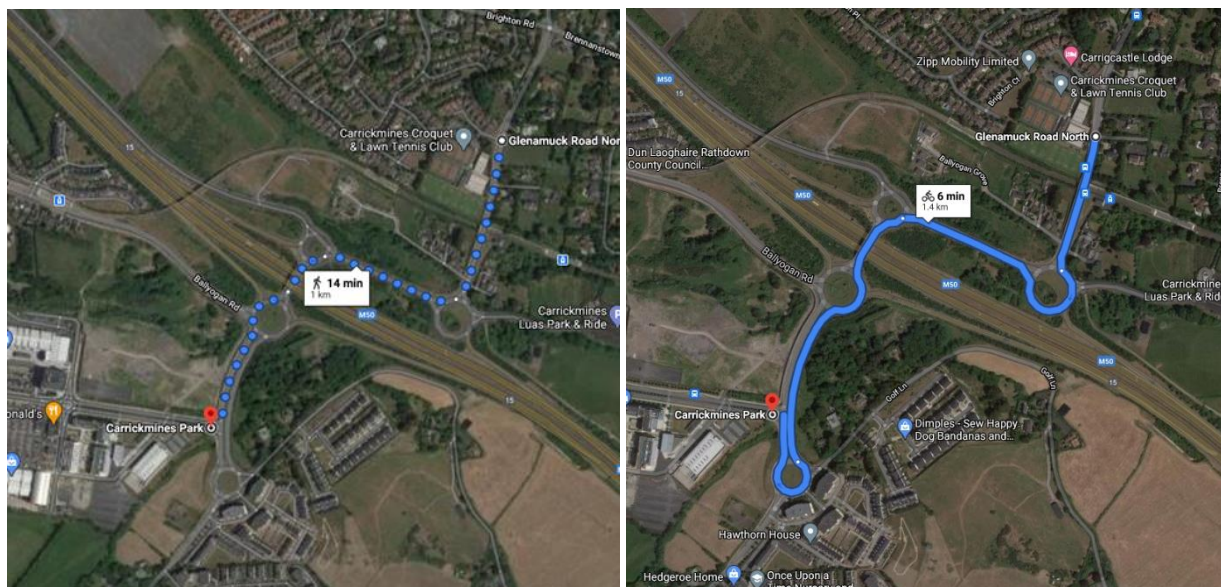
The development is located within a 16-minute cycle or 20-minute in Luas of Sandyford Business Park. Sandyford is one of the largest employments centres in Ireland with over 20,000 people currently employed in the area (referenced from Sandyford Business District website - www.sbd.ie).

3.3.3 Proximity to Major Centre

The development is located approximately 1.2km (14-minute walk or 6-minute cycle) north of Carrickmines Park as shown in Figure 3 below. Carrickmines Park is a Shopping Centre which offers several services and shops.

Leopardstown Shopping Centre is also easily accessible from the proposed development site. Located at approximately 2.2 km (29 minutes' walk, 9 minutes cycle or 10 minutes on LUAS).

Figure 3 Walk and Cycle routes to Carrickmines Park from the Proposed Development.



3.3.4 Cycle Facilities

The proposed development will provide a total of 280 No. cycle spaces. This cycle parking proposal exceeds both the number of spaces set out in Table 4.1 of the Standards for Cycle Parking and associated Cycling Facilities for New Developments published by Dun Laoghaire Rathdown County Council Municipal Services Department in January 2018 and the requirements set out in the Sustainable Urban Housing: Design Standard for New Apartments – December 2020.

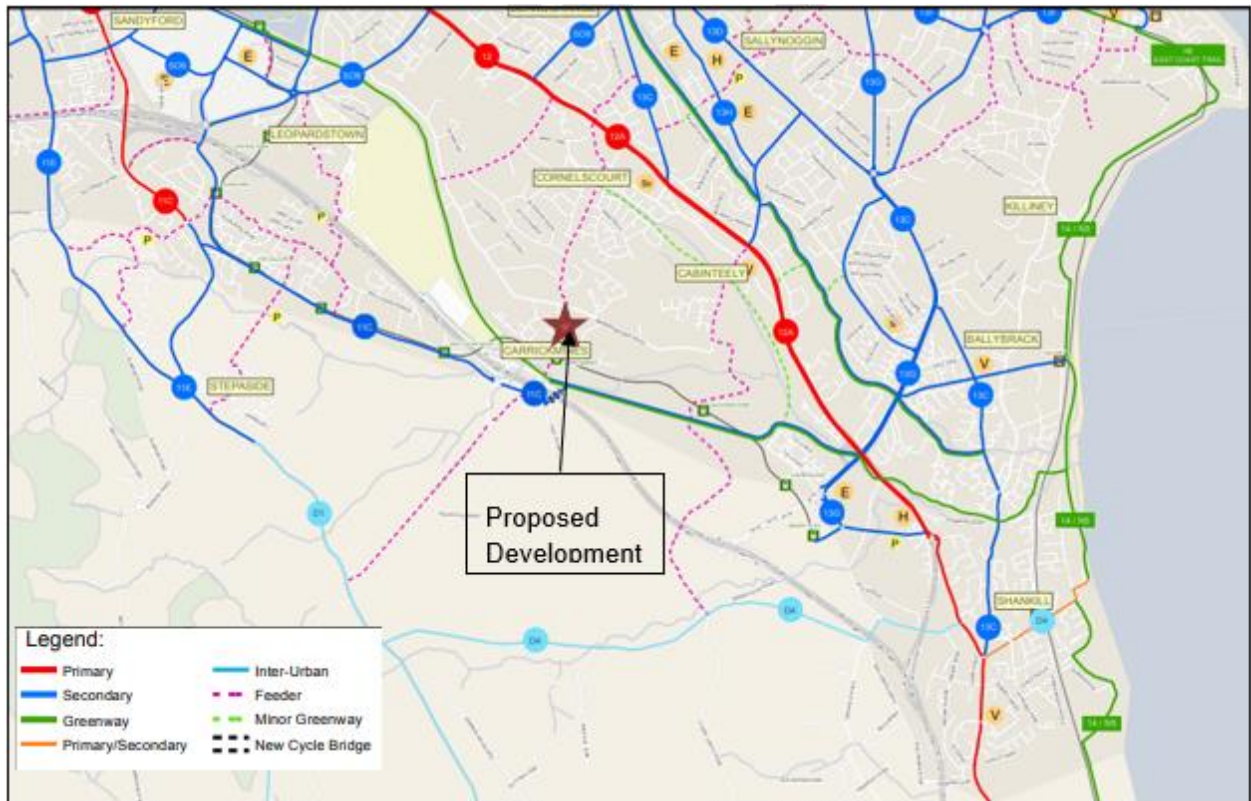
With regard to cycle facilities, there are cycle lanes running along both sides of Glenamuck Road North just outside the subject proposed development site. There are cycle lanes provided up to Carrickmines Park Shopping Centre and also to the west, leading to Sandyford.

The Greater Dublin Area Cycle Network Plan (GDA) proposes to expand the cycle network to provide new connections between zones in the Greater Dublin Area, Figure 4 below provides an overview of the proposals planned in the area of Southeast of Dublin as part of the GDA Cycle Network Plan.

These proposals include a greenway directly south of the proposed development site which continues in the westerly direction towards Sandyford. Immediately adjacent to Glenamuck Road North there is a proposal of a feeder cycle route connecting up to the N11 corridor - a primary cycle route which connects the area to Dublin City Centre.

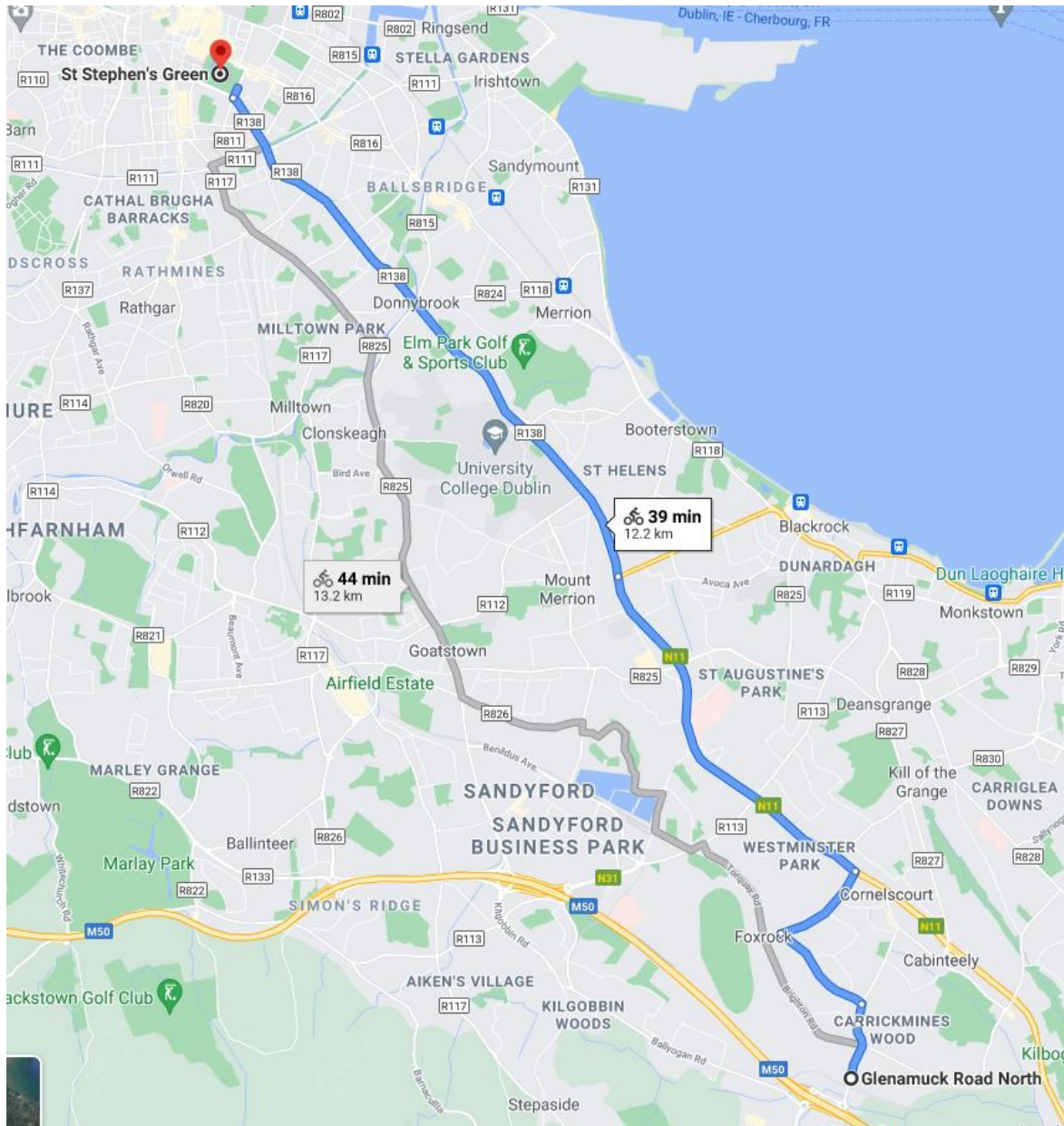
The site is a 9-minute cycle from Leopardstown Shopping Centre, and 16-minute cycle from Sandyford Business Park.

Figure 4 Local Cycle Infrastructure.



Dublin City Centre is also accessible from the proposed development by bike. The cycling time to St. Stephen's Green from the proposed development is under 45 minutes, see Figure 5. Cycle infrastructure in the area is of high quality, with dedicated cycle lanes along the entirety of N11 Stillorgan Road between the City Centre and the proposed development. The existing cycle facilities will also be improved further by The Greater Dublin Area Cycle Network Plan.

Figure 5 Cycle route to City Centre from the proposed development.



3.3.5 Car Club/Car Sharing

Car Club/ Car Sharing is a mode of car rental where people can rent cars for short, medium or long term. Car Club/ Car Sharing contributes to a sustainable mode of travel due to a decrease in car ownership. The following outlines the benefits of car sharing:

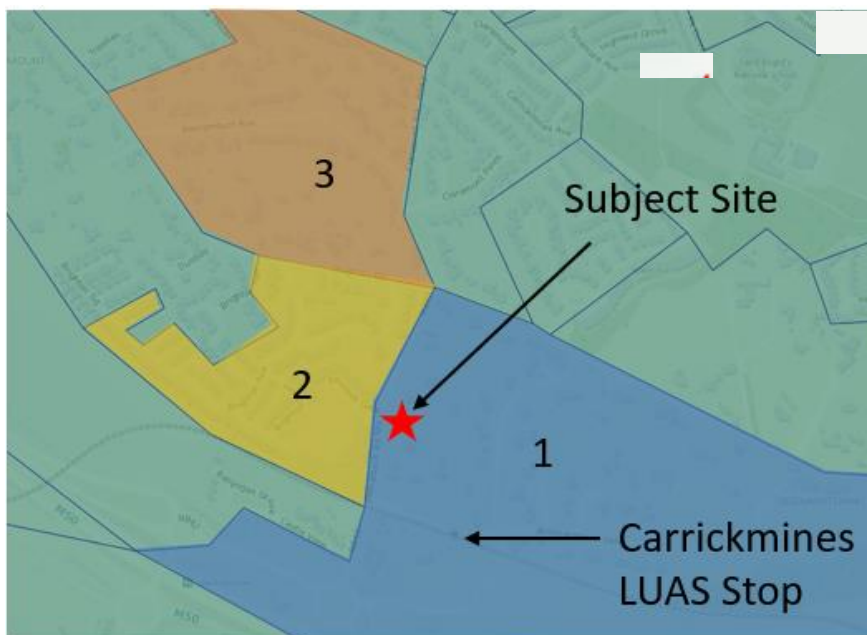
- Each car can be accessed by multiple drivers, 24/7 and bookable at a moment's notice;
- Reduce the requirement or need to own a car;
- Reduce the need for car parking spaces;
- Helps reduce the number of cars on the road, traffic congestion, noise and air pollution, frees up land traditionally used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

Car club/car sharing ensures that a car is available to residents should they need one and reduces the necessity to own a car. In this regard, there is one Go Car station within the vicinity of the proposed development at Carrickmines Park Shopping Centre. This is 1 km away (c.14-minute walk). At the time of writing this report, the Go Car Station has one car, and one van available at this station.

3.4 Local Census Data Review

A review of Census Data from the surrounding developments was undertaken, located immediately adjacent to the proposed development in order to determine patterns in modal splits, however, census areas surrounding the proposed development are generally based on low/medium density mainly housing, with no apartment blocks located nearby to the proposed development. The census areas considered applicable to the analysis are shown in Figure 6 below.

Figure 6 Locations of Applicable Small Census Areas



The data shows that a higher proportion of commutes by car, greater than commutes by green modes of transport, as is typical for these kinds of areas.

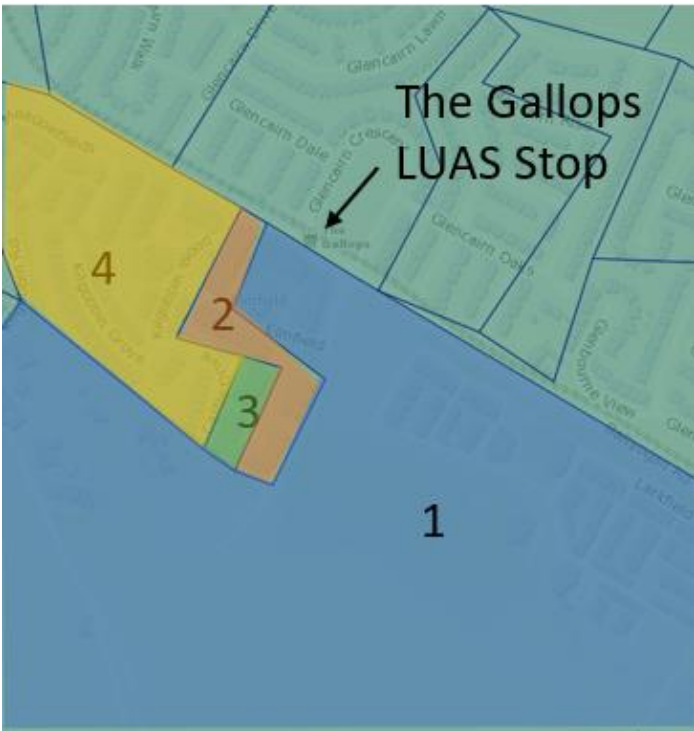
A summary of this data is shown in Table 2 below.

Table 2 SAPMAP Census Data Modal Splits

Area	Percentage of Population			Car Occupancy
	Commutes by Car	Commutes by Green Modes	Other or Not Stated	
1	67	25	8	1.4
2	67	25	8	1.7
3	71	22	7	1.7

The census areas surrounding the proposed development are not representative of the split mode that the proposed development will generate, hence we have reviewed the modal split data at The Gallops LUAS stop (3 no. stops towards the city centre from our development), where apartments block type developments are located in similar condition to our proposed development. See Figure 7 below.

Figure 7 Locations of Applicable Small Census Areas



Green modes of transport (cycle, walk and public transport) in areas 1, 2 and 3 account for near 50% of commutes by apartment dwellers in the area, matching commutes by car. Area 4 is an area consisting of medium density housing, similar to the census areas surrounding the proposed site and has been included to indicate the similarities with pre-existing developments close to the subject site.

A summary of this data is shown in Table 3 below.

Table 3 SAPMAP Census Data Modal Splits

Area	Percentage of Population			Car Occupancy
	Commutes by Car	Commutes by Green Modes	Other or Not Stated	
1	49	47	4	1.4
2	47	50	3	1.1
3	48	48	4	1.1
4	63	33	4	1.9

In each of the census areas for the adjacent apartment development, the percentage of commuters that travel by green modes of transport is around 50%. Green modes of transport include those commuting by foot, by bike, or by public transport including train, bus, and tram.

In all but one of the areas, the percentage of commuters who travel by green modes of transport exceeds that of those who travel by car.

The above data suggests that green modes of transport are a highly attractive and viable option to residents of apartment developments of a nature similar to proposed development, which is clearly a reflection of the high quality public transport available.

3.5 Proposed Car Parking Ratio

Given the central location of the proposed development, the proximity of the development to public transport, the availability of existing high-quality services/amenities and along with its proximity to a major employment centre, it is considered reasonable that the car parking ratio for the proposed residential development can be reduced to below the ratio set out by Dun Laoghaire-Rathdown County Council.

Table 4 Car Parking Required and Provided - Current 2016-2022 DLRCC Stds.

Land Use	No. Units	DLRCC Car Parking Standards	Car Parking Required	Parking Provided
Residential/1 Bed	34	1 space per 1-bed unit	34	103
Residential/2 Bed	76	1.5 space per 2-bed unit	114	
Residential/3 Bed	8	2 space per 3-bed unit	16	
TOTAL	118 units		164	103

Based on the current Development Plan the total number of spaces that would be required to serve the proposed development would be 164.

In the pending (at time of writing) draft DLRCC 2022-2028 development plan, the subject site (Zone 2, near public transport) development maximum parking standards require 1 space per 1-bed & 2-bed and 2 spaces per 3+ bed. This equates to a figure of 126 spaces overall.

As shown above, it is proposed to provide a total of 103 no. car parking spaces for the proposed 118 apartment units. This equates to 0.87 car parking space for each apartment.

In order to reduce the car parking demand, a Mobility Management Plan has been prepared outlining how a modal shift away from the private car and towards sustainable modes of transport will be implemented on site and how the carparking on site will be managed. Details of the Mobility Management Plan are set out below.

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.”*

Mobility management will be a key operational feature at Chigwell. A 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 Travel Plan is intended to deal with the typical day-to-day operating conditions at the site. The targets set out in the Plan will be achieved against the background of expanding public transport capacity.

It will also encourage the general public using the development to avail of public transport by improving awareness of public transport options and by providing information on bus routes.

4.2 Trip Rates

It is necessary to establish a baseline for the trip rates and modal split associated with the proposed development. In order to ascertain these baseline figures, the local census data outlined in Section 3.4 was used to calculate the modal split associated with the development. The percentage of people traveling by private car is currently an average of 50% for similar developments.

These figures will act as the baseline figures for this Mobility Management Plan. Upon full occupation of the apartments a survey of the residents should take place to ascertain new baseline data for the development.

4.3 Strategy for Travel

It is in the interest of the developer to ensure alternative modes of sustainable travel are well publicised and accommodated within the development. To this end, the strategy will be to encourage residents to reduce dependency on the private car and instead encouraging travel by public transport, by cycle, on foot or car sharing.

The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at a public location(s) 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 provisions of secure cycle parking at the development;

- The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development.

Pedestrians are well catered for in the area by way of the existing footpaths together with safe pedestrian crossings. In this regard, walking to/from bus stops will be encouraged.

The strategy for cyclists is based upon providing cycle facilities such as safe and secure bicycle parking. There is a good network of cycle paths already in the area with cycle paths along Glenamuck Road and easy access to the N11. In addition, these facilities will be enhanced in the future with the Greater Dublin Area Cycle Network Plan (GDA). As a result, good cycle connectivity exists between the site and the local road network.

4.4 Targets and Indicators

The strategy for this Mobility Management Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- To endeavour to reduce the use of the car by single occupants.
- To endeavour to reduce the use of the car for trips from and to the development.
- To encourage the residents to use sustainable transport modes.
- To increase the percentage of people choosing to walk, cycle or travel by public transport to and from the development.
- To create an alliance with Dun Laoghaire-Rathdown County Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the local area.

In pursuance of these objectives, targets have been set for the reduction in private car use for the first 5 years. These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas. Further targets will be developed during the implementation of this Plan as new data becomes available.

4.4.1 Target 1

All residents and visitors will have 100% awareness of the Plan, including knowledge of the targets and incentives available to residents from their employers such as the Government Cycle initiative (www.biketowork.ie) and the Tax Saver Scheme for public transport tickets (www.taxesaver.ie).

4.4.2 Target 2

An annual decrease in the number of residents and visitors arriving to the proposed development by private car. The targeted shift in modal split is set out in Table 5 which shows the reduction in trips by private car and the corresponding increase in trip rates by sustainable modes.

Table 5 Target 2 – Reduction in Journeys by Private Car

Target	Transport Mode	Timescale			
		Baseline	1 year after completion	3 years after completion	5 years after completion
Reduction in trips by Private Car	Private Car	55%	50%	45%	40%
	Sustainable Modes	45%	50%	55%	60%

4.5 Specific Measures

4.5.1 Transport Co-ordinator

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 Co-ordinator. The Co-ordinator should be appointed prior to the first occupation of the Site. A dedicated commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided.

The Co-ordinator will be responsible for:

- 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.

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a residents travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets for modal splits.

The information requested in the questionnaire should include:

- Personal details;
- 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.

4.5.2 Public Transport

Up to date local bus timetables will be maintained within the tenant amenity area and other fixed points within the buildings 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 alternative 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.

4.5.3 Provision for Cyclists

Secure parking facilities will be provided within the basement levels for residents and at a number of locations through the site at ground level for visitors. Local cycle route information will be provided in the tenant amenity area and at other fixed points within the development and residents will be advised of their location. Details of the cycle parking provided is included in the architect drawings provided with the planning submission.

4.5.4 Car Sharing as an alternative to owning a car

There is one Go Car station within the vicinity of the proposed development at Carrickmines Park Shopping Centre. This is 1 km away (c.14-minute walk). At the time of writing this report, the Go Car Station has one car, and one van available at this station. Details of how to join the scheme will be provided to all residents when they move into their apartment. Information will also be displayed within the resident amenity area and updated when required.

4.5.5 Car Parking

The co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces are reserved for those who have rented the space and will be accessible only to those users.

4.6 Monitoring of the Mobility Management Plan

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

The Co-ordinator, 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, for increasing the percentage of non-car modes.

The Co-ordinator 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.

4.7 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 ;
- Benefits of the Travel Plan for employees and employers;
- Details of tax incentives available such as Bike to Work Scheme, Tax Saver Scheme for public transport tickets, etc.
- Travel Survey Form;
- Details of pedestrian facilities
- Details of cycle facilities; and
- Details of the car club/car sharing scheme.

All residents will be required to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

5. Conclusion

The proposed development is ideally suited to facilitate significantly reduced parking from the normal requirements as set out in both the current (2016-2022) and pending (2022-2028) Dun Laoghaire Rathdown County Council Development Plans. The applicant is confident that the proposed development can support the proposed reduced parking in line with the New Apartment Guidelines for the following reasons:

- The proposed development is well located in proximity to high quality (high capacity & frequency) public transport; less than 5 minutes walking of bus and Carrickmines Luas Stop and less than 15min walk to Carrickmines Shopping Centre.
- The proposed development is well located within 16min cycle and 20min LUAS to Sandyford Business Park, a Major Employment Centre.
- The proposed development is well located within 15min walk and 5min cycle to excellent amenities and services in Carrickmines Park.
- There is excellent cycle infrastructure in the area with dedicated cycle lanes and easy access to the N11 facilities. There are also cycle lanes proposals by the Greater Dublin Area Cycle Network Plan that will improve further the cycle infrastructure around the development
- The proposed development will provide 280 no. cycle parking spaces, including secure and safe cycle parking.
- Census data for similar developments in the area suggests that green modes of transport are more popular for commuting among local apartment residents than private cars, which highlights the accessibility to good quality Public Transport.

UK and Ireland Office Locations

