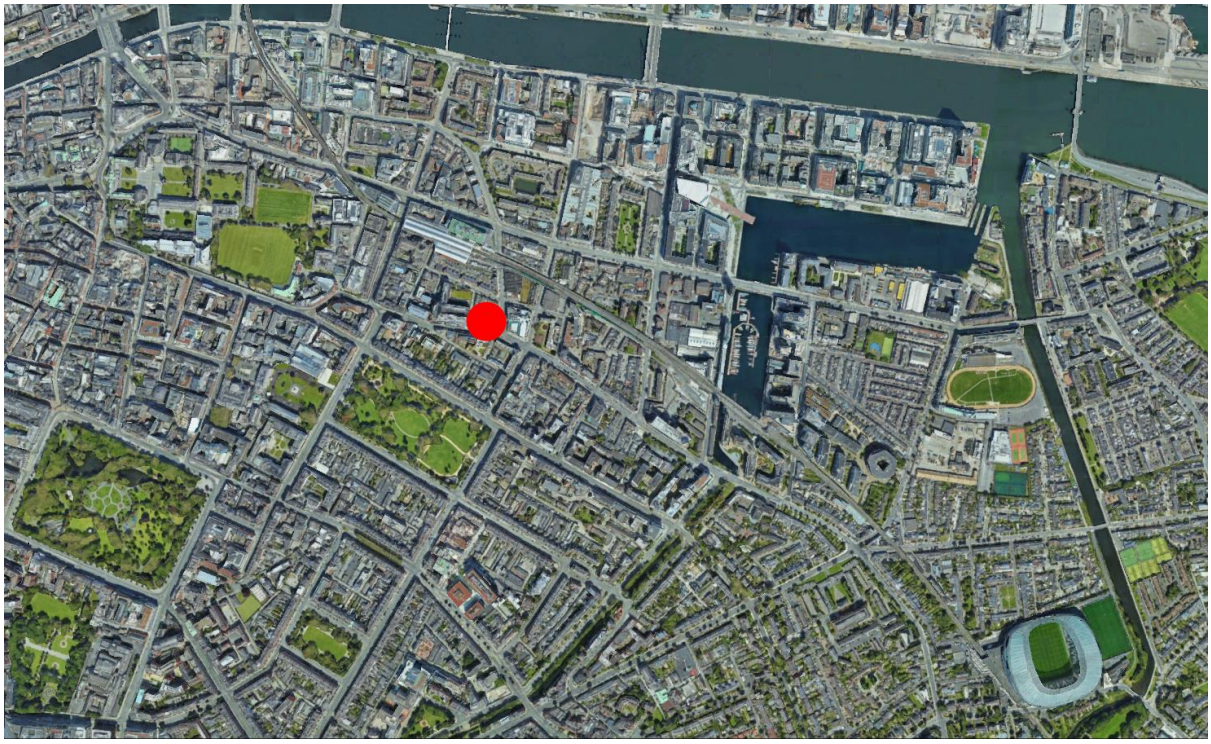
MHL CONSULTING ENGINEERS

For: Dublin City Council

Proposed Residential Development, Saint Andrew's Court Fenian Street, Dublin City

Status: Part VIII Planning



Outline Mobility Management Plan

September 2024

MHL & Associates Ltd.
Consulting Engineers

MHL CONSULTING ENGINEERS

Document Control Sheet

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Table of Contents

Table of Figures

1 INTRODUCTION

1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged Dublin City Council (DCC) (the applicant) to act as transport and mobility consultants to supplement the planning application process (Part VIII) for a proposed residential development on an existing brown field site located in Dublin City Centre.

This Outline Mobility Management Plan (MMP) focuses on the Saint Andrew's Court Development for this Part VIII application.

The (MMP) has been prepared to assess the transport and mobility implications of the development proposals. These proposals have been arrived at following review of the transport constraints and opportunities at each of the individual sites.

This MMP should be read in conjunction with all relevant planning documentation, Transport Statements and Service Strategy documents submitted for this application.

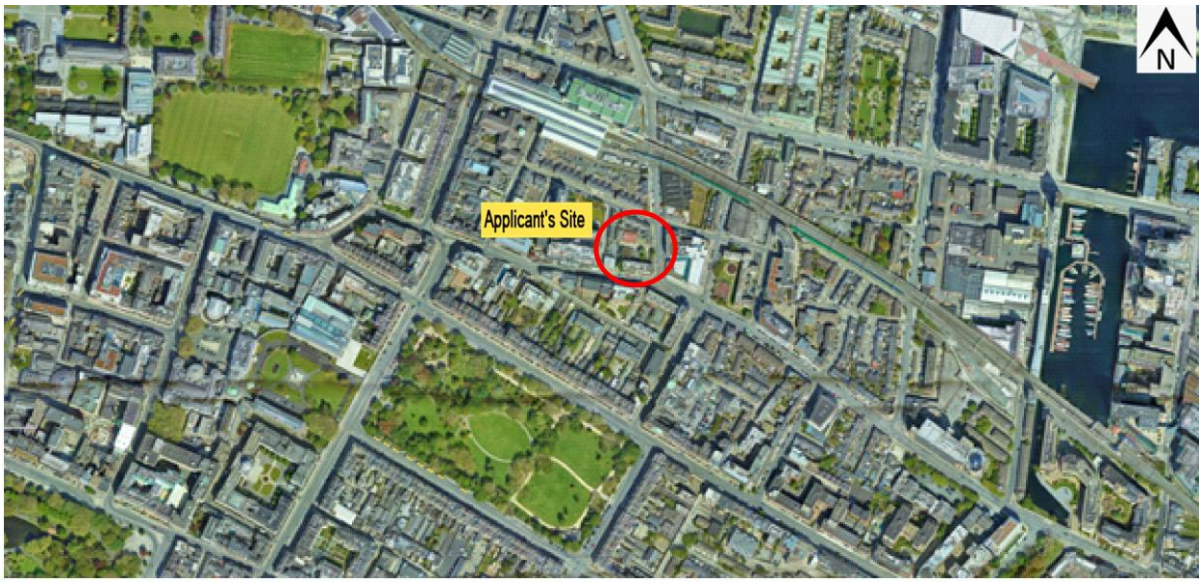

Figure 1.1 Development Site Location

This Mobility Management Plan (MMP) has been prepared to help guide the implementation of integrated initiatives to help encourage and embed sustainable travel choices among residents from the start of the development's occupancy.

The goal of Mobility Management is to improve the resident's /development site's access from the outset by designing, supporting and promoting sustainable travel options (e.g. walking, car-sharing, cycling and public transportation) to residents, thus reducing the need for residents to travel by car in order to access essential services and amenities.

A properly implemented MMP can reduce cars' usage, particularly single occupancy car travel, with additional trips made using car-sharing, public transportation, walking, and cycling, and can improve pedestrian and cyclist safety. MMP's can also improve the health and well-being of residents by promoting active travel and lowering the carbon emissions associated with transportation.

1.2 Mobility Management

Mobility Management consists of promoting sustainable transportation and promoting sustainable travel options (e.g., walking, biking, public transportation) by changing resident's attitudes and behaviours.

The benefits of mobility management include:

- Increasing walking, cycling, taking public transportation, and car sharing are overarching goals of the MMP. The advent of internet shopping and home-based working can also decrease the number of trips made / required (for example, by increasing internet shopping).
- Address residents' need for sustainable access to a full range of facilities for work, education, health, leisure, recreation and shopping.
- Ensure local streets are less dangerous, less noisy and less polluted and increase the viability of public transport. Promote healthy lifestyles and strong local communities through improved environments and walking and cycling routes.
- Reduce the traffic generated by the development for journeys both within the development and on the external road network
- Promote equal opportunities by offering wider travel choices
- Improve personal and wider community health
- Reduce air and noise pollution.

Implementing a Mobility Management Plan (or Travel Plan) has the following potential local benefits:

- Active healthy travel opportunities, such as walking and cycling.
- A range of travel options makes the development site attractive to potential residents.
- Promotion of sustainable transport modes can result in less congestion and therefore improves safety on local roads by promoting alternatives to the car.
- Reduced in congestion, carbon emissions, pollution and noise.
- Reduces demand for parking spaces, enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives.
- Quality and affordable access to services for all users, improving travel choice.

A successful MMP will address all aspects of a development that create a need to travel by site residents. The MMP should combine hard measures (e.g. cycle parking, routes to bus stops) and soft measures (such as bus taster tickets and personalised journey planning).

All measures should be integrated into the design, marketing and occupation of the site, with parking restraint often crucial to the success of the MMP in reducing car use.

MMPs are "live" documents that should be regularly updated. It is therefore intended that this MMP is the starting point of a live process and will be updated on an annual basis or when required. MMP targets /action plans should be reviewed and customised to take account of ongoing changes in travel patterns.

This Mobility Management Plan has been prepared in accordance with the requirements of the Dublin City Council Development Plan 2022-2028 which identifies the need for such a study. A mobility management plan is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim is to reduce the demand and use of the private car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is:

The MMP also references the objectives of the "DTO Advice Note – Mobility Management Plans". The development of an MMP is an open-ended process whereby the compilation of this Plan is deemed to be the first step in its organic evolution. The plan should be developed by the end user and regularly reviewed and revised throughout operation.

The appointment of an active Mobility Manager amongst staff members will be a central objective of the Plan. To facilitate the necessary modal split in our approach to commuting, residents will be required to embrace the aspirations set out in this document. The complex should actively promote the use of alternative modes of travel through the management of travel plans, and involvement in a Mobility Plan Management. The staff will be required to participate in car-pooling, cycling and walking and using public transport and taxis where practicable.

The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking quality bus corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environ. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

The application proposed low on-site parking spaces which will serve to significantly reduce the site's traffic impact.

This Mobility Management Plan (MMP) outlines the framework on which an MMP for the development will be based once the development is operational.

2 TRANSPORT PLANNING CONTEXT

2.1 Introduction

National, regional and local transport planning policy is set out in this section. The following documents have been considered in the assessment of the proposed development.

2.1.1 National Policy

- National Planning Framework 2040
- Sustainable Mobility Policy
- National Cycle Policy Framework
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities
- Design Manual for Urban Roads and Streets

2.1.2 Regional Policy

- Transport Strategy for the Greater Dublin Area 2016-2035
- Greater Dublin Area Cycle Network Plan
- BusConnects

2.1.3 Local Policy

- Dublin City Council Development Plan

2.2 National Planning

National Planning Framework

Project Ireland 2040 National Planning Framework (NPF) was published by the Government of Ireland in 2018. The NPF is the Governments' high-level strategic plan for shaping the future growth and development of Ireland to 2040.

The NPF priorities ten National Strategic Outcomes outlined below:

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to a Low Carbon and Climate Resilient Society
9. Sustainable Management of Water, Waste and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

2.3 National Cycle Policy

The National Cycle Policy Framework (as part of Smarter Travel- A Sustainable Transport Future) outlines national policy for cycling, to create a stronger cycling society, and a friendlier environment for cycling. The policy document sets an average national target of 10% of all trips by bicycle and equally recognises the need for continuing promotion and integration of cycle networks in the State.

2.4 National Cycle Manual

The National Cycling Manual is focused on encouraging more people to cycle and providing for cycling in a stress free and safe environment. The Principles of Sustainable Safety is promoted to offer a safe traffic environment for all road users including cyclists and challenges Planners and Engineers to incorporate cycling within transport networks more proactively.

2.5 Sustainable Mobility

The National Sustainable Mobility Policy document sets out a strategic framework for Ireland, aiming to achieve a 51% reduction in carbon emissions by 2030 and to reach net zero by 2050.

Objectives of the sustainable mobility policy:
Avoid: Reduce the frequency and distance of trips.
Shift: Move towards more environmentally friendly modes of transport, such as walking, cycling or using public transport.
Improve: Promoting efficient fuel and vehicle technologies.

This policy framework emphasizes sustainable mobility, aiming for significant behavioural and infrastructural changes to support Ireland's climate goals and improve overall quality of life.

2.6 Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, 2019, provides guidance relating to the design of urban roads and streets.

It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes regarding networks and individual streets.

DMURS aims to re-balance the transport modes and place the pedestrian and cyclist ahead of the vehicle when examining the street. The pedestrian perspective focuses on:

- Connectivity and legibility: where traffic movement is not given priority over pedestrians.
- Comfort: increased width and reduced clutter on footpaths. Promotion of passive surveillance and active street edges to help pedestrians feel less isolated and vulnerable.

- Safety: by designing a street with a perceived increase level of risk for drivers encourages reduced speed. Therefore, designing a street for pedestrian comfort will naturally be designed for reduced vehicle speed.

Integrated approaches incorporate elements of urban design and landscaping that instinctively alter behaviour, thus reducing the necessity for more conventional measures (such as physical barriers and the road geometry) alone to manage behaviour. Streets

and junctions are more compact, providing better value for money. Consequently, there are four Key Design Principles which are presented in DMURS. These are:

• Connected networks: To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and more sustainable forms of transport.

• Multi-functions streets: The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.

• Pedestrian focus: The quality of the street is measured by the quality of the pedestrian environment.

• Multidisciplinary approach: Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

2.7 Get Active Ireland

Another key policy driver for the encouragement of active, healthy commuting trips is the Get Ireland Active — National Physical Activity Plan (NPAP). This plan recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland.

The NPAP focuses on the use of the natural and built environment and recognises that promoting active transport are the most practical and sustainable ways to increase physical activity as part of people's everyday routine. To increase people's physical activity levels, it specifically identifies the role of walking or cycling for utility transport. Creating increased opportunities for people to be active in ways which fit into their everyday lives, and which suits individual circumstances is an important aspect of the Get Active philosophy. By encouraging a supportive environment and removing barriers to mobility, physical activity can become an intrinsic part of daily life.

2.8 Regional Policy

Transport Strategy for the Greater Dublin Area 2016-2035

The National Transport Authority's Transport Strategy for the Greater Dublin Area (GDA) was adopted in April 2016

The strategic purpose of the document is "to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods. "

The GDA has been divided into six radial and two central corridors, with the existing and proposed development falling within central corridor D (Dublin City Centre) from where all the radial corridors start from. Therefore, the infrastructure proposed for each corridor will benefit this central corridor D which includes improvements to:

- Heavy Rail Infrastructure.
- Light Rail Infrastructure.
- Bus Infrastructure.
- Cycling Infrastructure.

- Walking; and
- Road Network.

This strategy aims to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods — helping to reduce modal share of car-based commuting to a maximum of 45%.

To achieve these principles, future developments must:

- Take into account all day travel demand from all groups.
- Provide alternate transport modes in order to reduce the strain on the M50 as current increase in traffic is unsustainable.
- Have transport as a key consideration in land use planning — integration of land use and transport to reduce the need to travel, reduce the distance travelled, reduce the time taken to travel, promote walking and cycling especially within development plans.
- Protect the capacity of the strategic road network.
- Ensure a significant reduction in share of trips taken by car, especially those trips which are shorter or commuter trips.

The site is within walking distance of improved public transport provisions such as the proposed BusConnects Core Bus Corridor(s), which will enhance the overall public transport provision across urban Dublin. This will improve public transport options for residents, including for those commuting to destinations across the wider Dublin area.

2.9 Greater Dublin Area Cycle Network Plan

The National Transport Authority Greater Dublin Area Cycle Network Plan' identifies the planned cycle network for the GDA.

The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. It is intended that in future these routes would be upgraded to meet the required standards thus providing a high-quality cycle network near the site.

The proposed cycle infrastructure for the area within the vicinity of the development is presented subsequent sections of this document.

The building footprint has taken account of the preliminary corridor extents through early discussions with DCC's active travel team. Identified improvements if developed and installed will be of great benefit to the area and the future residents of the applicant's site, improving connectivity and modal choice.

2.10 BusConnects

The BusConnects proposals developed by the National Transport Authority, aims to overhaul the existing bus system in Dublin by:

The BusConnects programme includes:

- Building a network of "next generation" bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable.
- Introducing Bus Rapid Transit, a higher quality of bus system, on three of the busiest corridors.
- Implementing a cashless payment system to vastly speed up passenger boarding times.
- Revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty.
- Implementing a new bus livery providing a modern look and feel to the new bus system.
- Rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters.
- Transitioning to a new bus fleet using low-emission vehicle technologies.
- Completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers.
- Developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient.

This scheme will also deliver improvements to the cycle network through the provision of c. 200km of cycle lanes which will be largely segregated from other traffic along these corridors.

BusConnects will result in changes to bus services across the city, and it is expected that it will vastly improve the bus system in the Greater Dublin Area. The proposed development is located within Dublin City Centre and will be set to significantly benefit from the planned changes. In particular, the proposed D spine bus corridor will route along Sandwith Street Upper to the immediate south of the site.

The BusConnects programme will improve access to bus services close to the proposed development. As illustrated in the MMP, the subject site is located close to Spine B an C which is defined as very high frequency spine with proposed frequencies of 2.7-3.7 minutes based on latest revision of the network.

2.11 Local Policy

Dublin City Council Development Plan 2022-2028

Referencing the Development Plan with respect to sustainable movement and transport, i.e. (Chapter 8 of the plan) the key challenges noted are:

- Addressing Climate Change through Sustainable Mobility
- Effective Integration of Land use and Transportation
- City Centre and Urban Villages – Access and Functional Needs
- Embracing New Forms of Mobility

Dublin City Council acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change.

DDC states: "This plan reinforces the role of transport policy in minimising the need to travel, shifting to sustainable modes and supporting and encouraging behavioural

change. Active travel modes neither consume fossil fuels nor generate harmful emissions and Dublin City Council will continue to develop the city in a way which facilitates and enables walking and cycling and other sustainable forms of travel such as public transport and shared mobility vehicles as the primary modes of transport. Promoting modal shift to more sustainable modes is a key requirement in adapting to climate action."

This MMP/ Travel Plan sets out how residents can adopt active and sustainable travel, achieving the 15minute city through mobility management and by encouraging travel by sustainable means. Please refer to the Appendix for mobility extracts from the plan.

This comprehensive plan ensures that Dublin develops in a sustainable and inclusive way, which is resilient on social, economic, and environmental fronts in the short and long term. It outlines various transport related policies and objectives to be implemented during the period of the Plan. The policies and objectives relevant to this application are described below.

The plan details a Core Strategy which includes housing, settlement, employment, retail and public transport strategies. The strategy translates into 3 broad strands which form the basis for the policies and objectives outlined in the plan, these are:

- Compact, Quality, Green, Connected City.
- A Prosperous, Enterprising, Creative City; and
- Creating Sustainable Neighbourhoods and Communities.

Dublin City Council Development Plan 2022-2028 has divided the administrative area into 3 parking zones/areas. The subject development site is located within the area designated as Parking Zone 2 'alongside transport corridors'.

The development plan states:

- *'Car parking provision in Zones 1 and 2 is restricted on account of these locations to public transport. An increased density of development will be promoted in Zone 1 and those parts of Zone 2 where the development is in close proximity to good public transport links.'*

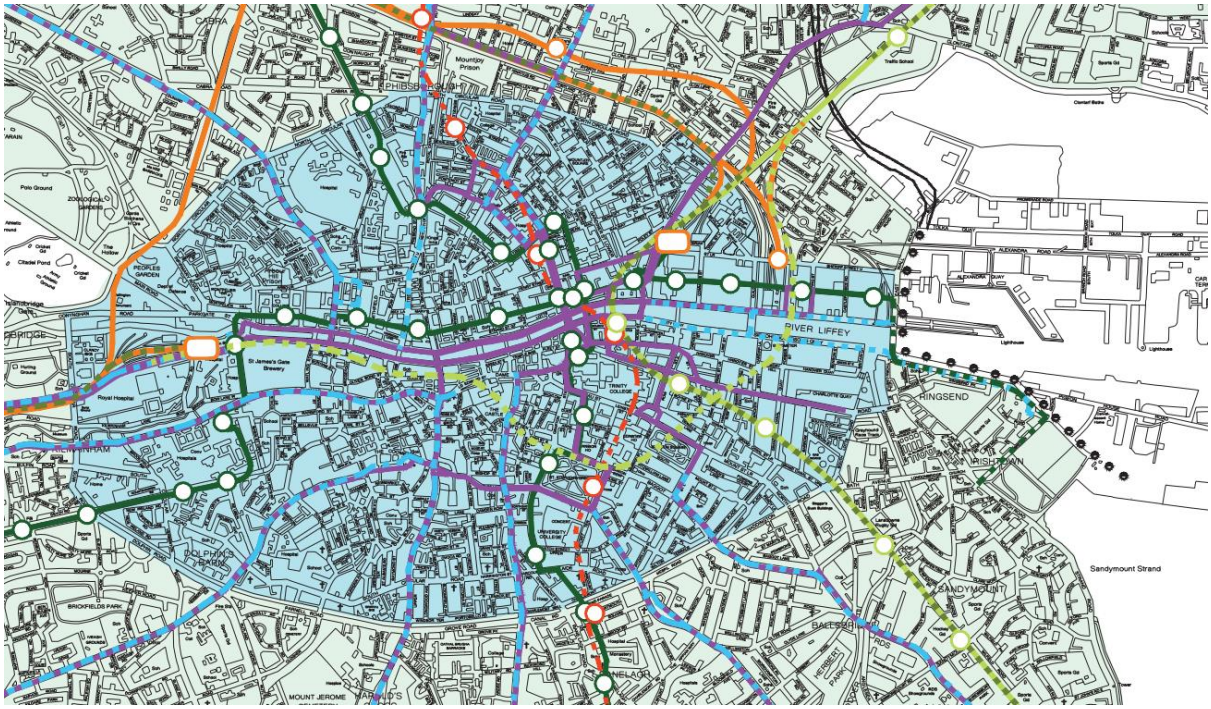

Figure 2.1 Strategic Transport and Parking Areas. Extract Map J(DCC development plan 2022-2028)

Regarding bicycle parking, the Plan provides standards on the number of required spaces acceptable for new developments. For "Residential" land uses in "all zones", 1 bicycle parking space per unit is required (as per Table 16.2, DCC Development Plan).

Additional requirements for larger units and visitor parking will be decided on a case-by-case basis.

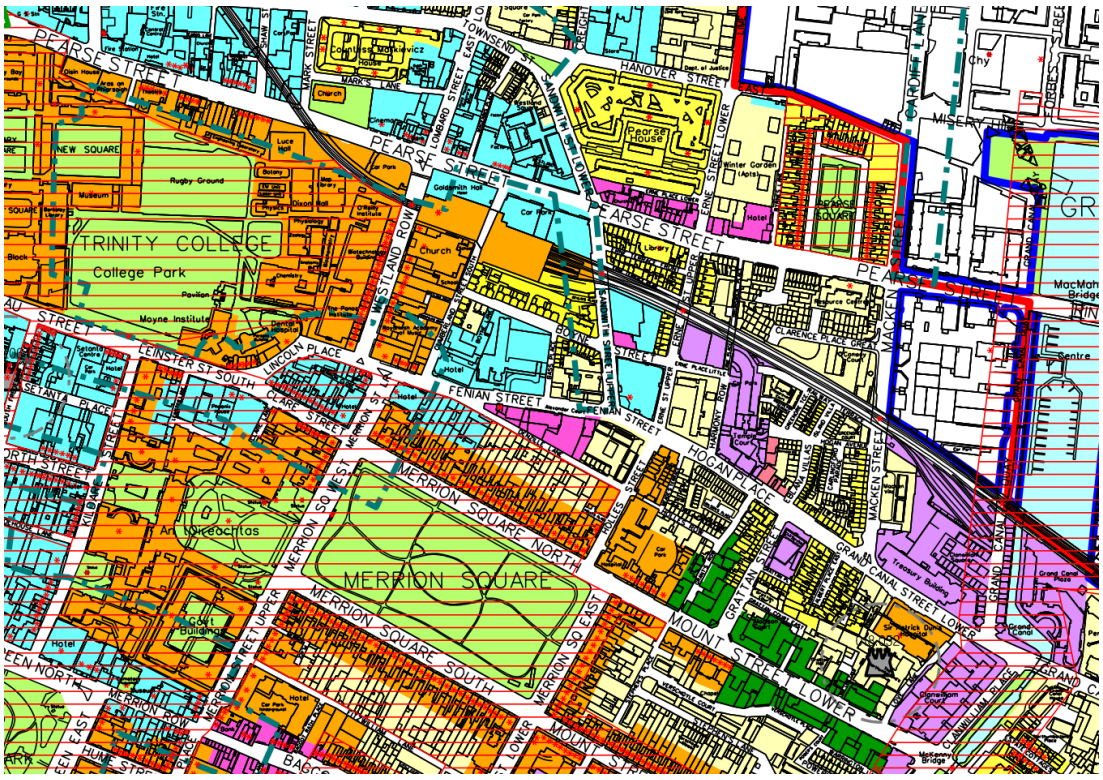

Figure 2.2 Land Zoning (DCC Development Plan 2022-2028)

It is an objective of the Council to:

SMT1: To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.

SMT01: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).

SMT16: To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

SMT27: To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards so as to promote city centre living and reduce the requirement for car parking. To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking

2.12 Sustainable Urban Housing: New Apartment Guidelines

The New Apartment Guidelines state that ". planning authorities must ensure that new development proposals in central urban and public transport accessible locations and which otherwise feature appropriate reductions in car parking provision are at the same time comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors."

Apartment design parameters addressed in these guidelines include quantum of car parking as well as bicycle parking and storage which is explained in further detail below.

Central and/or Accessible Urban Locations:
"In larger scale and higher density developments, comprising 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."

For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club

vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provision to be reduced or avoided.

As well as showing that a site is sufficiently well located in relation to employment, amenities and services, it is important that access to a car sharing club or other non-car-based modes of transport is available and/or can be provided to meet the needs of residents, whether as part of the proposed development, or otherwise. 'Car free' development is permissible and if developed, must be fully communicated as part of subsequent apartment sales and marketing processes

Requirements of these guidelines include:

• Location- cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or. slopes that can become hazardous in winter weather.

• 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

• Design - cycle storage facilities shall be provided in a dedicated facility of permanent construction, preferably within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall also be designed so that cyclists feel personally safe - secure cage/compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents.

• Management - 'an acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. Cycle parking shall be the subject of a funded maintenance regime that ensures that facilities are kept clean, free of graffiti, well-lit and the parking equipment will be properly maintained. It is essential, therefore, that as far as possible cycle parking is low maintenance, easy to use and easy and attractive to use by residents.'

The following general design considerations should be considered in the provision of refuse storage facilities:
Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people.

The Department of Housing, Planning and Local Government guidance 'Sustainable Urban Housing: Design Standards for New Apartments directly notes car parking provision within 'Central and/or Accessible Urban Locations', stating that:
'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 as tail, and bus stations located in close proximity.'

The document goes on to say 'these locations are most likely to be in cities, especially in or adjacent to (i.e., within 15-minute 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 subject site is located within 10minute walking distance to nearby bus corridors / LUAS and is therefore within the 10-minute walking distance specified in SUHDS for 'Central and/or Accessible Urban Locations'.

MHL believe parking provision for the proposed development should be provided in accordance with the Department of Housing, Planning and Local Government guidance as referred to above, and as such the quantum of vehicle parking provided on site should be 'minimised, substantially reduced or wholly eliminated'

3 EXISTING SITE

3.1 Site Location

The site is located in the north of Central Dublin within the jurisdiction of Dublin City Council (DCC). The site is currently an unoccupied dwelling, which is to be demolished as part of the development. The site is located on the edge of the city centre core with excellent sustainable travel facilities. The site is located within walking distance of the City Centre, approximately 1km from College Green.

The Saint Andrew's Court planning application is to consists of:

- The demolition of existing structures on site.
- The construction of new residential apartments (comprising a mix of 1,2 and 3 bed apartments).
- The provision of landscaping and amenity areas including an enclosed courtyard.
- The provision of the access adjoining footpath network, and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground floor level.

It is proposed to provide cycle spaces number in line with best practice, as part of the application. The elimination of high parking spaces numbers aligns with an established trend to limit parking in urban apartment complexes. From a sustainable travel perspective, limiting vehicular parking spaces serves to force end users to adopt alternative travels modes, different to the single-occupant private car. This strategy supports national transport policy and with the objectives of the Dublin City Development Plan 2022-2028. The following MMP sets out the proposed mobility management initiatives and measures to achieve modal split targets.

The site is bounded by Sandwith Street Upper to the east, Bass Place to the west and the R815 to the south. Figure 3.1 shows the location of the site in relation to the surrounding area.

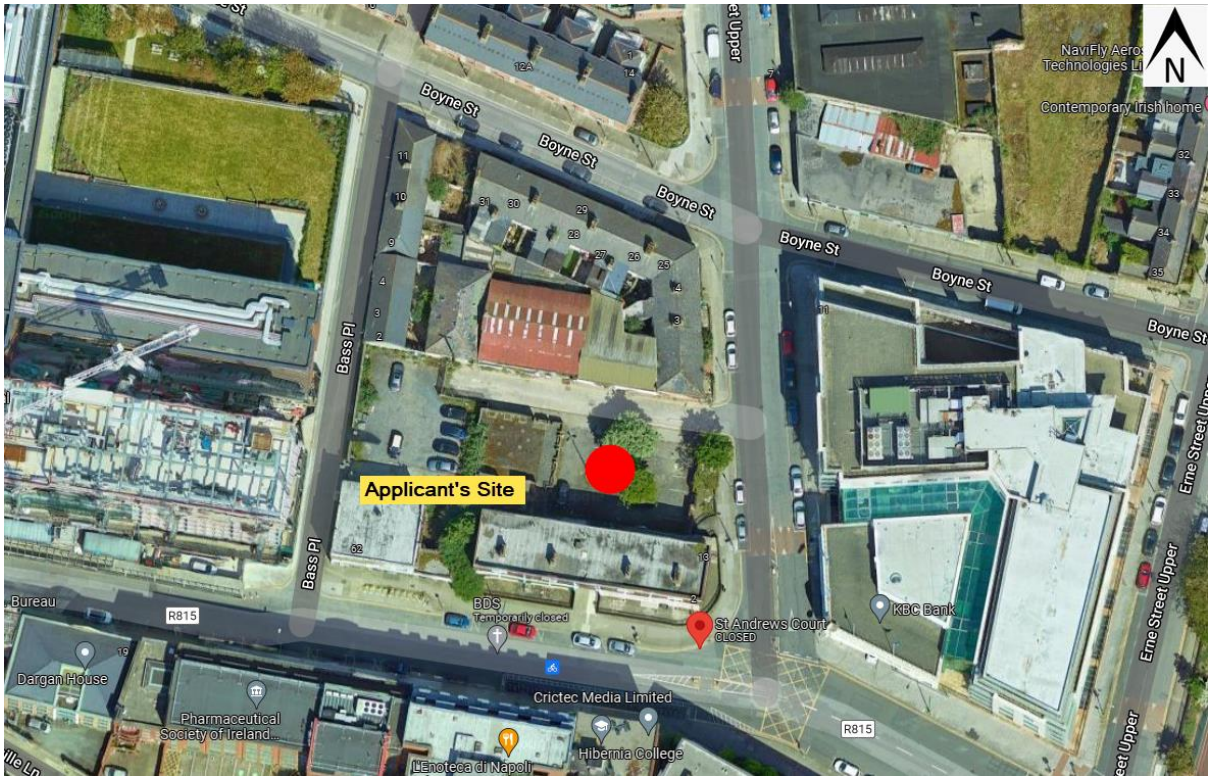

Figure 3.1 Site Location

3.2 Existing Use and Access

Sandwith Street is currently the main vehicular access into the site. The site is also located adjacent to Pearse Street Station. All DART services serve the station, as do all Southeastern Commuter (Dublin Connolly to Gorey), Southwestern Commuter (Grand Canal Dock to Newbridge) and InterCity services from Dublin Connolly to Rosslare Europort. Extensive bus connectivity in the immediate vicinity of the site also available. Luas stop also located at Dawson Street.

A Dublin Bikes station is located directly across from the site on Fenian Street. There are dedicated cycle routes within 200m on Pearse Street and Merrion Square and within 600m along the Grand Canal and the Liffey Quays. Public bike parking stands/bays are also located directly adjacent to the site on Fenian Street,

DCC's Development Plan zoning objective (Z1) for this site is:
"To protect, provide and improve residential amenities"

3.3 Scope

MHL & Associates Consulting Engineers Ltd. has undertaken consultations with DCC as part of the project team meetings. It was agreed that that this MMP consider the following

Undertake a multi-modal trip generation exercise for the site.
- Confirm cycle and parking provision.
- Develop further the access strategy for pedestrians and cyclists.
- Develop further the servicing strategy for the site including swept path analysis.

• Develop further the emergency access strategy for the site including swept path analysis.
• Develop further the refuse access strategy for the site including swept path analysis.
• Provide design advice for the access onto Sandwith Street Upper to ensure adequate width, visibility and gradients; and

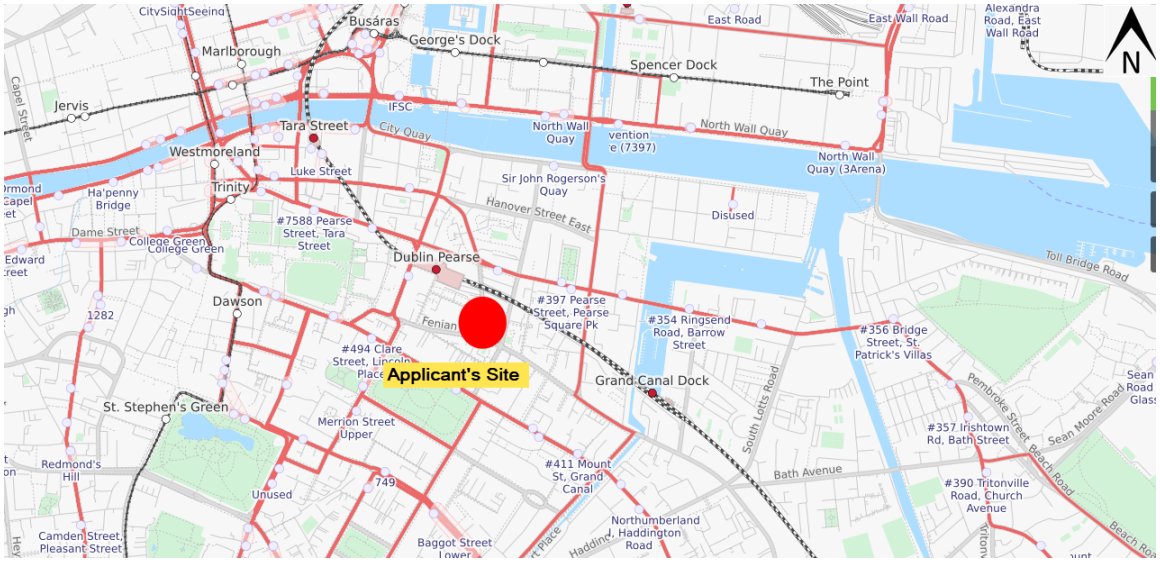

Figure 3.2 Site's proximity to the city centre and Bus/Train Stations.

4 ACCESSIBILITY

4.1 Introduction

This section of the document presents the accessibility and receiving environment around the proposed development and presents the existing pedestrian, cyclist, public transport conditions as well and the local road network.

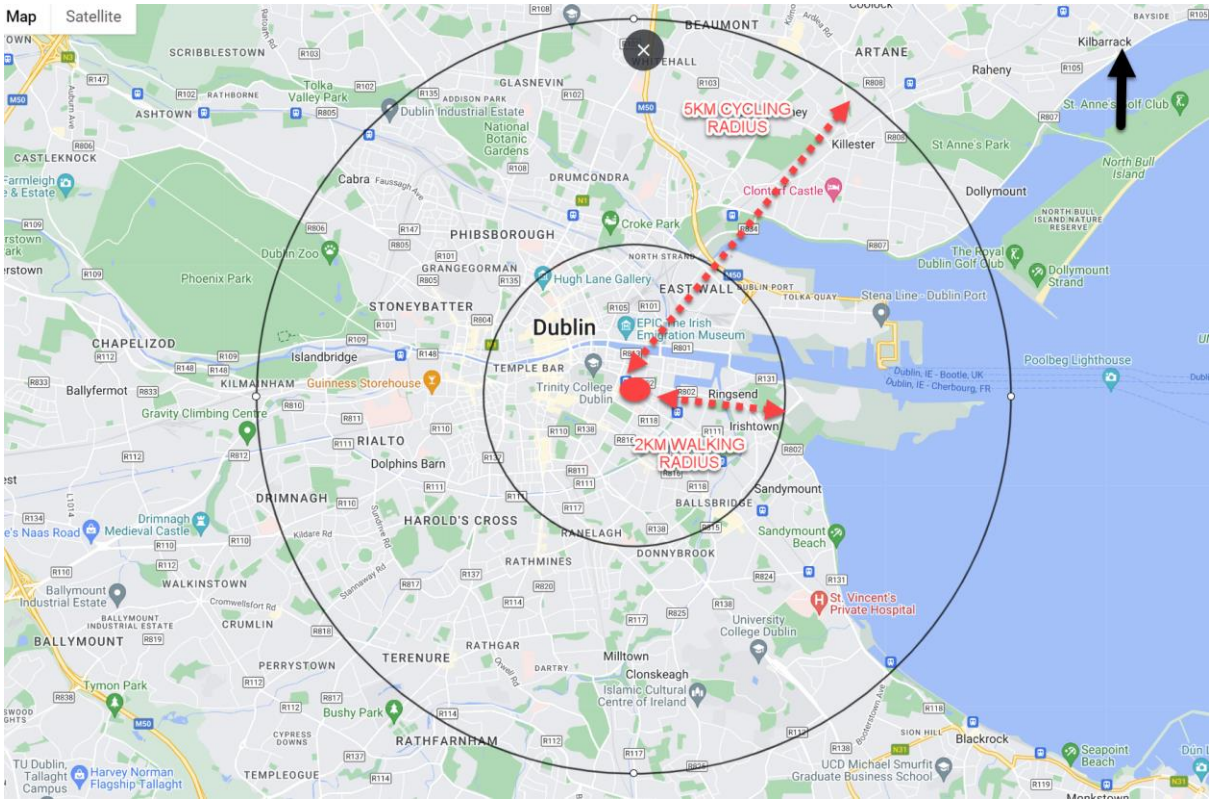

Figure 4.1 Pedestrian and Cycling Radii

4.2 Pedestrian Accessibility

There is good pedestrian provision around the proposed development. Good quality footways with streetlights are provided on the surrounding roads. The site benefits from proximity to the City Centre, providing excellent access to key amenities within walking distance, noted in the Appendix of this plan. The walking catchment from the site is presented in following figures.

Figure 4.2 Pedestrian walking range (30mins)

Excellent pedestrian facilities are provided to local commuters along the local street network. Walking facilities are provided either side of the carriageway along the Sandwith Street Upper and connects to the City Centre.

4.3 Existing Cycling Infrastructure

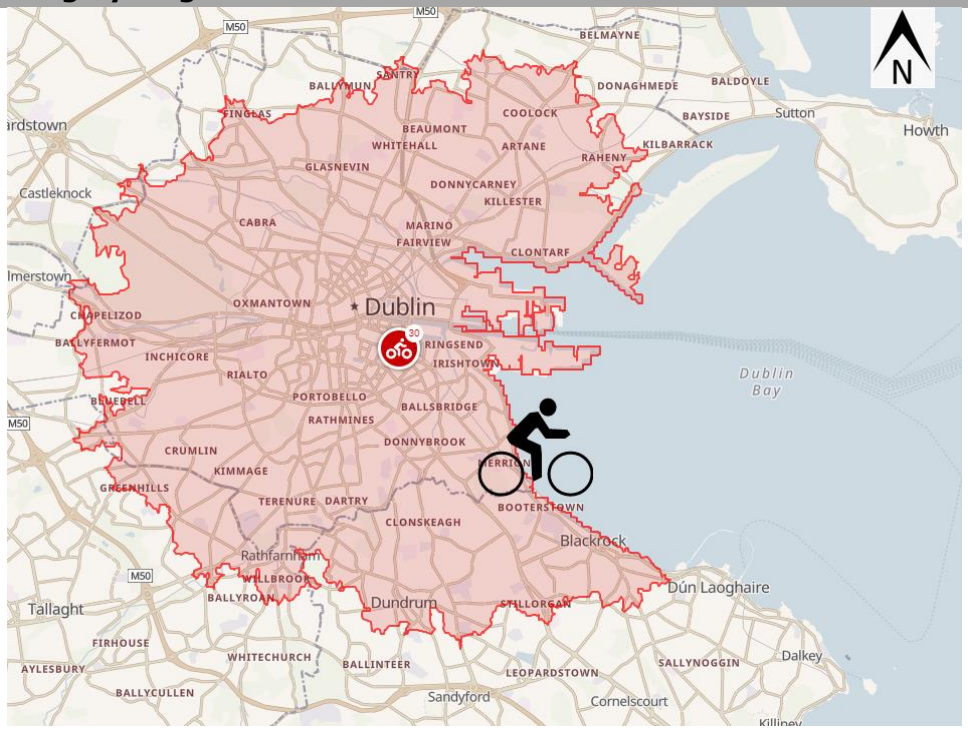

Figure 4.3 Cycle range (30mins)

These demonstrates that the nearby areas of city centre are within a 30-minute walk of the site. Bus and light rail stops are accessible within this walking range where more public transport opportunities are available.

The figure below shows the existing cycling infrastructure in the vicinity of the proposed development. Bus lanes or on carriageway cycle lanes are provided along Merrion Square to the south of the development and on Pearse Street to the north of the development. As can be seen below cycle lanes and bus lanes provide good connectivity for cyclists from the proposed development to Dublin City Centre.

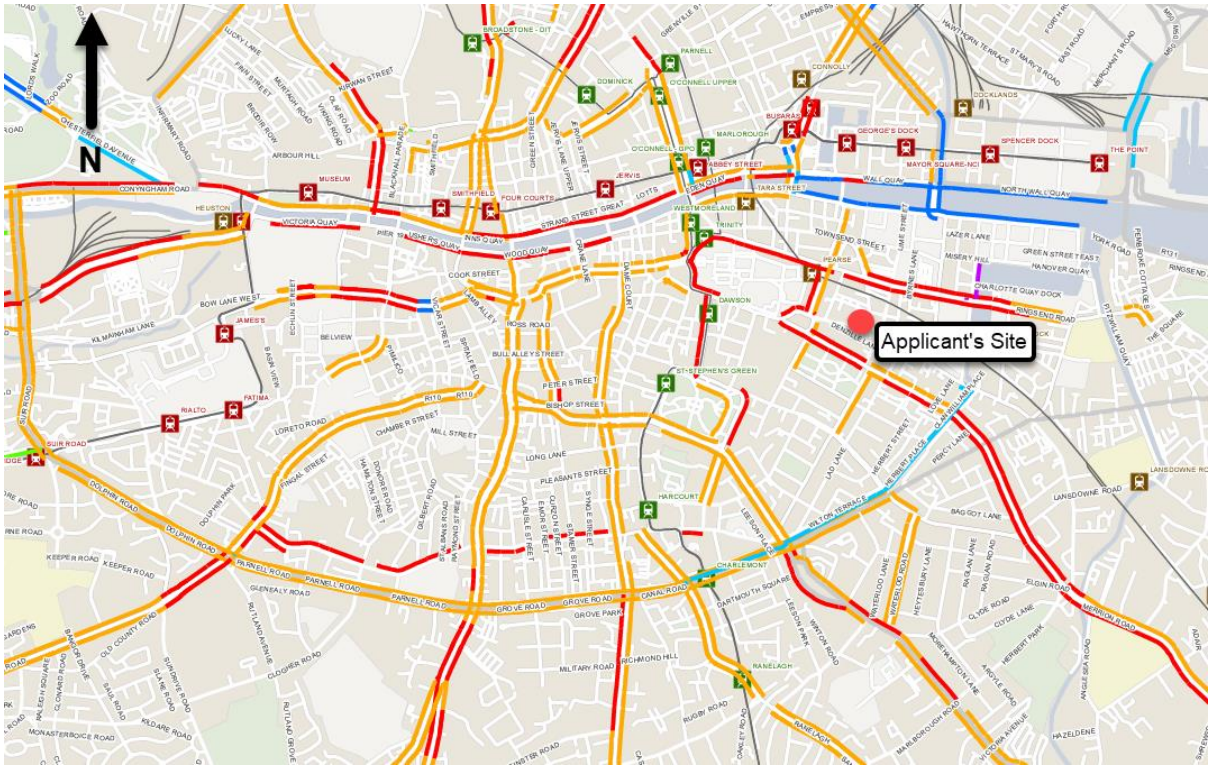

Figure 4.4: Existing Cycling Infrastructure in Vicinity of Proposed Development

Trinity College Dublin is also within a 10-minute cycle of the development site. Other areas that can be reached within a 30-minute cycle include Drumcondra, Donnybrook, Clontarf and Terenure.

Cycle infrastructure in the vicinity of the site is notable where the majority of Dublin City is accessible. The GDA Cycle Network Plan produced by AECOM for Dublin City Council grades the existing network within the city, encompassing the routes past the applicant's site. The following listed cycle routes are relevant for this proposed development location:

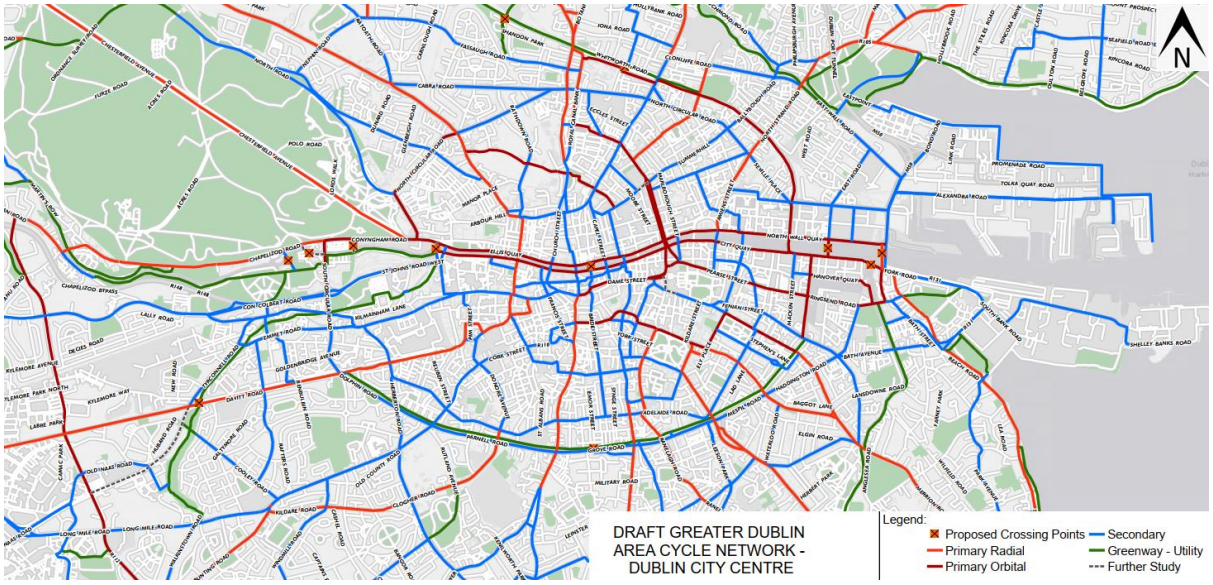

Figure 4.5 Cycle routes identified in the GDA Cycle Network Plan. (AECOM)

The figure above shows the mapping of the existing cycle facilities listed above. The recommendations listed by AECOM should be implemented to provide safe connectivity and present cycling as a viable transport mode from the site to the surrounding city. This illustrates that there are several cycleways and cycle shops surrounding the site. On carriageway cycle lanes can be found along Sandwith Street Upper to the south of the site.

Dublin Bikes has a stand located directly east of Saint Andrew's Court.

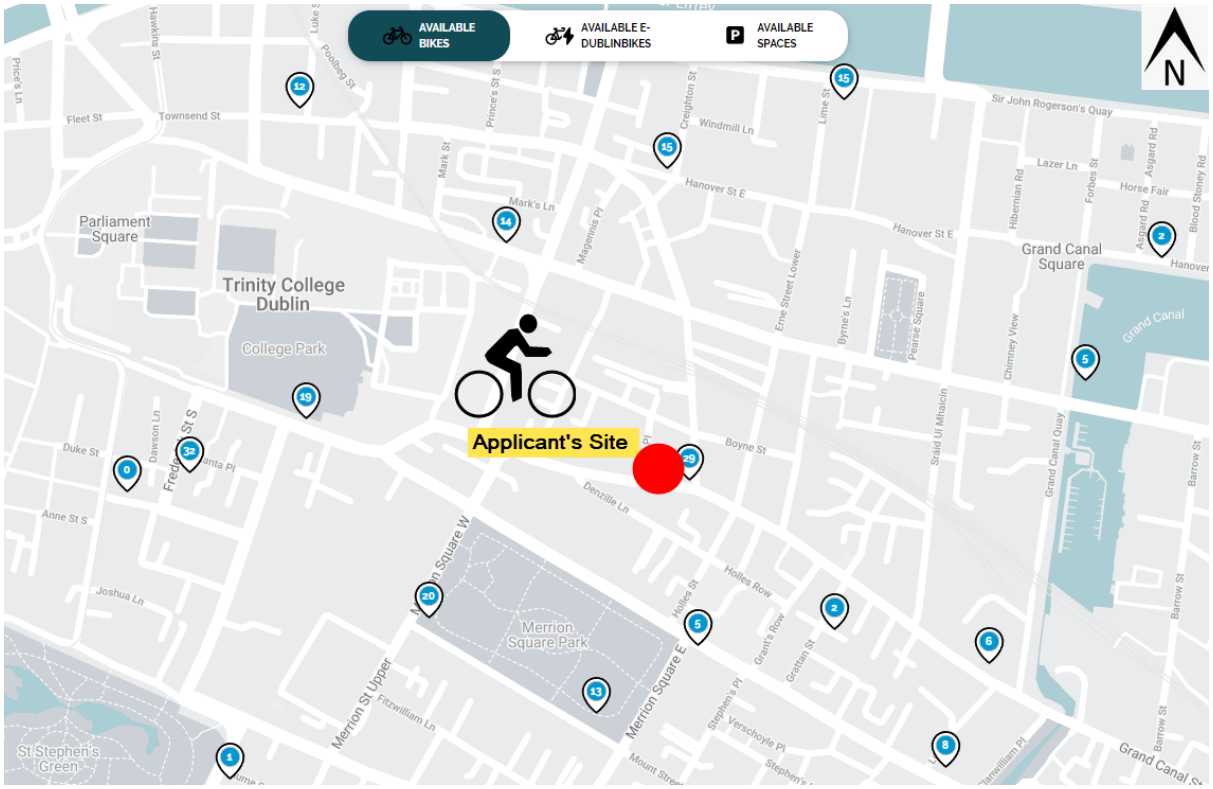

Figure 4.6 Site's proximity to nearby Dublin bikes stand (Within 150m).

Based on the above, it is considered that the site has very good cycle accessibility.

4.4 Public Transport Accessibility

The proposed development is located within proximity of the City Centre which makes numerous public transport opportunities accessible within walking distance of the site The location of the nearest public transport stops / stations is presented below.

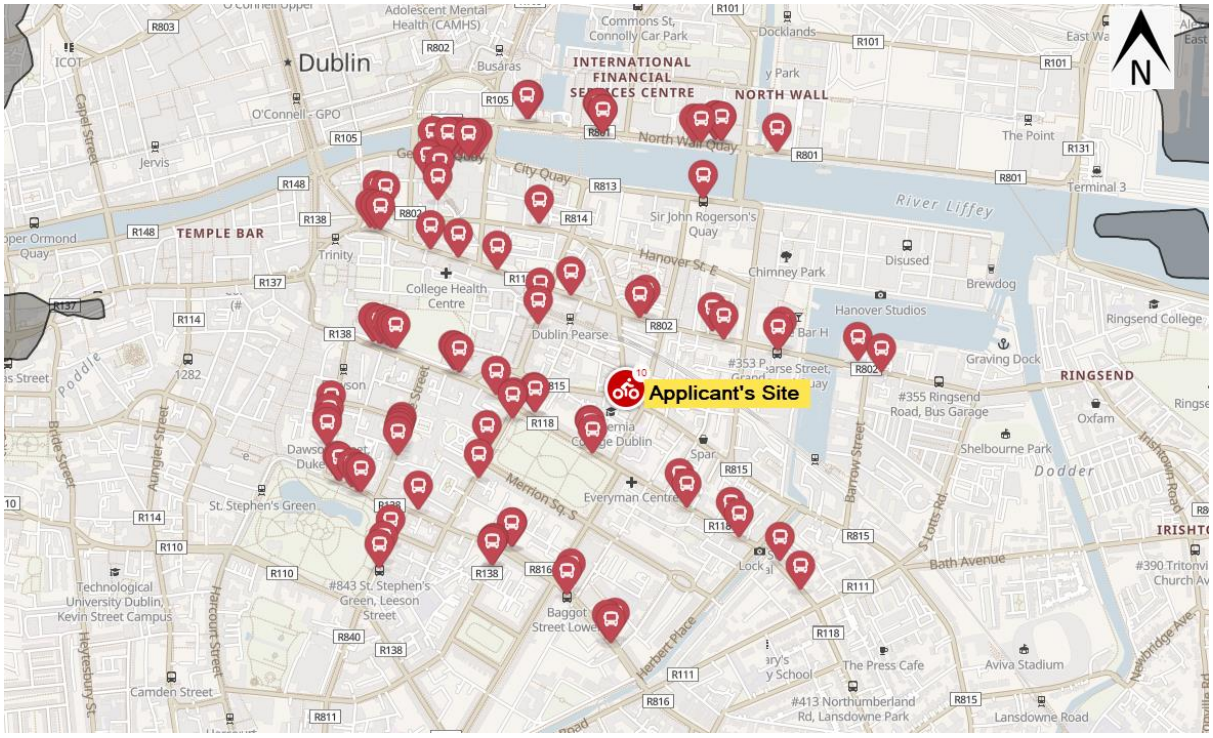

Figure 4.7 Site's proximity to nearby bus stops (Within 10-minute walk).

The nearest bus stops are:

250m directly north of the applicant's site: Bus Stop No. 398, Enre Street, Pearse St.
340m directly south of the applicants site: Bus Stop No.409, Merrion Square, Holles Street

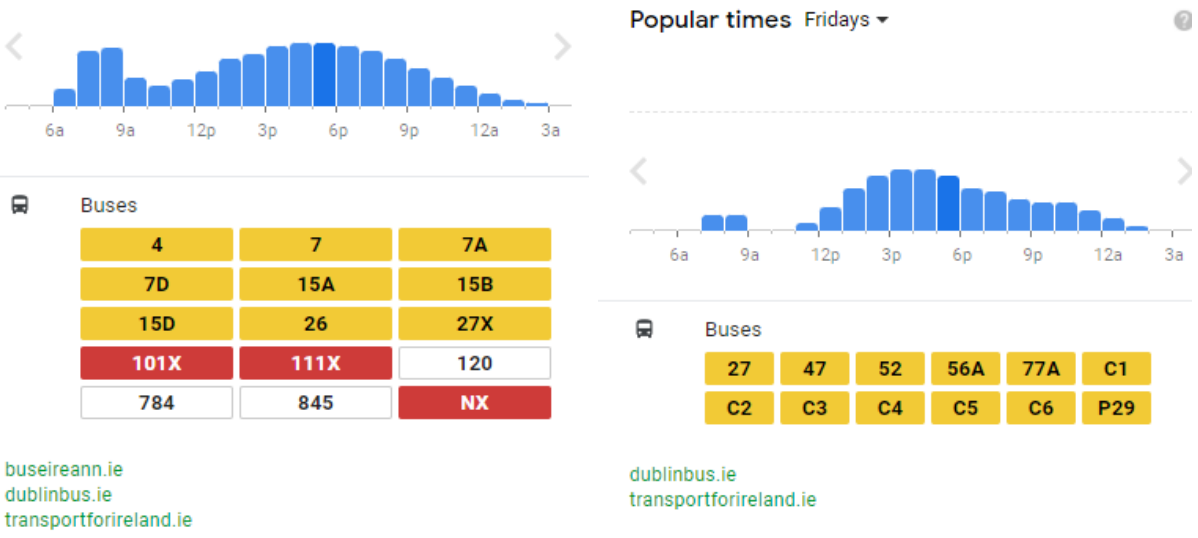

Figure 4.8 Existing Bus service provision within 5-minute walk.

Services are accessible from this bus stop, providing access to a variety of locations within the city.

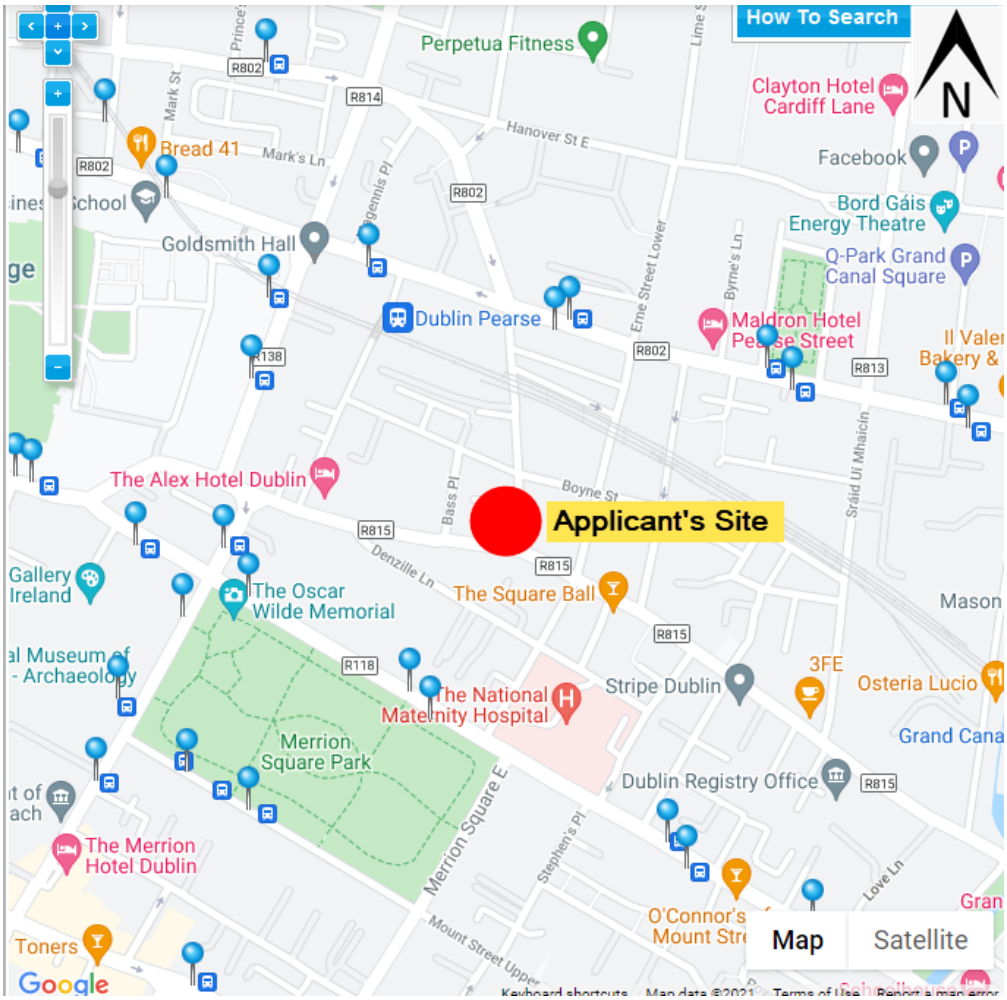

Figure 4.9 Overall bus service locations in proximity to the site.

4.5 Future Revised Bus Network (Bus Connects)

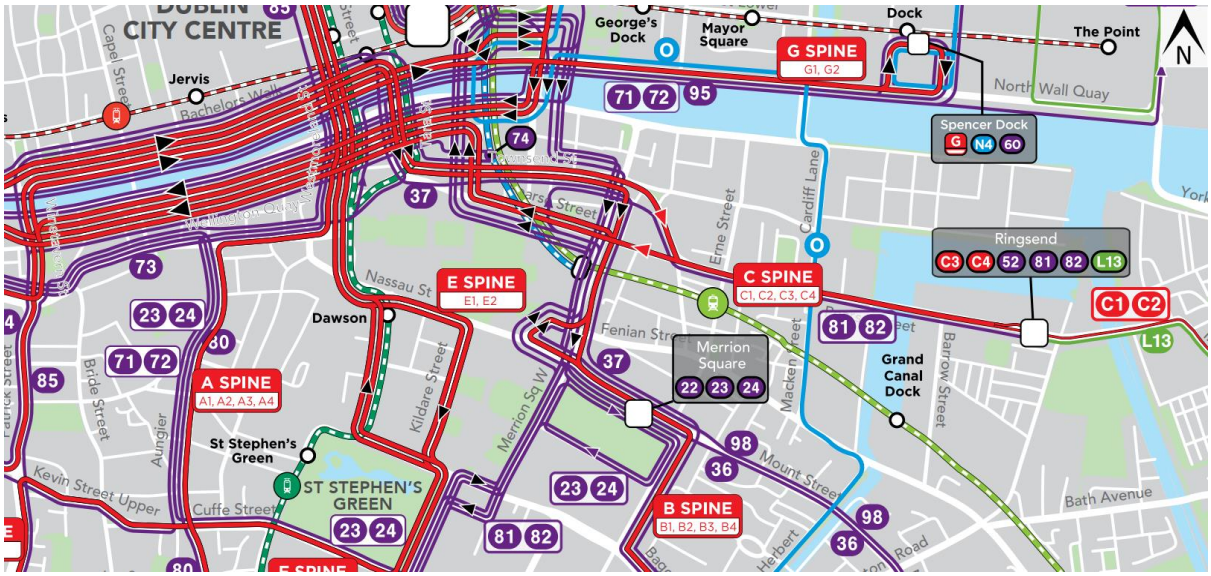

Figure 4.10 Site's location to BusConnects corridors.

4.6 Bus Network

A schematic representation of the city bus services in the vicinity of the site and linking to the wider area is shown in figure below.

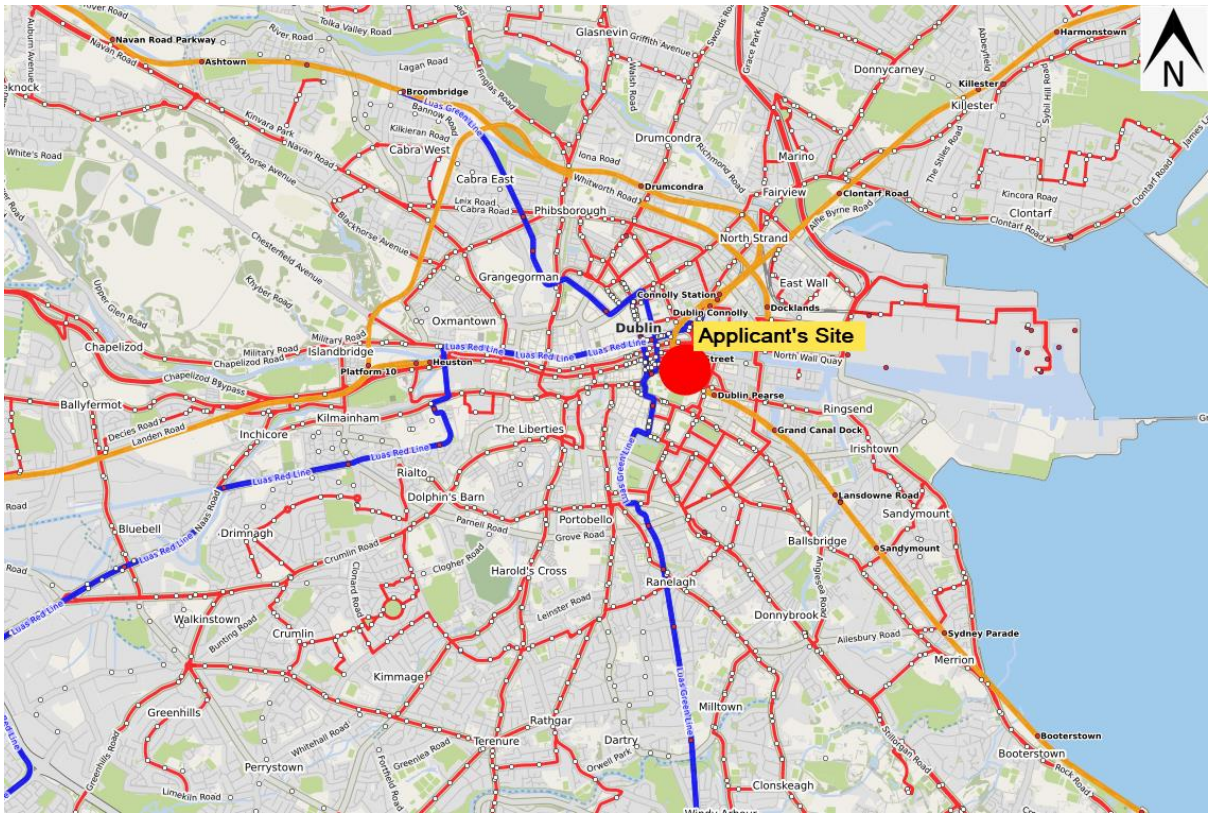

Figure 4.11 Bus service schematic.

It is clear that there are numerous bus services with high frequency operating within easy walking distance of the site which connects the site to many destinations. Due to the location of the site and proximity to the city centre, there are additional bus services which can be assessed from the site.

4.7 LUAS

The nearest Luas stop is Dawson, circa 950m walk west of the site. The stop is served by the Green Line which connects Broomsbridge to Brides Glen, through the city centre.

From the city centre train services are available at Connolly Station and Heuston Station which provides local train services as well as regional train services including the Cork/ Mallow, Galway, Kildare/Waterford, Tralee, Portlaoise / Limerick and Westport Services.

Figure 4.12 Proximity of Applicant's Site to Luas

4.8 Rail

The nearby Pearse Train Terminus is located a short walk north of Saint Andrew's Court. The commuter station is served by regular InterCity, Dublin Commuter and DART trains.

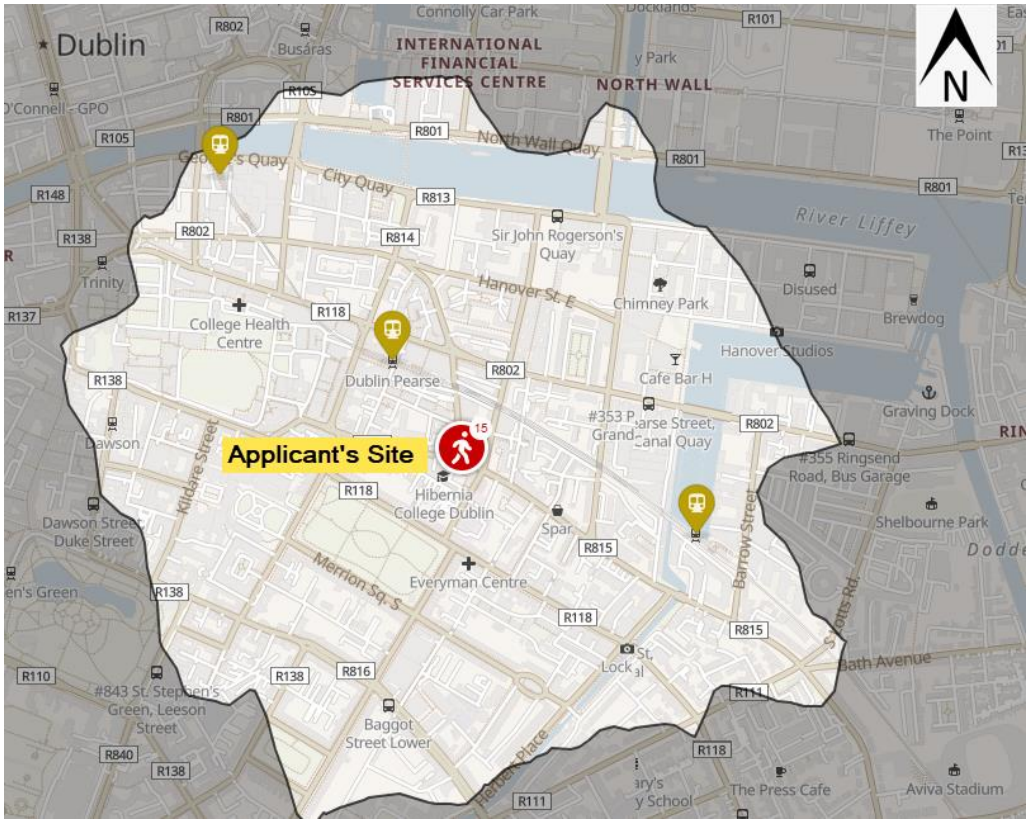

Figure 4.13 Nearby train station with 15minute walk from SAC.

4.9 Car-Sharing

There are several car-sharing companies which provide services in Dublin. One of these companies (GoCar) provides a station approximately 600m from the site.

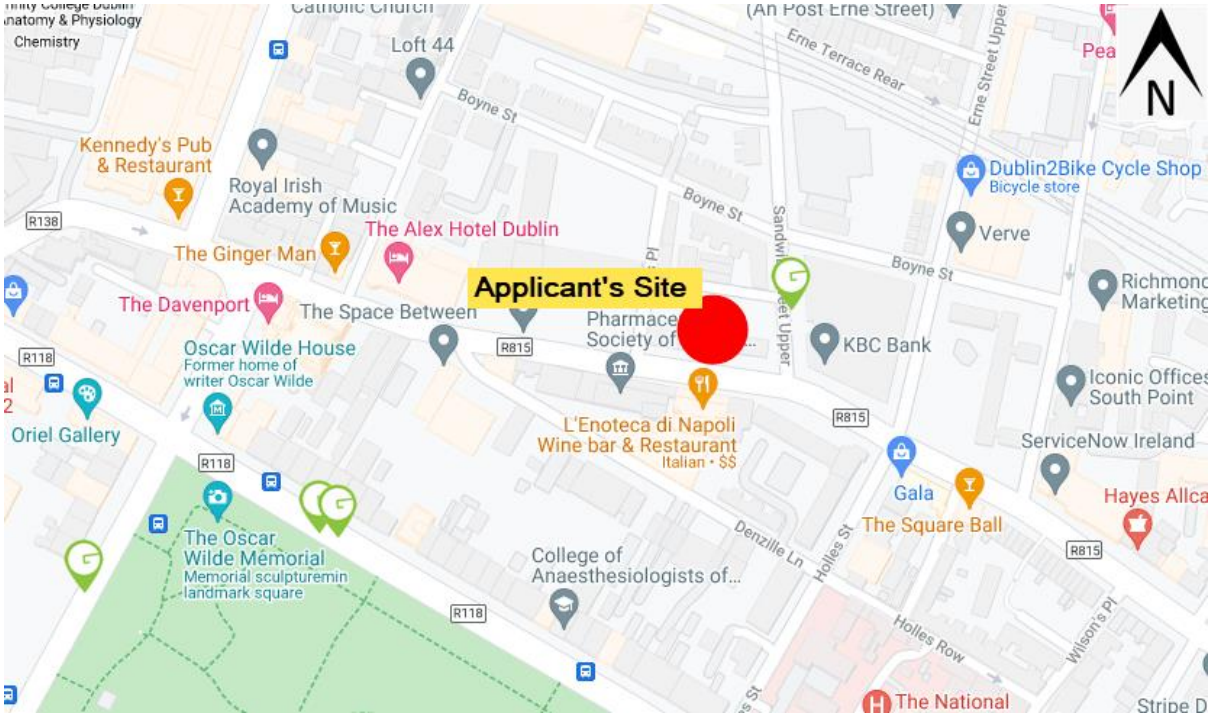

Figure 4.14 Go Car Locations

4.10 Existing Adjoining Street Network

The proposed development is surrounded by a well-established road network.

Figure 4.15 Local Road Network

Sandwith Street Upper

Sandwith Street Upper is a wide urban road with footways either side of the carriageway.

Figure 4.16 Sandwith Street Upper

Fenian Street

Fenian Street is a wide urban road with footways either side of the carriageway. The street host bike share cycle as note in the site photograph.

Figure 4.17 Fenian Street

The footways surrounding the site are in good condition and it benefits from street lighting along its length.

5 PROPOSED DEVELOPMENT

5.1 Planning Application

A site layout has been developed by the applicant's Architects, O'Donnell Tuomey. The applicant's site layout is shown in the figure below with the proposed pedestrian/cycle entrance and bicycle parking areas outlined. The pedestrian entrance from Fenian Street and Sandwith Street upper via an inner pedestrian circulation area of the building.

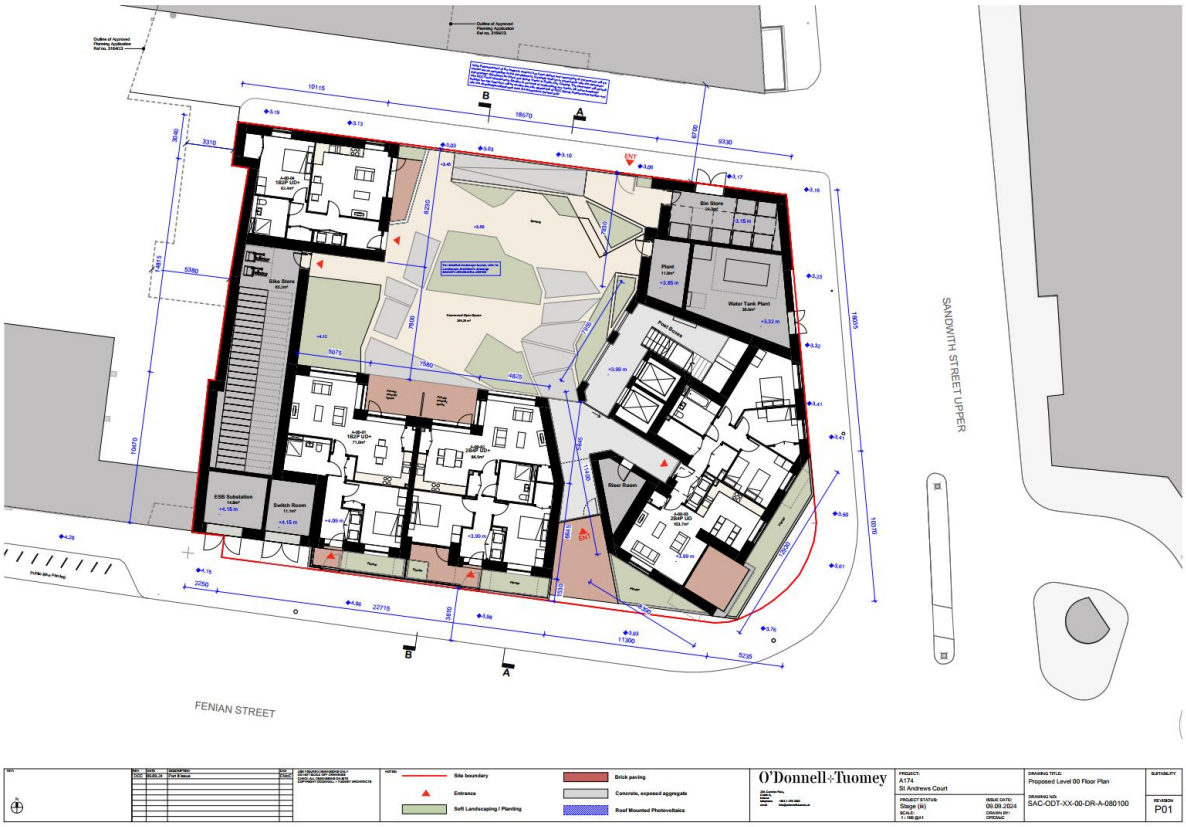

Figure 5.1 Proposed Development Layout- Ground Floor (O'Donnell Tuomey)

5.2 Proposed Development

The proposed development involves demolishing all existing buildings on the site and replacing them with a new multistorey residential building, as shown in Figure 5.1. No parking is proposed, reflecting the site's city centre location.

This zero-parking provision is a positive step towards sustainable travel, as the absence of parking will encourage residents to use alternative modes of transportation. This document outlines how this proposal can be effectively realized.

The zero-parking provision proposed for the site compares favourably to the maximum allowable provision of 1 car parking space per 1 unit (proposed 33 no. units), as outlined for Zone 1 and 2 (Ref. Table 16.1, Dublin City Development Plan 2016-2022).

5.3 Proposed Road Improvements

Further planned improvement and expansion of off-road pedestrian and cycle facilities are identified, near the site, in the Dublin City Development Plan and Cycle Network Plan. As referenced above, substantial off-road and on road cycling/pedestrian facilities are available in the vicinity of the site connecting it to education centres, local shopping / store locations, with further improvement planned for the area.

5.4 Access Strategy

Pedestrian access will be available from all aspects of the development, as noted in areas shown in the figure below.

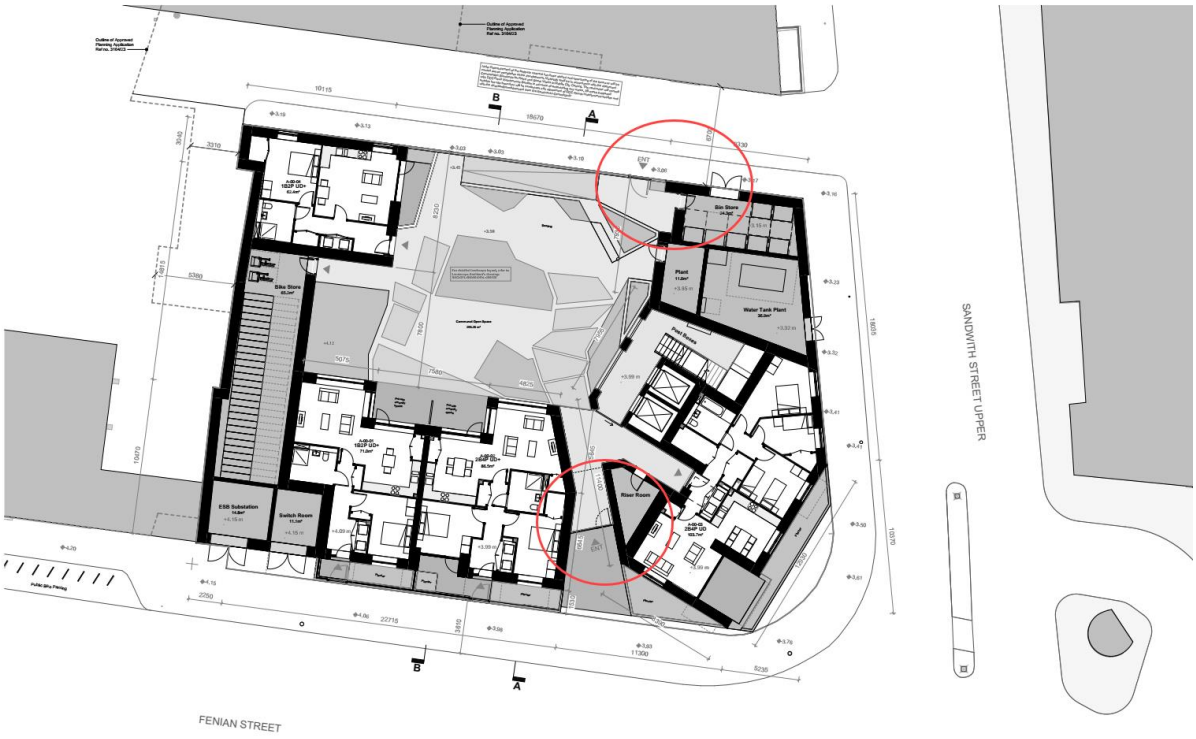

Figure 5.2 Proposed Access Strategy

As set out above, Sandwith Street Upper and Fenian Street will provide, pedestrian and cyclist access.

5.5 Car Parking

No on-site car parking is proposed for this development site location.

The relevant cycle and car parking standards are set out within the Dublin City Development Plan (2022- 2028) and are divided into three zones. Given that the site lies within Zone 1, the relevant standards for the residential use in this location is 1 space per dwelling'. The guidance also states that" Car parking standards are maximum in nature and may be reduced in specific, mainly inner-city locations where it is demonstrated that other modes of transport are sufficient for the needs of residents"

The proposed development is located within cycling distance of Dublin city centre and has access numerous complementary facilities including employment, retail and leisure.

In addition, several public transport stops are also accessible by foot from the site, as detailed in the Appendix of the report.

A Mobility Management Plan has been produced to encourage sustainable travel and discourage travel by car. The MMP includes measures to encourage residents to utilise the car club facilities available in the immediate vicinity of the site.

5.6 Cycle Parking

The appropriate level of cycle parking provision for the proposed development will also be provided in reference to both (i) the Dublin City Council requirements; and (ii) the DHPLG guidelines. The requirements for bicycle parking, as presented in the Dublin City Council Development Plan, are presented below.

The DCC bicycle parking standards are considered to be 'minimum' standards, whereas the DHPLG requirements are considered to be the preferred level of provision in situations where on-site car parking has been substantially or completely removed as permitted in certain situations by the corresponding DHPLG car parking guidance.

Figure 5.3 Internal Cycle Parking Storage Location

MHL consider this reduction to be consistent with the 'substantial' reduction that the DHPLG guidelines recommend and at which the high DHPLG bicycle parking requirements would be of greater relevance.

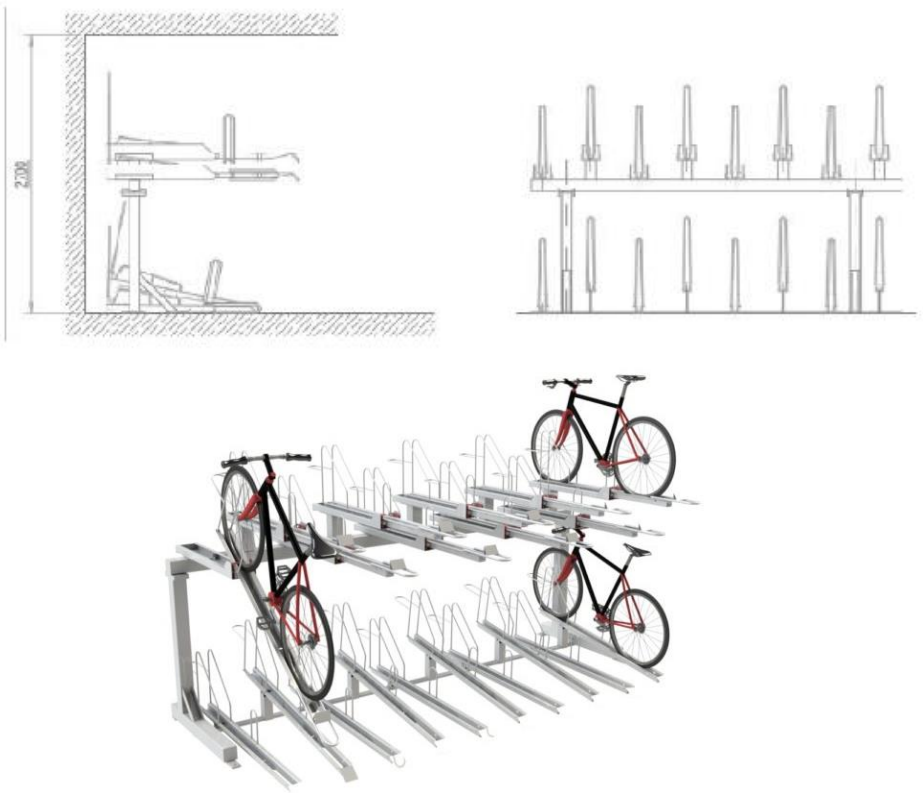

Figure 5.4 Double Decker "2 Storey" Cycle Stands. (Sheffield Stands or similar approved)

Accordingly, the design approach in regard to the specification of bicycle parking on-site, in the context of the site's accessibility characteristics (including the proposed car parking provision), is considered to be an appropriate number of bicycle parking opportunities on-site, which is above the DCC cycle parking standards and leans towards the 'maximum' DHPLG requirements. Cycle parking for residents will be provided within the curtilage. Please refer to the architect's design details for bicycle stand numbers/specifics.

5.7 Servicing

The servicing strategy for the site is set out below.

Refuse / Fire Tender Access

Figure 5.5 Refuse (1) and Fire (2) access locations.

Please refer to the Proposed Service Strategy Statement and the submitted planning drawing pack for the proposed swept path layout assessments for service vehicles, confirming requirements. Proposed fire tender access location as per fire consultant's requirements.

6 TRAFFIC

6.1 Introduction

This section of the report assesses the potential impacts of the proposed development on transport network.

6.2 Mode Share

To understand the multi-modal trip generation associated with the existing use, 2022 Census data for means of travel to work, school or college (A268096007) for Dublin City has been extracted from the Central Statistics Office.

The census was consulted to establish existing travel patterns in the area surrounding the proposed development. To gain an accurate representation of travel patterns in the local area, data from the statistical small area which encapsulates the proposed development site was used. The statistical small area used with the proposed development location highlighted can be seen in figure below.

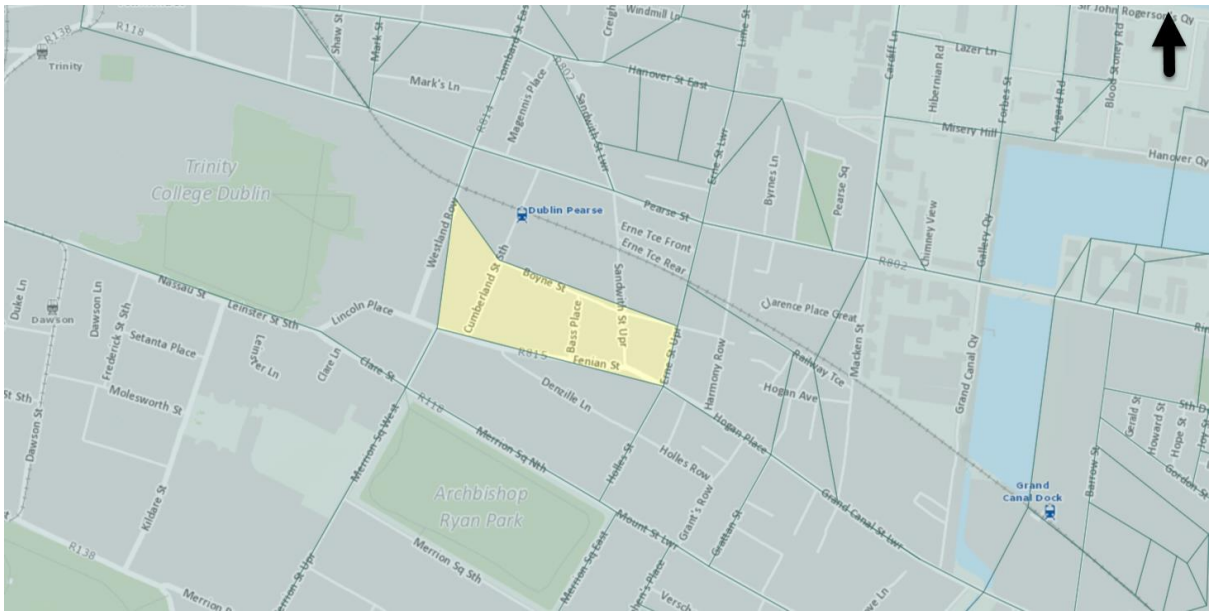

Figure 6.1 Small Statistical Area of Proposed Development Site (CSO – Census 2022)

The table below represents the means by which the population aged 5 years and over travel to work, school, or college. As can be seen below shows the majority of people in the area (56%) make their commute on foot or work from home, with 11% using public transport. 8% of journeys are made by drivers of private cars.

Means of Travel	Mode Share
On foot	42%
Bicycle	2%
Bus, minibus or coach	7%
Train, DART or LUAS	3%
Motorcycle or scooter	0%
Car (Driver)	6%
Car (Passenger)	1%
Van	1%
Work from home	14%
Not stated	26%

Figure 6.2 - Existing Travel Patterns Mode Share

The above travel patterns have been categorised as follows to give an overview of how residents in the area travel to work school or college.

- Active Travel (On foot or by Bicycle)
- Public Transport (Train, DART, LUAS, Bus, Minibus or Coach)
- Private Car (Driver or Passenger)
- Other (Motorbike, Scooter or Van)

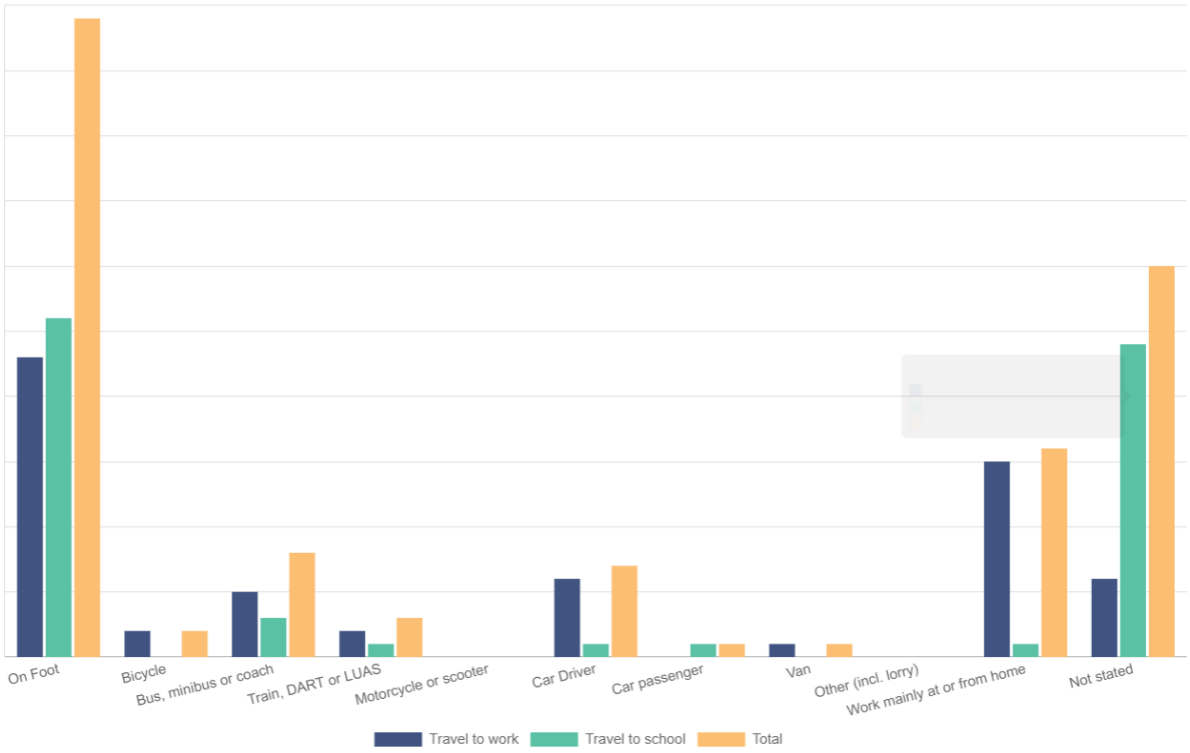

Figure 6.3 Small Statistical Area- Travel/ Mode Share (CSO – Census)

The census data shows that active travel is already the dominant mode of travel in the area is walking cycling to their place of work or school. There are no parking spaces proposed as part of the development and thus, this mobility management plan will encourage the use of public transport and active travel for residents of the proposed development. The data presented above is highly encouraging and shows that both active travel and public transport are already viable options in the area.

6.3 Public Transport Impact Assessment

Considering the numerous public transport services available within walking distance of the site, it is considered that the proposed development will have a negligible impact on the capacity of local bus and rail services.

6.4 Construction Assessment

It is envisaged that the total construction traffic volumes per hour are likely low and will have a minimal impact on the surrounding road network.

In addition to the elements of the proposals that will assist in encouraging a sustainable modal split, the MMP sets out a number of pro-active measures to promote sustainable modes of travel among both residents and visitors.

The main mobility management initiatives and measures will be carried out by the management company of the proposed development. This company will be encouraged to undertake pro-active engagement with residents with the aim of sustaining the development's sustainable transport credentials

This will be done in collaboration with Dublin City Council and the National Transport Authority Smarter Travel Team, as well as in consultation with public and private public transport operators.

Whilst the accompanying MMP details measures for the operational phase of the development, measures for the construction phase have been detailed below.

6.5 Construction Phase MMP

During construction, a Construction Traffic Management Plan will be implemented to ensure adequate measures are taken to minimise disruption to normal traffic. This may include provision of road signage and designated times of access by large construction vehicles.

As part of the construction works, the appointed Contractor shall prepare a Construction Traffic Management Plan which will outline their approach to the project and detail potential impacts for the public road system.

This may include provision of transport facilities and encouragement of car sharing for staff. It will also include measures to mitigate any potential noise and air quality impacts resulting from construction activities, namely from traffic movements in and out of the site.

Bicycle parking spaces will be provided on the site for construction staff, in addition, lockers will be provided to allow cyclists to store their cycling clothes.

Car sharing among the construction staff should be encouraged, especially from areas where construction staff may be clustered. The Contractor will aim to organise shifts in accordance with staff origins, hence enabling higher levels of car sharing. Such a measure offers a significant opportunity to reduce the proportion of construction staff driving to the wider site area and will minimise the potential traffic impact on the road network surrounding this facility.

The Contractor will issue an information leaflet to all staff as part of their induction on site highlighting the location of the various public transport services near the construction site.

The Plan will be agreed with both Dublin City Council and a Garda Síochána, prior to commencement of works.

7 PROPOSED MOBILITY MANAGEMENT INITIATIVES

7.1 Mobility Manager

It is proposed that the apartment management should appoint a Mobility Manager to implement the recommendations of the MMP and to further develop the plan, on an ongoing basis.

The primary task of the Mobility Manager would be to implement measures and initiatives which may encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals.

7.2 Role of the Mobility Manager

The role of the Mobility Manager is outlined below:

- Collect and advertise local public transport routes and timetables.
- Liaise with local transport providers.
- Liaise with resident on transport issues and possible improvements.
- Liaise with employers on sustainable travel initiatives and plans.
- Liaise with Dublin City Council on sustainable travel initiatives.
- Promote sustainable travel modes amongst staff, including car-sharing potential.
- Provide education material regarding sustainable travel to residents, including available bus service timetables, walking and cycling maps, car-sharing, the site's car club and cycle hire services, and local cycling and walking schemes and events.
- Ensure appropriate lockers and safe bike storage facilities are available.
- Monitor road safety of various modes in and around the apartment complex.
- Develop a taxi / drop-off management plan to ensure the efficient operation of the set-down area at the front of the building to ensure no impact of drop off on the busy nearby streets/road.
- Actively market and promote the social, economic and environmental benefits of sustainable travel to residents.
- To monitor the progress of the plan, including carrying out annual Residential Travel Surveys.

7.3 Welcome Travel Pack

A 'Welcome travel pack' can be provided to all new residents with the intention that each resident is made fully aware of the travel choices available to them. This will also give the best possible opportunity to the new residents to consider more sustainable modes of travel at a key moment of life change (i.e. moving home) — where new travel habits are more easily encouraged.

The Welcome pack will include a variety of sustainable travel information and incentives about the development and the wider local area.
It can include measures and sustainable transport incentives such as:

- Information on the site's available sustainable travel services (including cycle parking, cycle hire and the Car Club) and on-site facilities (e.g. parcel collection).
- Public transport 'taster tickets' via a Leap 'pay as you go' card for each resident.

- Discounts at a local bike shop to subsidise a bike purchase; first month's free membership of the site's cycle hire scheme; free branded cycling accessories (e.g. high vis reflectors, seat covers, water bottles); free or subsidised cycle skills training or cycle maintenance training.
- Information on services and amenities provided locally (both on-site and nearby), particularly those within walking and cycling distance.
- Maps showing the pedestrian and cycle routes in proximity to the site, including site cycle parking and cycle hire locations; advised routes (with journey times) into the city centre and also to public transport interchanges (e.g. Heuston station).
- Information about local public transport services and tickets, including a plan showing the location of bus and Luas stops, and bus routes to rail stations.
- Information on the health benefits of walking and cycling.
- Details of online car-sharing services (e.g. rideshare and Taxi) along with the benefits of car sharing, such as reduced congestion, better air quality, reduction in traffic noise and cost savings to the individuals taking part.

7.4 Marketing and Travel Information

The Mobility Manager can market and promote the MMP to residents of the site in the following ways:

- Production and distribution of the Welcome Travel Pack as described above
- Producing dedicated printed Travel Options Leaflets (in addition to the Welcome Packs) and online information which can be personalised to suit the individual needs of the site.
- Once travel surveys have been undertaken, additional leaflets can be provided which are tailored to encourage travel by a specific mode of transport.
- Organising events and activities (e.g. Dr Bike sessions, Pedometer challenges, led walks, cycle training) to coincide with Bike Week, European Mobility Week and any other national / local sustainable travel or community events.
- Displaying regular updates on MMP targets and activities in communal areas of the residential development.
- Promotion of sustainable travel options to residents, focusing marketing initiatives on areas where there is willingness to change and promoting positive messages e.g. getting fit and active, reducing congestion and CO2 emissions.

7.5 Personalised Travel Planning

Personal Travel Planning (PTP) is a well-established and proven method that encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, public transport or in shared cars. This is achieved through the provision of tailored information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.

PTP forms an important Smarter Choices tool to enable residents to consider sustainable travel and if appropriate upon completion. PTP can encourage people to travel sustainably include:

- The provision of information and support on how to travel sustainably, for example, maps or guides about the local bus network, walking and cycling routes, adult and child cycle training and bike maintenance classes.

Benefits:

- Reduced congestion and reduce car use
  Support sustainable economic growth by reducing peak hour congestion
- Encourage more active lifestyles to address health and well-being issues
- Promote environmentally responsible travel choices and carbon reduction by helping reduce individual carbon footprints.
- Individual health improvements through increased walking and cycling
- Greater use of public transport
- Better air quality and reduction in traffic noise
- More use of local services by residents

7.6 Pedestrians and Cyclists

The following measures could be implemented to promote walking to residents:

- Participation in a Residents' 'Pedometer Challenge'.
- Organise events such weekend led walks.
- Display local walking maps in communal areas (and online if applicable).
- Highlight the direct savings and health and wellbeing benefits of walking.

High quality pedestrian and cyclist routes will be provided as part of the design of the development, in addition to secure and accessible cycle parking. To maximise the potential for cycling by residents, the following facilities will also be provided (and promoted to residents):

- Ensure that the appropriate level of cycle parking is provided.
- All cycle parking should be secure and ideally covered.

The recommended cycle parking quanta, as set out in the Dublin City Development Plan 2022-2028, of 1 space per 1 apartment should be provided, where-in-so-far as possible.

The Mobility Manager should monitor and ensure that pedestrians and cyclists facilities are maintained and in a clean, operational condition. The Mobility Manager should also monitor motorbike use and consider the need to provide motorbike parking on site, if required.

Consideration should be given to the implementation of cycle priority road markings within the apartment car park to protect cyclists particularly in the vicinity of the car park and car park entrance.

The fully developed mobility plan will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. The combination of walking with public transport/taxi services should also be encouraged.

'30 minutes of aerobic activity, such as a brisk walk, per day helps reduce the risk of heart disease'

(Reference, 'The Route to Sustainable Commuting, An Employers Guide to Mobility Management Plans produced by the Dublin Transportation Office, Kirklees Metropolitan Council and the Irish Energy Centre).

7.7 Local Services and Taxis

The Mobility Manager will provide contact numbers and locations of local taxi ranks as part of its support to residents. Taxis have all the benefits of a drive-share program with the added benefit of giving the user more flexibility on how and when the return trip is made. A reduction in trips particularly during peak hours reduces stress on the roads network as well as fuel consumption and carbon dioxide emissions. Discounts/offers for residents could be negotiated with local taxi ranks/companies.

7.8 Public Transport

The development location is well served by regular bus routes. The availability of a public transport system like this would allow users of the proposed development an alternative mode of travel, adding to the future modal shift target objectives.

The mobility management plan would be updated to include for:

- Negotiation of travel-related discounts/offers for residents
- Administration of low-cost monthly/annual tax-saver commuter ticket schemes
- Timetables, routes, and maps
- Journey time indicators
- Advertise real-time apps
- Lobby local authorities and bus providers for late-night bus services and extension of the city bike rental scheme.

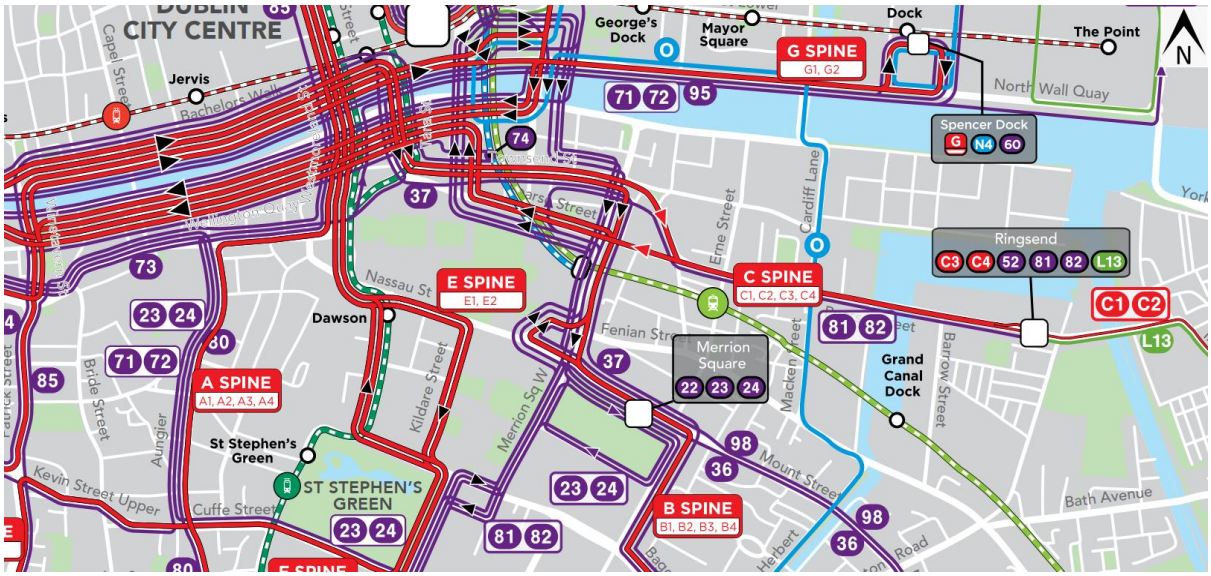

Figure 7.1 Proposed BusConnects – GDA Area Transport Strategy

Government supported programs to encourage people to use public transport include up to a 48% saving on standard pay-over-the-counter charge by means of tax saving schemes.

The Mobility Manager should liaise with the resident's employers assigned Mobility Managers to discuss appropriate public transport initiatives. Such a group should also

liaise with Dublin Bus to discuss public transport demand and possible route improvement measures.

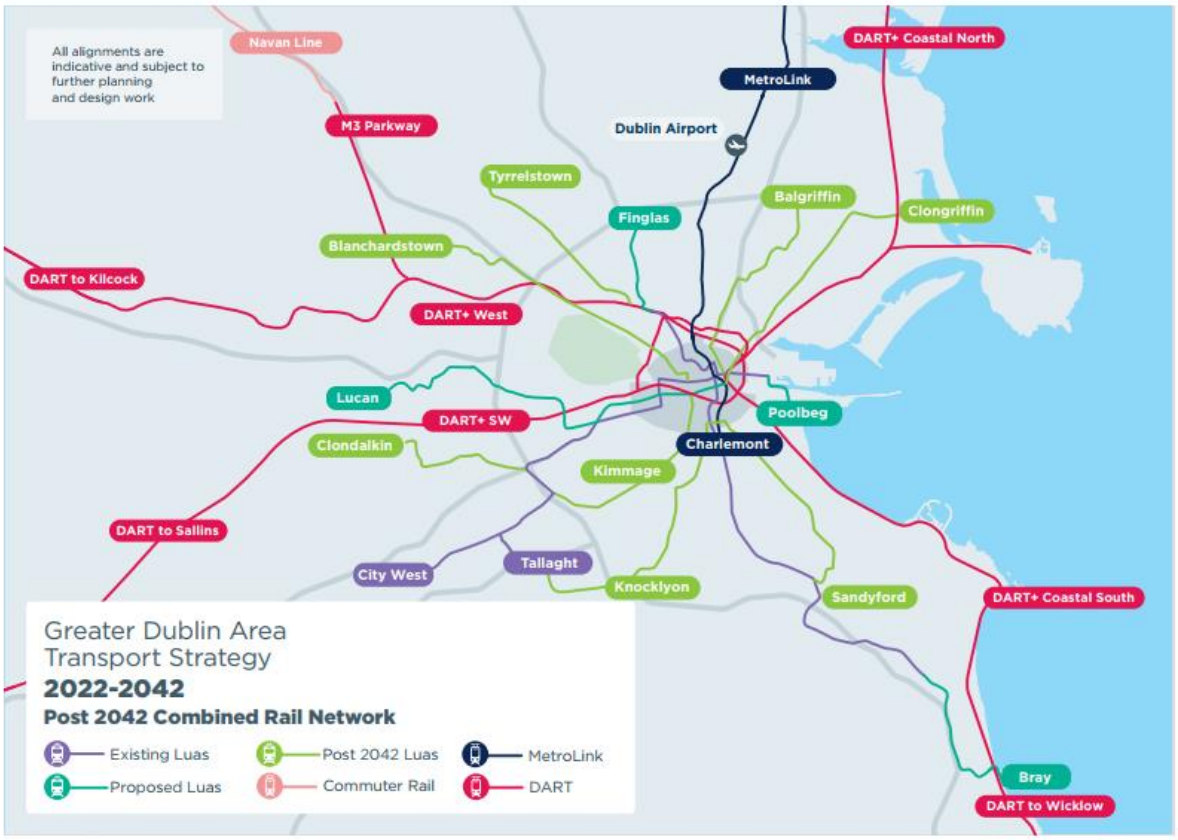

Figure 7.2 Proposed Combined Rail Map – GDA Area Transport Strategy

7.9 Coordinating and implementing the plan

The role of the Mobility Manager will be to steer the travel plan in the right strategic direction and co-ordinate its activities with the rest of the facility. The developing Mobility Management Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, included on a notice board in each apartment, in the reception area and on display boards throughout the development would include advice on travel times to bus timetables and maps, information on local taxi services, details of walking and cycling groups. The manager would also be responsible for negotiating travel related discounts with local service providers (taxi companies), the co-ordination of the various user groups and lobbying of the Local Authority bodies for the improvement of services within the general area.

The successful implementation of the plan will also require the careful and attentive control of parking at the specified in the vicinity of the site. Parking in inappropriate locations should not be allowed. Parking on the main road, in adjoining properties, on the route of fire-tender or emergency vehicle routes should not be allowed and dealt with appropriately. The effective use of bollards, high kerbs and physical enforcement measures should be applied where necessary, in parallel with monitoring/policing by on site management staff. Parking on the adjoining streets and nearby residential districts

would not be appropriate and this should be set out as a condition of letting to all tenants.

To be effective in its purpose, the Mobility Management Plan must be kept up to date. Changes to infrastructure such as the provision of cycle lanes, or additional public services coming online all should be reflected in the information being presented to the end user. As previously mentioned, promotion of the alternative modes of transport available should be made on a regular basis.

8 MMP MONITORING / REVIEW

8.1 Overview

The monitoring strategy is important for assessing how effectively the MMP has been in achieving its aim, objectives and targets, helping identify measures that are not meeting the desired objectives and reallocating resources accordingly. An MMP is an evolving document requiring monitoring, review and revision to ensure that it remains relevant.

8.2 Travel Survey

It is recommended that a travel survey of residents is undertaken within six months following occupation of the proposed development. The results of the survey will identify baseline travel patterns in terms of modes used and the sustainable transport modes which require encouragement through the MMP measures. The results of the survey will be used to inform the development of the finalised MMP targets and measures. The survey is designed to identify the distribution and mode share of trips from the development. The survey will also identify people's willingness and ability to try new modes, and what barriers they may face in making Smarter Travel choices.

8.3 Annual Monitoring

The Mobility Manager will carry out annual follow-up travel surveys with future residents. These surveys should take place in the same month and be of the same format as the original baseline survey to ensure compatibility of results.

This monitoring is an opportunity to measure MMP achievements on an annual basis. This will then inform the ongoing development of the MMP, ensuring its targets and measures remain relevant to the needs of the residents, is site-specific and fit for purpose. Results will be analysed to enable the following:

- Ensures that changing travel patterns are considered, ensuring that the MMP measures can be updated to reflect the needs of residents.
- Allows targets which have been set too low or unrealistically high to be readjusted.
- Measurement of the success of the MMP, enabling focused improvement on areas that have not achieved the desired modal shift via appropriate revisions to the MMP measures.
- Identification of early success stories of the MMP, which can help to encourage further participation and build momentum for sustainable travel.

8.4 Reporting

If initial targets set out in the MMP are not met, this will not be seen a failure but rather as a calibration exercise for future target setting and MMP Action Plan refresh and review. Reporting of the results of the Post-Occupation baseline travel survey, and findings from the ongoing monitoring activities and progress with implementation of the Residential MMP will be agreed with the Transportation Department of Dublin City Council.

9 KEY RECOMMENDATIONS

It is necessary that substantial efforts be made to encourage the use of sustainable travel modes. The quality of pedestrian and cycle facilities, coupled with the level of public transport available to residents means that achieving an appropriate, sustainable modal split is entirely achievable.

The objective of the Mobility Manager will be to encourage sustainable travel modes to achieve the required modal split and improve this quanta year-on-year. To this end the Mobility Manager will review and set targets for increases in the modal share for walking, cycling and bus travel annually.

Key site-specific recommendations include:

- Appoint Mobility Manager to further develop and implement Mobility Management Plan

- Advertise all local bus route timetables.

- Advertise all bus route timetables, including proposed new network changes due to Bus Connects

- Ensure future renters/buyers of the apartments are informed of the parking restrictions of the site and that on street parking is discouraged.

- Provide information on specific travel options and journey times by sustainable modes to various destination (including those identified)

- Provide all travel information on noticeboard in individual apartments, at reception and at communal areas.

- Provide local taxi company contact details and endeavour to provide standardised, negotiated rates to college, city and transport hubs (e.g., train or bus station).

- Ensure that parking is controlled and always monitored and that illegal parking, in inappropriate locations is not permitted.

- Provide safe, clean and dry cycle facilities.

- Provide information on local and national travel initiatives.

- Control & regulate on-site car parking & ensure that parking areas are assigned to adjoining apartment block only to reduce.

- Ensure no parking associated with the complex occurs on the adjoining streets by referencing same in tenant agreements.

- Advertise new cycle, pedestrian and bus route information.

- Liaise with residents on site specific concerns and initiatives.

- Liaise with local authority sustainable travel offices and Dublin Bus/ Bus Eireann.

10 FUTURE IMPLEMENTATION

10.1 NTA Walking and Cycling Scheme

At the time of writing, a proposed NTA active travel project between Grand Canal to Lincoln Place is in the early stage of design. The 1.75km walking and cycling scheme is proposed to provide protected cycle tracks and improved facilities for pedestrians from Townsend St / Lombard St junction along Townsend St, Sandwith St Lower, Hogan Place and Grand Canal Street Upper as far as Canal St Bridge including a section along Fenian Street from Sandwith Street Junction to Merrion St Lower Junction. Public engagement in relation to the scheme is to commence during 2024.

The active travel project by Dublin City Council and the National Transport Authority (NTA) is currently at the preliminary design stage. This stage includes the planning of a proposed cycle track and cycle lane to enhance the cycling infrastructure in the city. The design also incorporates improvements to existing footpaths and the addition of new footpaths to ensure accessibility. A proposed temporary shared space aims to accommodate both pedestrians and cyclists. The project will maintain the existing ramp and carriageway, while introducing compact gravel paths suitable for walking, a new traffic island, and green spaces such as rain gardens. Additionally, the plan includes the strategic placement of a Dublin Bike Station, the retention of existing kerbs, and the development of a guided bus lane and new bus stops to improve public transport options. Some existing trees will be removed to expand footpath areas, but new trees will be planted to maintain the city's green canopy. This comprehensive design reflects a balanced approach to urban development, focusing on mobility and environmental sustainability.

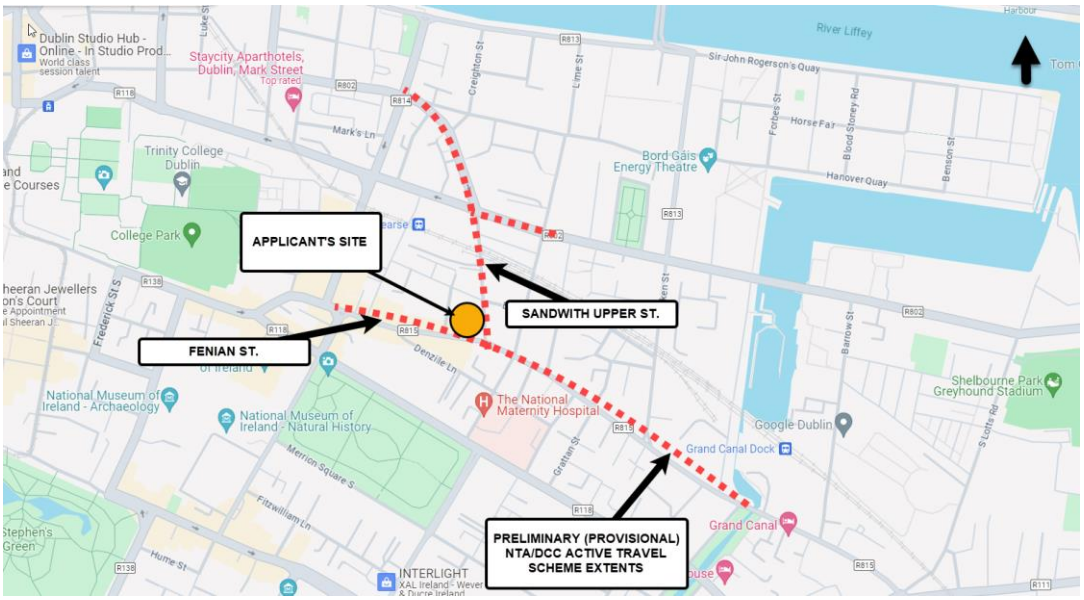

Figure 10.1 Proposed Applicant's Site proximity to NTA active travel scheme.

The Saint Andrew's Court project would see significant gains in the implementation of mobility management objectives and recommendations as outline in this report, thanks to the future enhanced public transport and active travel infrastructure developed by the NTA project. These enhancements will collectively provide comprehensive mobility solutions, reducing reliance on private vehicles and fostering a more sustainable, accessible, and connected urban environment for residents and visitors alike.

11 SUMMARY AND CONCLUSION

MHL & Associates Consulting Engineers Ltd has been appointed by Dublin City Council (the applicant) to provide Mobility Management advice in relation to the proposals for the proposed apartment development, located on an existing brownfield site within the administrative boundary of Dublin City Council (DCC).

This Mobility Management (MMP) has been prepared to assess the transport and roads implications of the development proposals. This MMP should be read in conjunction with all relevant planning documentation, including the design and access statement.

This Mobility Management Plan report should be read in conjunction with the accompanying planning documentation submitted as part of this application.

The site is currently unoccupied, with vacant structure/s to be demolished as part of the development. The site is bound by Sandwith Upper to the east which it directly connects onto. The site benefits from very good sustainable transport links, including good pedestrian and cycle infrastructure in the vicinity of the site. Several bus and Luas stations are within walking distance of the site providing connections to Dublin and surrounding area.

A Mobility Manager should be appointed to co-ordinate the delivery and finalisation of MMP targets and the development/ implementation of the Post-Occupation MMP. The Mobility Manager will also ensure ongoing promotion and marketing of sustainable travel options to the residents of the development.

The preparation of the Welcome Travel Pack will provide encouragement to residents to consider their travel choices. The Welcome Travel Pack will include information to encourage residents to travel sustainably from the outset. The travel pack will be issued to all residents and will include a variety of information and incentives on sustainable travel.

Other measures will be determined by the results of the Post-Occupation Baseline Travel Survey and will include the following:

- Personalised Travel Planning
- Marketing and promotion
- Measures to promote and support walking and cycling
- Measures to promote and support bus and train use
- Measures to promote car-sharing and to manage car use.

As the MMP is a "live" document, evolving over time, it will require monitoring, review and revision to ensure that it remains relevant. The subsequent reporting of the MMP implementation and review will be agreed between the developer and Dublin City Council.

11.1 Conclusion

This Outline Mobility Management Plan has demonstrated that the proposed development at Saint Andrew's Court can be accommodated within the surrounding existing road. During occupation, the development is expected to have a minimal impact on the local road and public transport networks, meeting the criterion set out in the DCC Development Plan to:

"encourage walking as the preferred means of movement between buildings and activities in the city"

"continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport... "

"promote bets practice mobility management and travel planning to balance car use to capacity and provide necessary mobility via sustainable transport modes"

The provisions as set out in the MMP above promote minimising the need to travel by private car, shifting to sustainable modes and supporting and encouraging behavioural change with active travel modes such as promoting walking/cycling, public transport and shared mobility vehicles as the primary modes of transport.

This MMP/ Travel Plan sets out how residents can adopt active and sustainable travel, achieving the 15minute city through mobility management and by encouraging travel by sustainable means. Please refer to the Appendix for mobility extracts from the plan.

In conclusion, it is considered that the development proposals are reasonable and appropriate for the location and that there are no reasons why the development proposal should not be granted planning permission on traffic and transport grounds.

12 REFERENCES

- The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans *published by Dublin Transportation Office, Kirklees Metropolitan Council, Irish Energy Centre.*
- The Traffic Management Guidelines *published by the Dublin Transportation Office* 2020 Vision-Sustainable Travel and Transport: Public Consultation Document *published by the Department of Transport.*
- Dublin City Development Plan 2022-2028
- Greater Dublin Area Network Cycle Plan (NTA)
- Transport Strategy for the Greater Dublin Area
- Dublin Bus
- Bus Eireann
- TFI (Transport for Ireland)
- NTA (National Transport Authority)/ LUAS
- Sustainable Urban Housing - Design Standards for New Apartments
- Design Manual for Urban Roads and Streets
- National Planning Framework
- Smarter Travel- A Sustainable Transport Future
- National Cycle Policy
- Get Ireland Active — National Physical Activity Plan
- Google Earth

13 APPENDIX

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14 APPENDIX A- PROPOSED DEVELOPMENT LOCATION

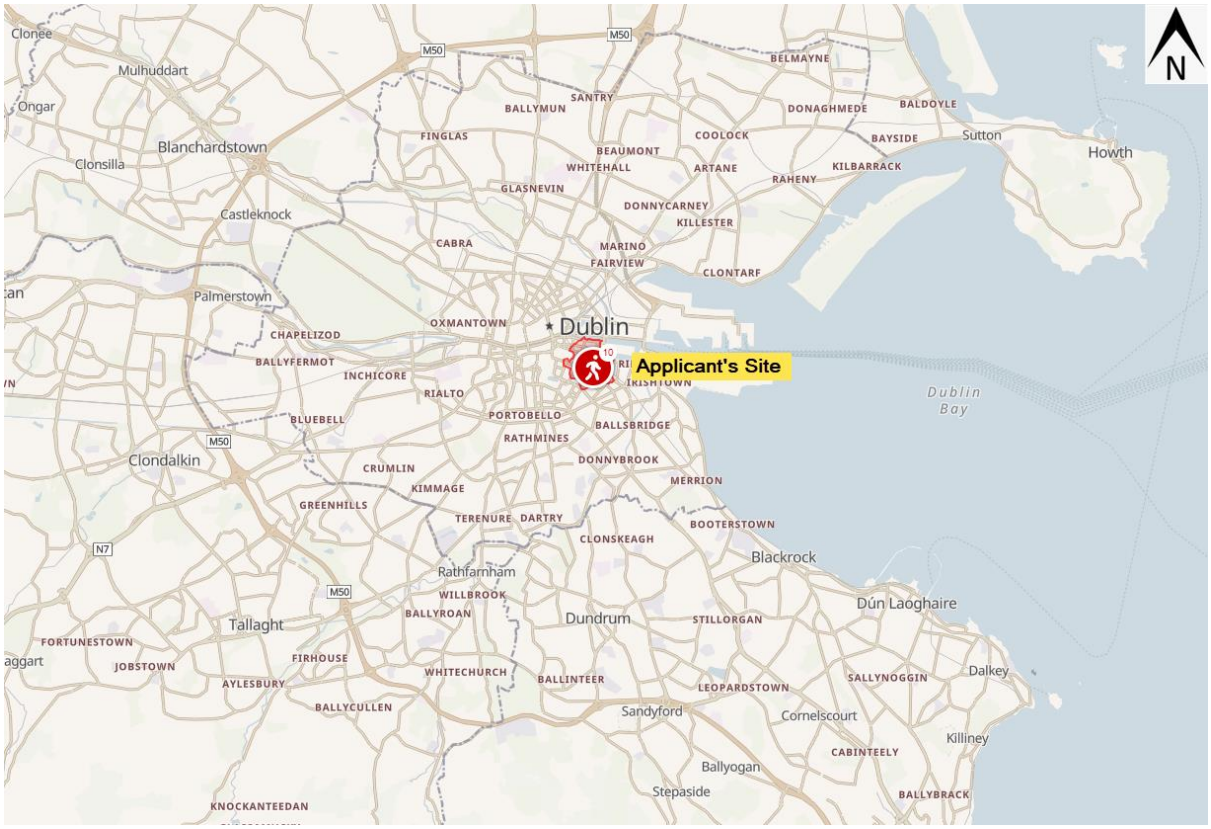

Figure 14.1 Site Local within wider urban city context

15 APPENDIX B- PROPOSED DEVELOPMENT LAYOUT

Please refer to the architect's proposed site layout.

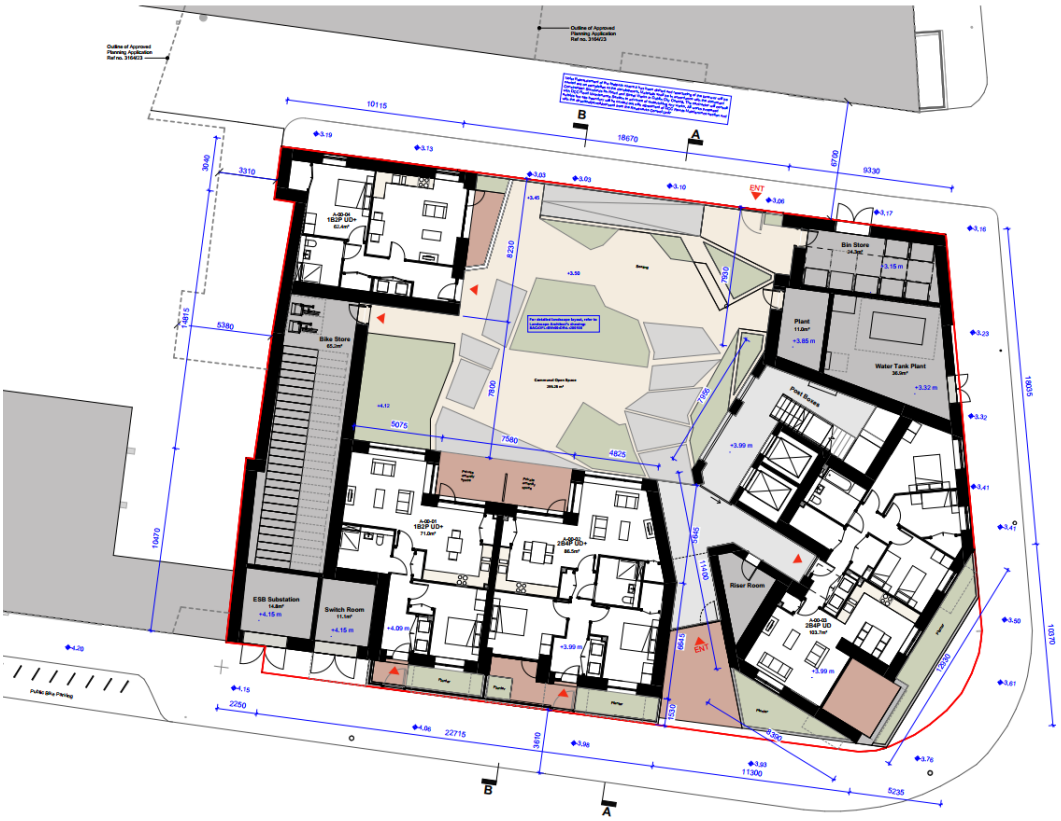

Figure 15.1 Proposed Development Layout- Ground Floor (O'Donnell Tuomey)

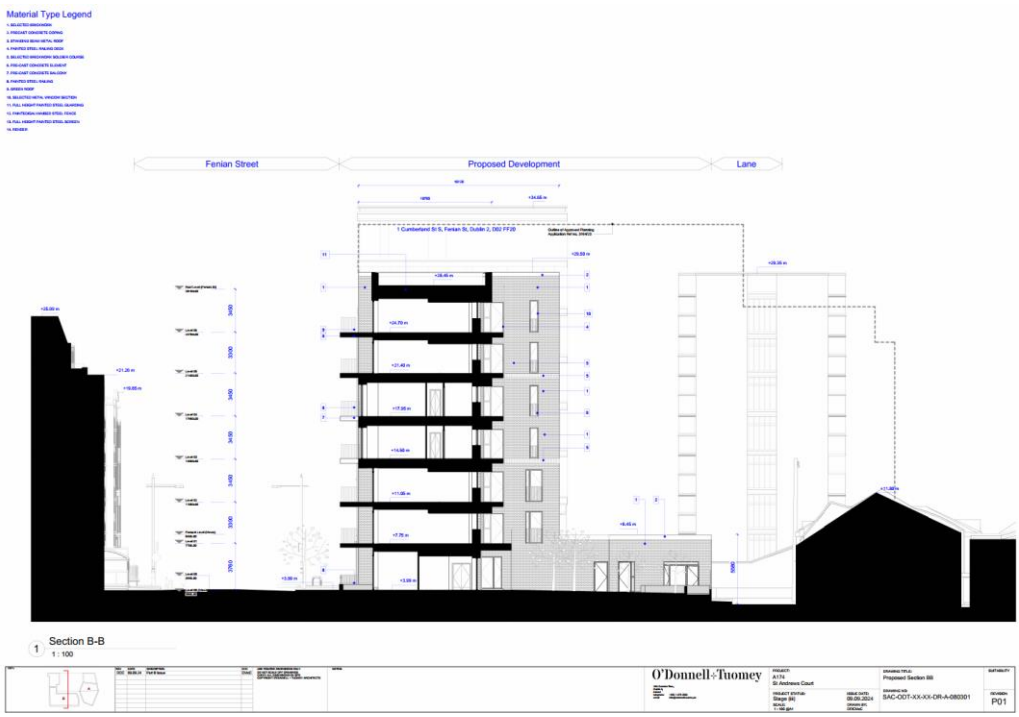

Figure 15.2 Proposed Development Section- (O'Donnell Tuomey)

16 APPENDIX C – LOCAL BUS ROUTES / TIMETABLES

Please refer to Transport for Ireland and dublinbus.ie for up-to-date transport routing and service scheduling

17 APPENDIX D- REVISED BUS NETWORK- BUS CONNECTS

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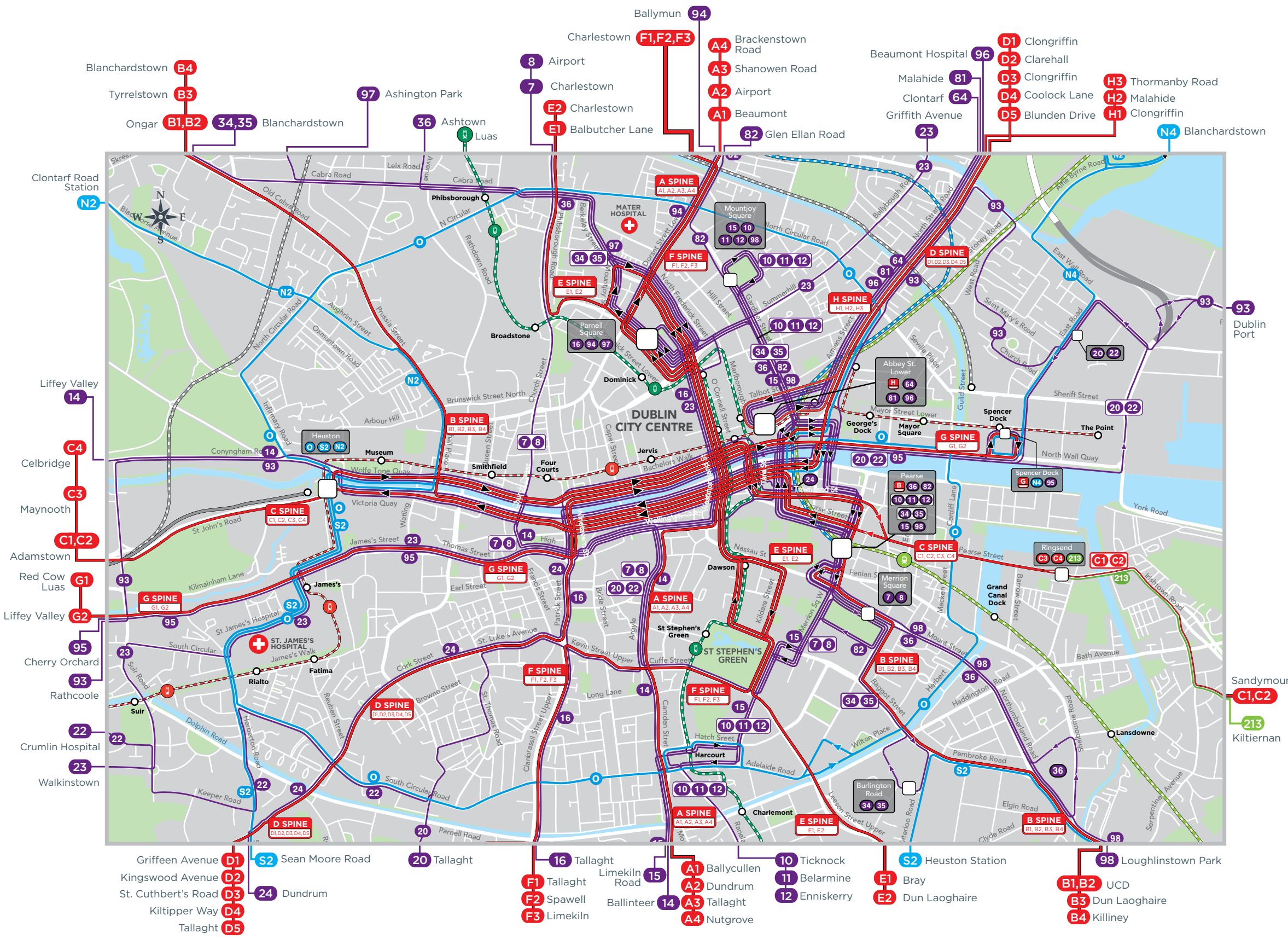
Your local area map

How BusConnects gets you where you want to go.

• Christchurch • Dolphin's Barn • Dublin City North • Dublin City South
• East Wall • North Strand • Smithfield • South Circular Road/Portobello



Map Key

- Spine / Branch Routes
- Orbital Routes
- Other City Bound Routes
- Local Routes
- Peak Time Routes
- Terminus

18 APPENDIX E – ISOCHRONE MAPPING

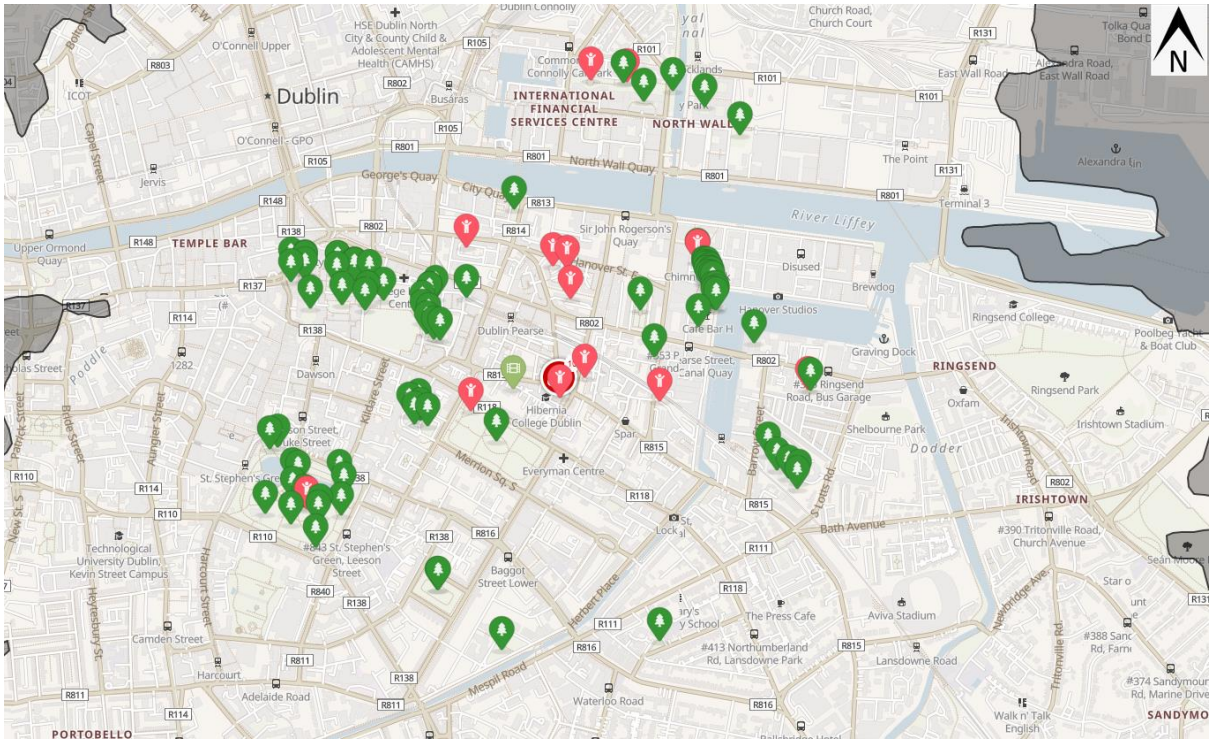


Figure 18.1 Nearby Theatres/Playground / Parks within 15minutes walking distance

Figure 18.2 Nearby Restaurants/Bar/Pub/Cafes within 15minutes walking distance

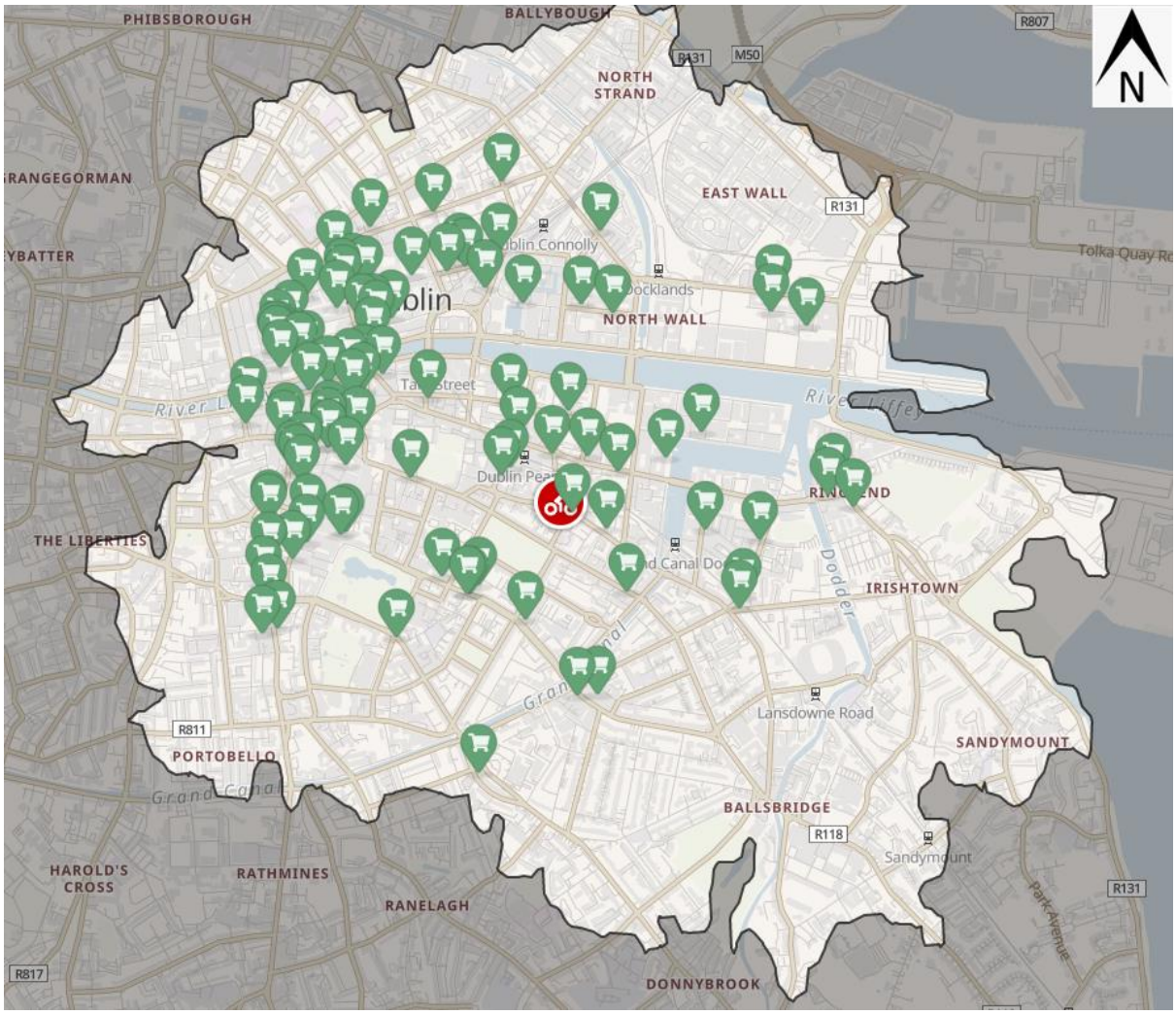


Figure 18.3 Nearby Supermarkets/retail shopping within 15minutes walking distance

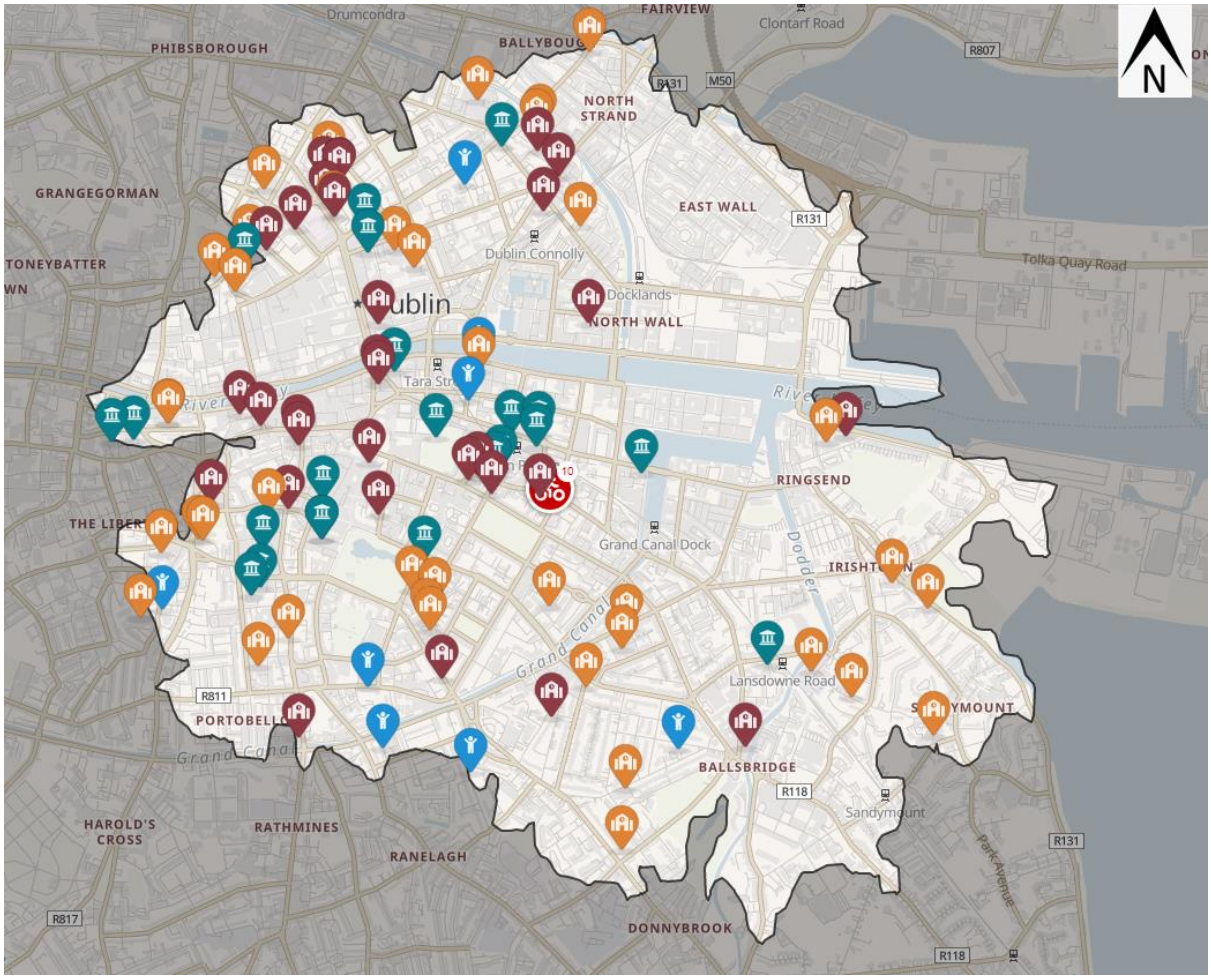


Figure 18.4 Nearby schools / education centres within 15minutes walking distance

19 APPENDIX F – LUAS NETWORK

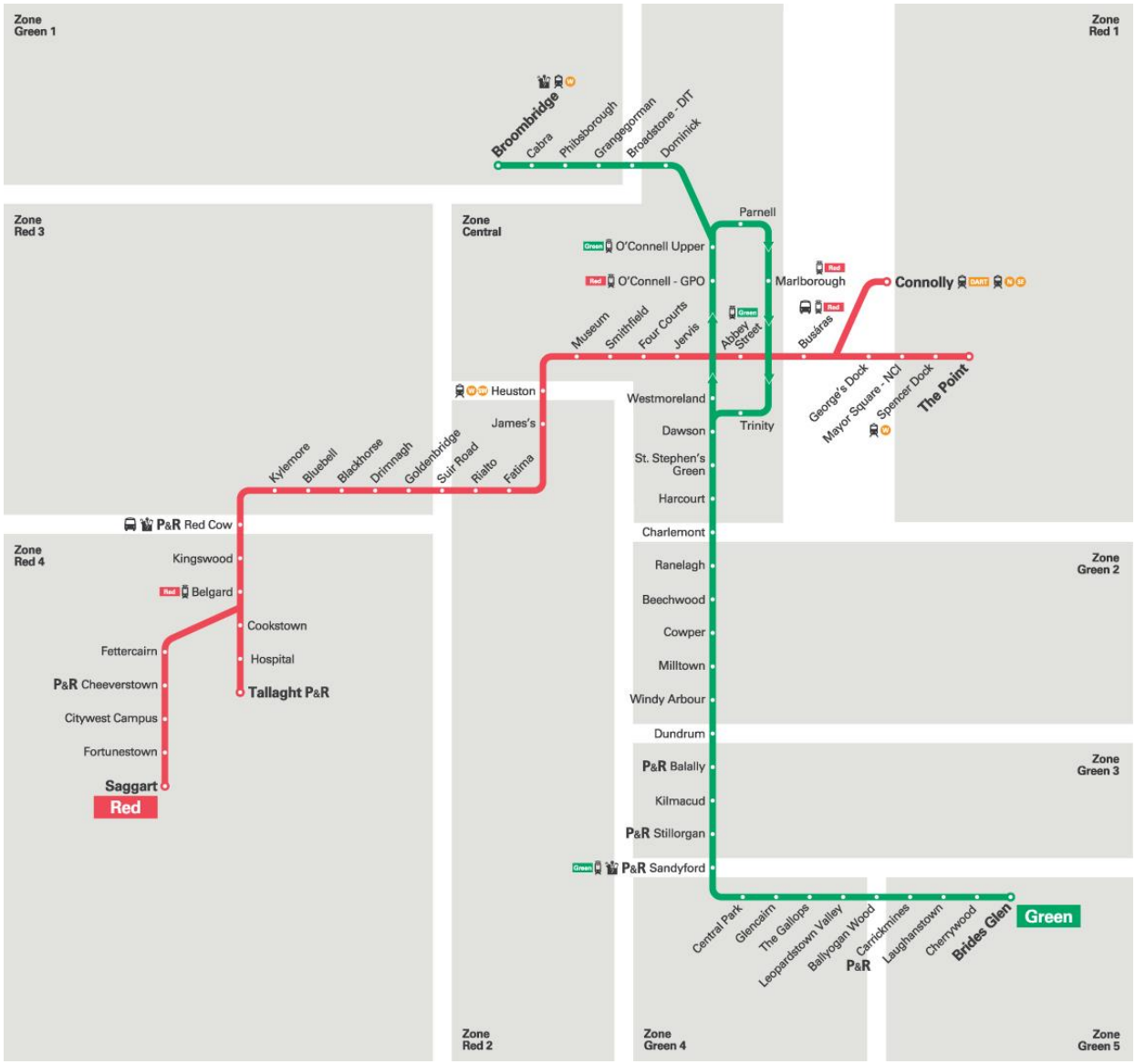


Figure 19.1 Luas City Network

Operating Hours

Southbound

Monday - Friday	
First Tram	05:52
Last Tram	00:38

Saturday	
First Tram	06:52
Last Tram	00:38

Sunday & Bank Holidays	
First Tram	07:22
Last Tram	23:39

Operating Hours

Northbound

Monday - Friday	
First Tram	05:56
Last Tram	00:44

Saturday	
First Tram	06:56
Last Tram	00:44

Sunday & Bank Holidays	
First Tram	07:26
Last Tram	23:44

Figure 19.2 Luas Operating Hours

Frequency

Northbound

Monday - Friday	Min	Avg	Max
05:53-07:00	5	9	18
07:00-10:00	3	4	7
10:00-16:00	5	6	7
16:00-19:00	3	5	9
19:00-00:41	5	8	15

Saturday	Min	Avg	Max
07:13-10:00	7	12	21
10:00-16:00	6	7	8
16:00-19:00	7	7	7
19:00-00:41	6	8	15

Sunday & Bank Holidays	Min	Avg	Max
07:43-12:00	12	15	21
12:00-19:00	12	12	12
19:00-23:41	12	13	15

Frequency

Southbound

Monday - Friday	Min	Avg	Max
05:53-07:00	7	8	10
07:00-10:00	3	4	7
10:00-16:00	6	6	8
16:00-19:00	4	4	7
19:00-00:39	5	8	15

Saturday	Min	Avg	Max
06:53-10:00	7	13	20
10:00-16:00	6	7	9
16:00-19:00	7	7	7
19:00-00:39	6	8	15

Sunday & Bank Holidays	Min	Avg	Max
07:23-12:00	11	14	20
12:00-19:00	12	12	12
19:00-23:39	12	13	17

Figure 19.3 Luas Frequency

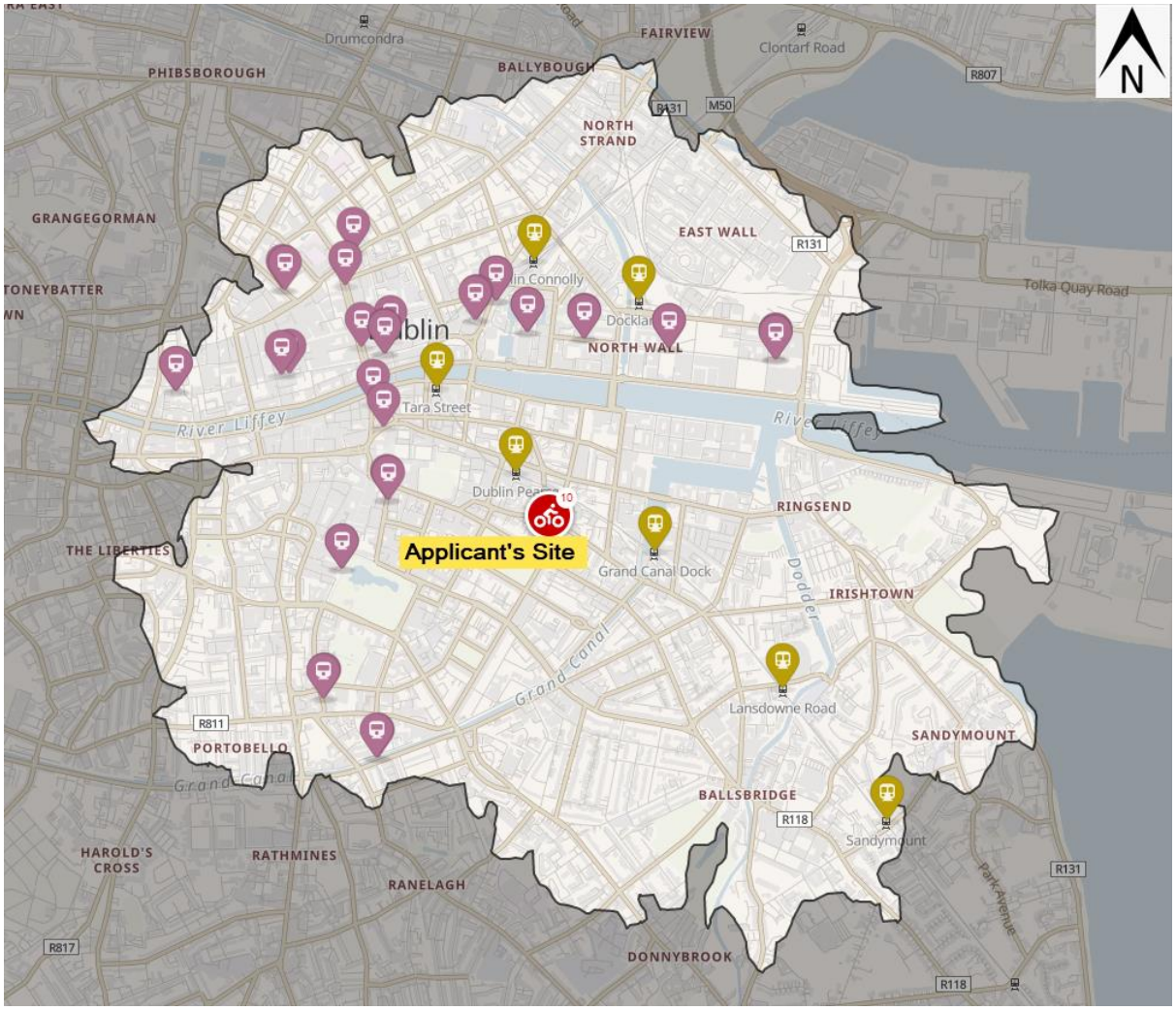


Figure 19.4 Nearby LUAS light rail stops and train station within 10minute walking distance of site

20 APPENDIX G- SWEPT PATH ANALYSIS

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Please refer to the drawing pack layouts submitted as part of this planning application.

21 APPENDIX H- MOBILITY PLAN EXTRACTS

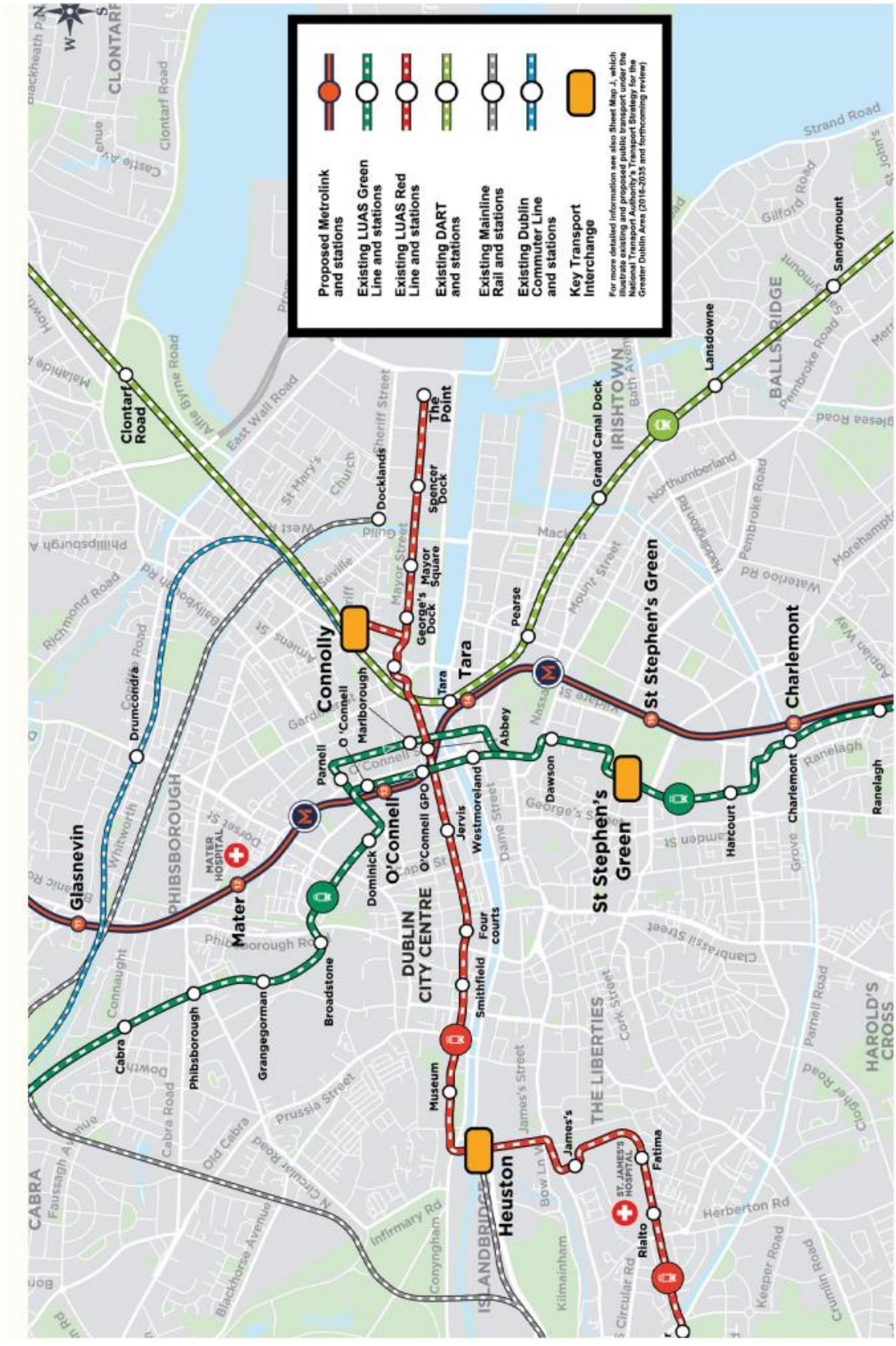


Figure 21.1 Dublin City Development Plan 2022-2028- City Centre Integrated Transport

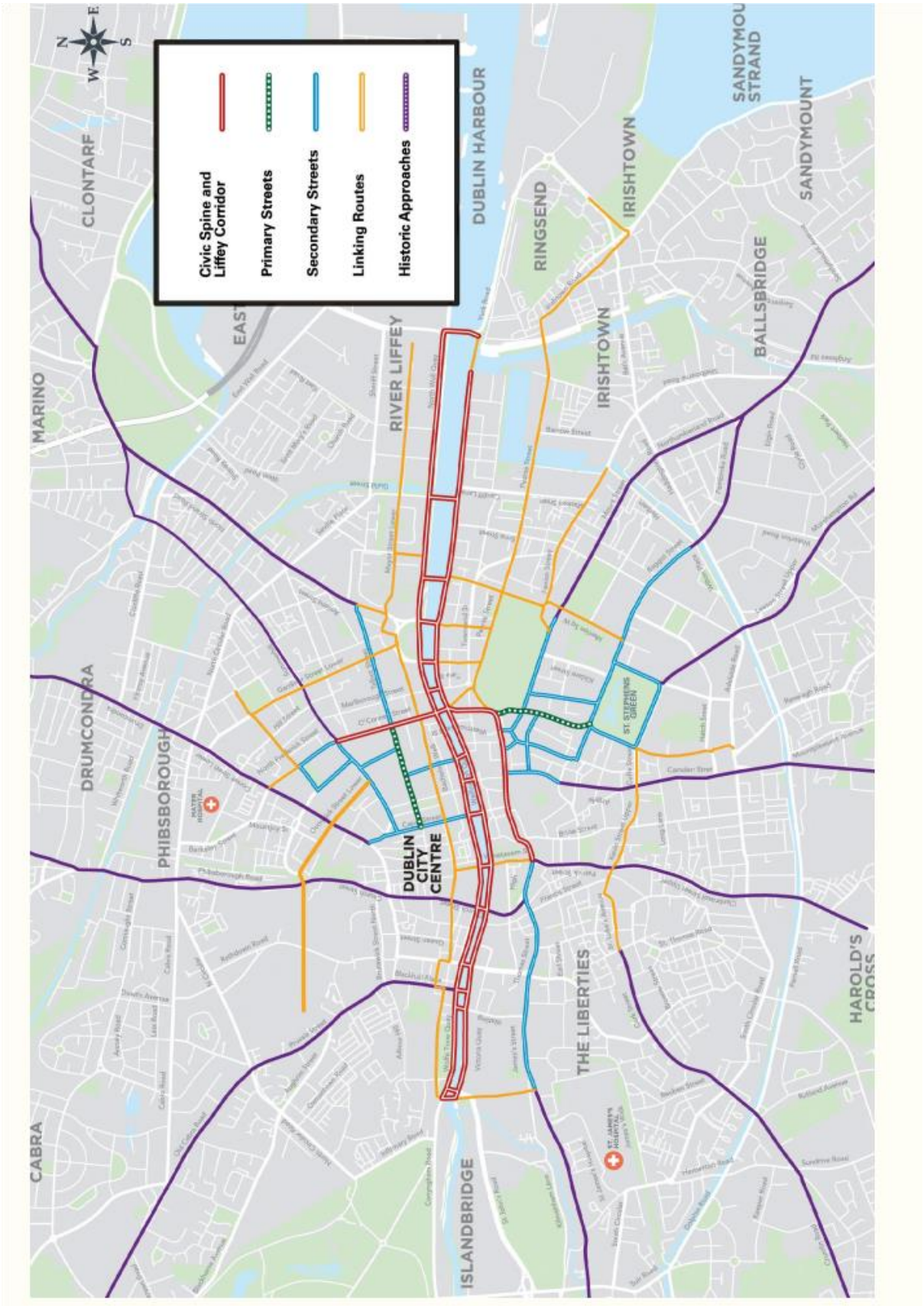


Figure 21.2 Dublin City Development Plan 2022-2028- Strategic Pedestrian & Related Connections

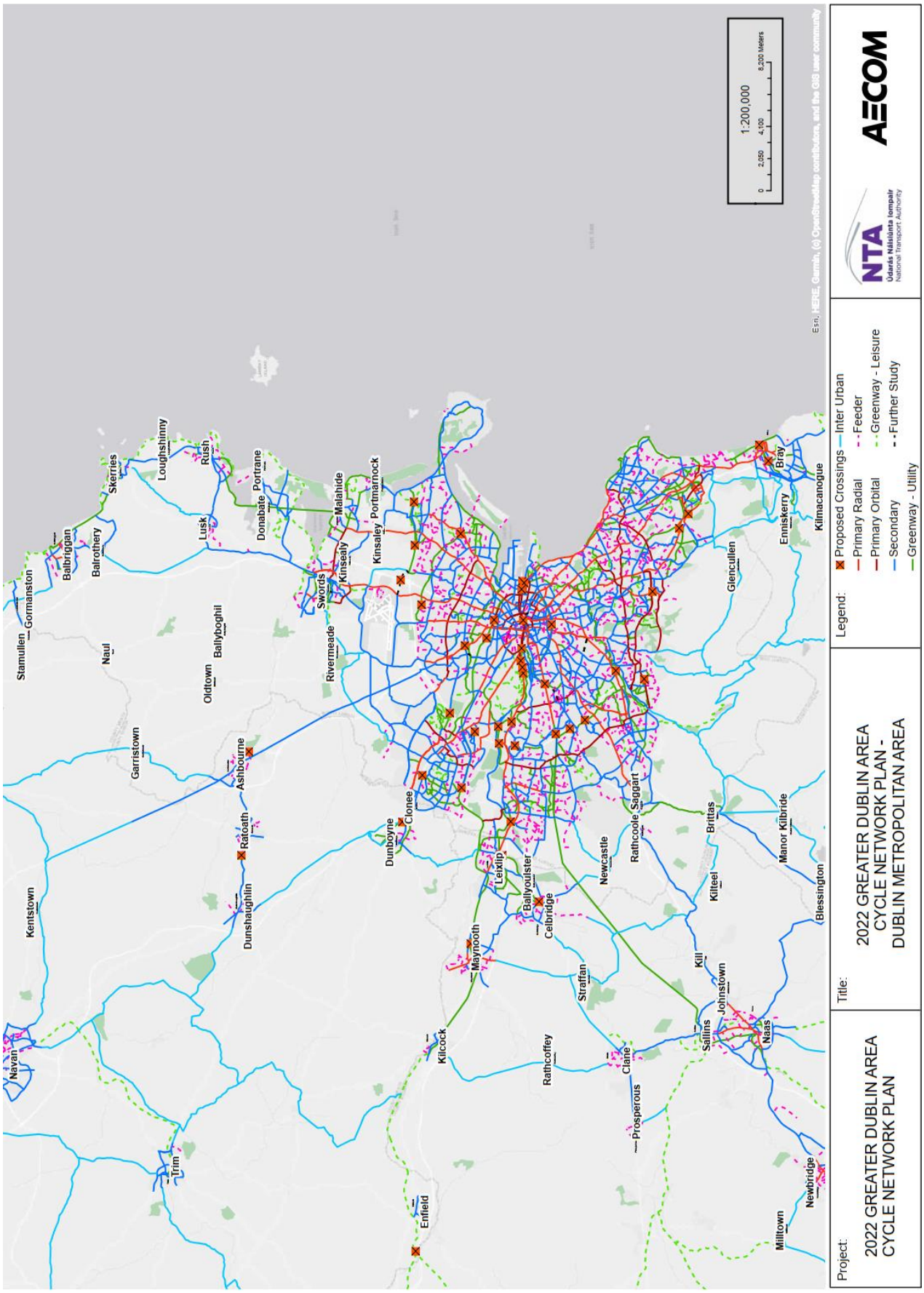


Figure 21.3 2022 Greater Dublin Area Cycle Network Plan (c: AECOM)

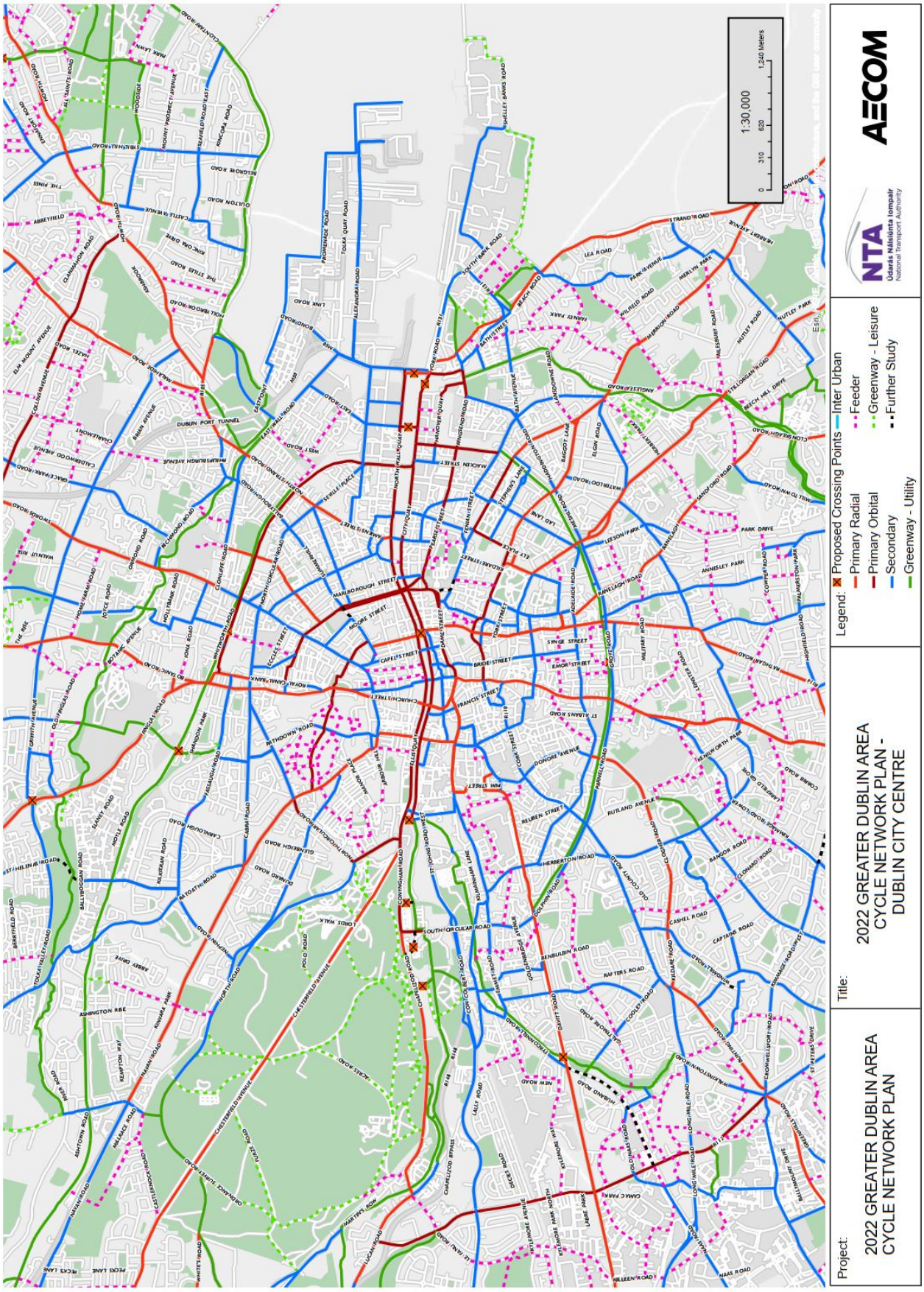
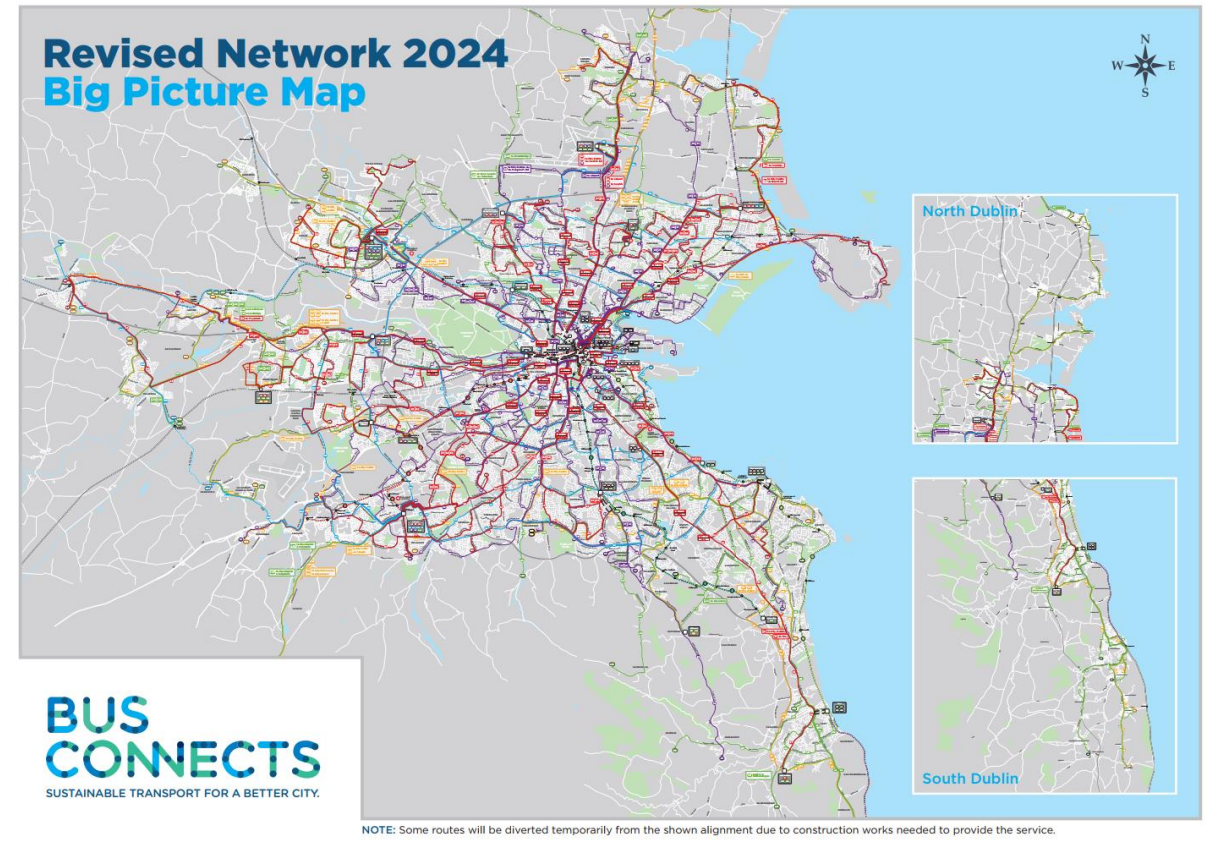


Figure 21.4 2022 Greater Dublin Area Cycle Network Plan (c: AECOM)



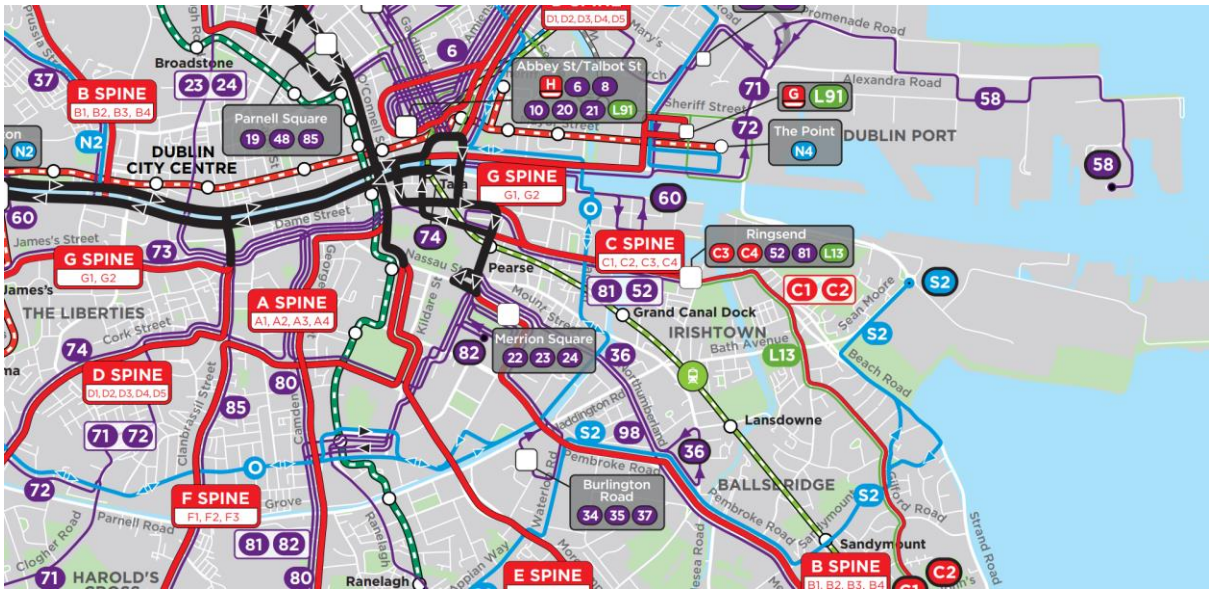


Figure 21.5 Bus Connects route mapping

22 APPENDIX I- DCC OSI LICENCE

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