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| **RESIDENTIAL DEVELOPMENT APPLICATION** | |
|---|---|
| **Document Title:** | Transport Statement |
| **Application Location:** | Saint Andrews Court, Fenian Street, Dublin |
| **Applicant:** | DCC |
| **Job Ref. No.** | MHL- 21055TT |
| **Date:** | 05 September 2024 |
| **Author:** | David Murphy, BEng Hons, MA, MIEI, MHL & Associates Ltd. |
| **Doc Name:** | 21055TT-MHL-SAC-Doc02-TS-Rev D_Transport Statement<br>(For: PART VIII Planning) |

- **Introduction**

M.H.L. & Associates Ltd. Consulting Engineers have been engaged Dublin City Council to act as transport and mobility consultants to supplement the planning application process (Part VIII) for a new proposed residential development on an existing brown field site in Dublin City Centre. This document presents details on the Transport Statement for the site located at Saint Andrews Court, Fenian Street. The proposed development consists of 33no. residential units comprising of a mix of 1-, 2- and 3-bedroom apartments.

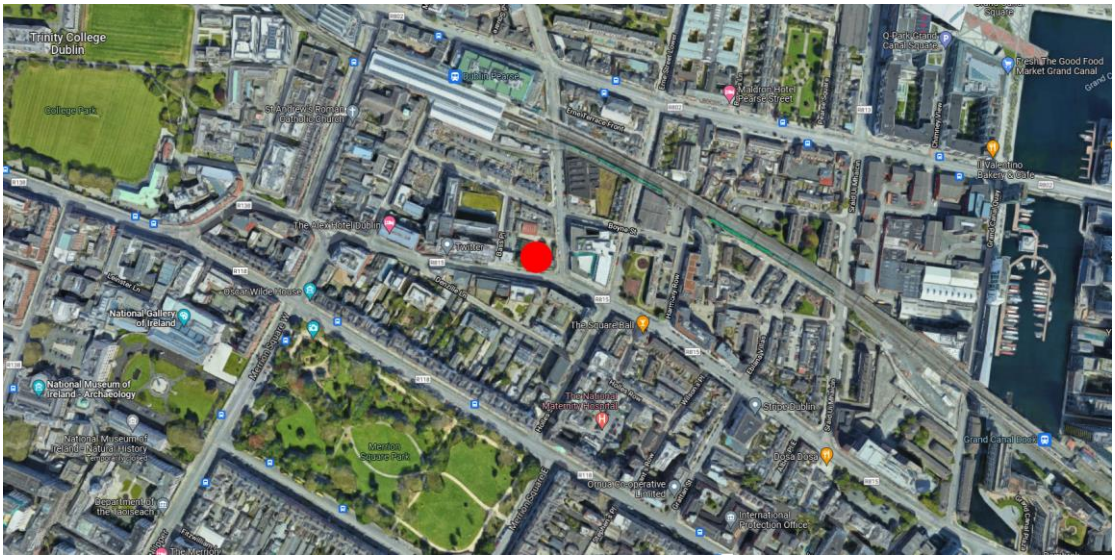


**Fig 1. Site Location (Google Earth)**

The Transport Statement audits and appraises the following:

- **Existing conditions**

The site is currently a residential development as noted in figure 2 below. The site is abounded by Fenian Street to the south, Sandwith Street Upper to the east and a local laneway to the north.

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**Sandwith Street Upper to the east**
**Fenian Street to the south**
**Local laneway to the north**


**Fig 2. Existing Site (Google Earth)**

## Baseline transport data:

This traffic impact assessment review was prepared taking into account the requirements of TII's 2014 publication "Traffic and Transport Assessment Guidelines" and the "Guidelines for Traffic Impact Assessments" as published by the Institution of Highways& Transportation U.K. in 1994. The purpose of a Traffic impact assessment is to assess the traffic impact of this development on the existing road network and propose any necessary mitigation measures to best accommodate the expected traffic volumes generated by the proposed development.

It was deemed that due to the low volumes a traffic generated by this development and the fact the existing roads also have moderate levels of traffic that a full traffic analysis was not required. In this case it was more appropriate to prepare a Traffic Report dealing with the sustainable transport strategy and traffic issues.

Please refer to Mobility Management Plan submitted as part of this planning application, detailing:

- the travel characteristics of the existing site, including pedestrian and cyclist movements and facilities,

- Existing public transport provision, including provision/frequency of services, location of bus stops/train stations, park-and-ride facilities

Please refer to the Road Safety Audit submitted as part of this planning application, detailing:

- An analysis of the recorded personal injury accident records on the public roads in the vicinity of the site access.

## Proposed Development

The demolition of existing structures on site for:

- The construction of 33no. 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 to the nearby local public streets including adjustment footpaths and pavement improvements where necessary, 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.

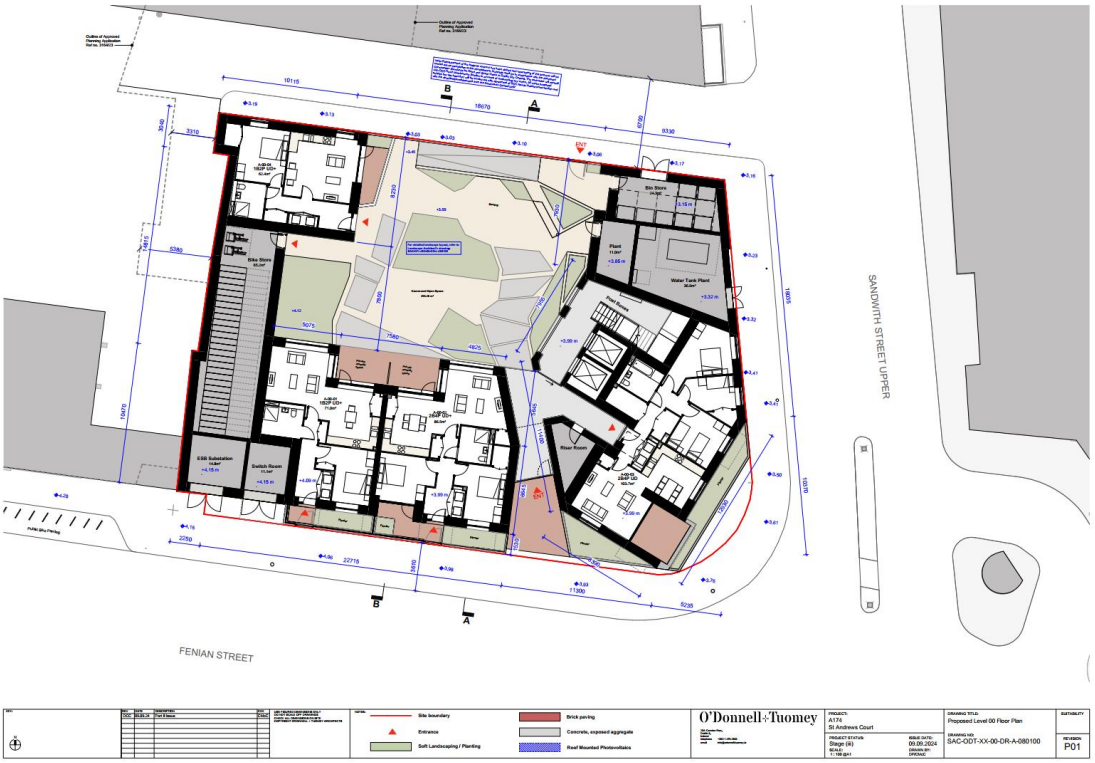


**Fig 3. Proposed site (ODT)**

## Proposed land use and scale of development

The site is for to be developed as a residential apartment site.

## Parking

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Given that the provision of parking is for emergency / delivery set down only, 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 resident means that achieving an appropriate, sustainable modal split is entirely achievable.

- Ensure that parking is controlled and monitored at all times and that illegal parking, in inappropriate locations is not permitted.
- Ensure no parking associated with the complex occurs on the adjoining streets by referencing same in tenant agreements.

Parking is in accordance with "The Sustainable Urban Housing: Design Standards for New Apartments" (Dept. of Housing, Planning and Local Government).

## Traffic Impact Thresholds

The thresholds for undertaking Traffic and Transport Assessments are outlined in the Traffic and Transport Assessment Guidelines PE-PDV-02045 May 2014. Table 1.4 of the Traffic Management Guidelines (DoT/DoEHLG/DTO, 2003) gives the thresholds above which a Transport Assessment is automatically required. The thresholds concerned are reproduced in below.

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.*

**** In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flows on the adjoining road, a Transport Assessment may still be required. When in doubt, the requirement for a Transport Assessment should always be scoped with the relevant local authority.***

The proposed development is a very low generator of traffic and falls well below the traffic flow threshold limits required for a full TTA report and analysis. This Transport Impact Assessment Review will address all traffic issues relating to existing conditions, proposed improvements and parking for the proposed development.

## Traffic Generation

The TRICS database was used to calculate the trip generation for the proposed Development. TRICS is a well-established UK and Irish national database which holds in excess of 2,100 site locations and 4,700 survey counts with over 98 separate land use sub-categories. The TRICS database program was used to estimate the number of car trips which would be generated by this development during the morning and evening peak hours. The figure below shows the total number of trips generated during the peak hours for a similar sized urban apartment development. The relatively low trips rates are indicative of the site's parking proposals and the use of set down only, with onward connectivity provided by sustainable urban transportation modes.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
**TOTAL VEHICLES**
**Calculation factor: 1 DWELLS**
**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 79 | 0.038 | **1** | **79** | **0.127** | **1** | **79** | **0.165** |
| 08:00 - 09:00 | 1 | 79 | 0.025 | 1 | 79 | 0.101 | 1 | 79 | 0.126 |
| 09:00 - 10:00 | **1** | **79** | **0.101** | 1 | 79 | 0.051 | 1 | 79 | 0.152 |
| 10:00 - 11:00 | 1 | 79 | 0.013 | 1 | 79 | 0.051 | 1 | 79 | 0.064 |
| 11:00 - 12:00 | 1 | 79 | 0.038 | 1 | 79 | 0.025 | 1 | 79 | 0.063 |
| 12:00 - 13:00 | 1 | 79 | 0.038 | 1 | 79 | 0.025 | 1 | 79 | 0.063 |
| 13:00 - 14:00 | 1 | 79 | 0.089 | 1 | 79 | 0.051 | 1 | 79 | 0.140 |
| 14:00 - 15:00 | 1 | 79 | 0.051 | 1 | 79 | 0.076 | 1 | 79 | 0.127 |
| 15:00 - 16:00 | 1 | 79 | 0.089 | 1 | 79 | 0.076 | 1 | 79 | 0.165 |
| 16:00 - 17:00 | 1 | 79 | 0.038 | 1 | 79 | 0.025 | 1 | 79 | 0.063 |
| 17:00 - 18:00 | 1 | 79 | 0.101 | 1 | 79 | 0.025 | 1 | 79 | 0.126 |
| 18:00 - 19:00 | 1 | 79 | 0.051 | 1 | 79 | 0.038 | 1 | 79 | 0.089 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.672 | | | 0.671 | | | 1.343 |

**Figure 6: Apartment trip generation from Trics**

Following scoping with Dublin City Centre Transportation Department, it was agreed that a Traffic and Transportation Assessment was not warranted due to the low traffic demand represented by the development's zero-parking provision/ resident trip generation.

## National Sustainable Mobility Policy

In the context of national policies, strategies and guidelines, in particular the Department of Transport which sets out a national framework for active travel and public transport to 2030. One of the key aims is to secure more sustainable development that reduces overall demand for transport and encourages modal shift towards sustainable travel modes (e.g. walking, cycling and public transport), whilst also ensuring the strategic traffic function of national roads.

National Sustainable Mobility Policy "supports better integration of land use and transport planning through a transport orientated housing development approach, with a focus on more effective public transport integration with development, empowering people to move away from car dependency. "

Key goals of the policy include:

- Improve quality of life and accessibility to transport for all and, in particular, people with reduced mobility and those who may experience isolation due to lack of transport.
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructure bottlenecks.
- Minimising the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.
- Reduce overall travel demand and commuting distances travelled by the private car.

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- Improve security of energy supply by reducing dependency on imported fossil fuels.

The proposed development site will adhere to the National Sustainable Mobility Policy, emphasizing sustainable and inclusive transport solutions by enhancing walking, cycling, and leveraging the site's proximity to existing public transport infrastructure. Prioritizing active travel modes, the development will focus on creating a safe, people-centred mobility environment that encourages walking and cycling as primary modes of transport. By adopting a transport-oriented approach, the development will facilitate better-integrated mobility, allowing modal transitions between walking, biking, bus, and rail services. This strategy aims to deliver a more sustainable, connected, and accessible development, aligning with broader national objectives and enhancing the overall quality of life for all users.

## Servicing Strategy

Please refer to the Service Strategy Statement submitted as part of this planning application.

## Conclusions

The proposed development is a low generator of traffic and will have very little, if any impact on peak hour traffic volumes 08:00 – 09:00 and 17:00-18:00 in the vicinity of the proposed. The total volumes of traffic generated during the morning peak hour 08:00-09:00 will be within volumes that are well below the 5% threshold requirement for a full TTA.

The applicant has made significant efforts to address the sustainable traffic and parking in this application.

This assessment determined that the impact of the development will be low and will not significantly affect the operation or capacity of the local road network due to the development providing no private parking to residents, coupled with the full implementation of the recommendations of the submitted MMP. These sustainable transport measures are highlighted in Mobility Management Plan Report and reaffirmed in the submitted in the Service Strategy Statement. These transport measures will ensure that sustainable transport objectives can be realised.

Please refer to the drawing proposals submitted as part of this application, listed below:

Development Proposal Sheet 1-MHL-SAC-KL-01
Development Proposal Sheet 2-MHL-SAC-KL-02

Development Proposal Sheet 3 (Future Active Travel Plan) -MHL-SAC-KL-03
Development Proposal Sheet 4 (Future Active Travel Plan) -MHL-SAC-KL-04

Vehicle Tracking Assessment-(Refuse Vehicle)-MHL-SAC-AT-01
Vehicle Tracking Assessment-(Fire Vehicle)-MHL-SAC-AT-02
Vehicle Tracking Assessment-(Maintenance Truck)-MHL-SAC-AT-03
Vehicle Tracking Assessment-(ESB Vehicle)-MHL-SAC-AT-04

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**Future Active Travel Plan road layout**
Vehicle Tracking Assessment-(Refuse Vehicle)-MHL-SAC-AT-05
Vehicle Tracking Assessment-(Fire Vehicle)-MHL-SAC-AT-06
Vehicle Tracking Assessment-(Maintenance Truck)-MHL-SAC-AT-07
Vehicle Tracking Assessment-(ESB Vehicle)-MHL-SAC-AT-08

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