

**SOCIAL HOUSING BUNDLE 4
DEVELOPMENT AT CHURCH OF THE ANNUNCIATION,
FINGLAS, DUBLIN.**

TRAFFIC MOBILITY MANAGEMENT PLAN

DUBLIN CITY COUNTY COUNCIL
June 2024

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CONTENTS

		Page No.
1	INTRODUCTION.....	1
	1.1 Introduction	1
	1.2 Site Overview	2
	1.3 Mobility Management Plan Approach	3
	1.4 Report Structure	4
2	MOBILITY MANAGEMENT: CONTEXT	5
	2.1 What is Mobility Management	5
	2.2 The Benefits of Mobility Management	5
	2.3 Mobility Management Plan Objectives	5
	2.4 Making Residential Mobility Management Plans Work	6
3	PLANNING POLICY CONTEXT.....	7
	3.1 Planning Policy Overview	7
	3.2 National Policy Context	7
	3.3 Regional and Local Policy Context	7
4	BASELINE REVIEW: EXISTING OF TRANSPORT NETWORK.....	15
	4.1 Overview	15
	4.2 Existing Pedestrian/ Cyclist Environment	15
	4.3 Public Transport Infrastructure	19
5	TRAFFIC IMPACT	23
	5.1 Construction Traffic Impact	23
	5.2 Operational Stage	24
6	PRE – OCCUPATION BASELINE MODE SHARE	31
	6.1 Purpose of the Baseline	31
	6.2 Mode Share	31
7	AIMS AND OBJECTIVES OF THE TMMP	32
	7.1 Overview	32
	7.2 Aims and Objectives	32
	7.3 Targets	32

8	MOBILITY MANAGEMENT MEASURES	33
8.1	Proposed TMMP Action Plan Measures	33
8.2	Mobility Manager	33
8.3	Welcome Travel Pack	34
8.4	Marketing and Travel Information	34
8.5	Walking	35
8.6	Pedestrian Crossing	35
8.7	Public Transport	36
8.8	Car Parking	36
9	SERVICE DELIVERY MANAGEMENT PLAN.....	38
10	MONITORING AND REVIEW.....	39
10.1	Monitoring and Review	39
10.2	Data Collection Analysis	39

1 INTRODUCTION

1.1 Introduction

This report has been prepared on behalf of the Dublin City Council to accompany a Part 8 proposal for the construction of 110 residential units for 'Older Persons' at a site c.0.77 ha at the site of the former Church of Annunciation on Cardiffsbridge Road, Finglas, Dublin 11, which will consist of the following:

- One apartment block ranging from 4 to 5-storeys, containing:
 - 110 residential units for 'Older Persons' comprising 106 no. 1-bed and 4 no. 2-bed; and
 - 434 sq.m. of community, arts and cultural facilities.
- 15 no. car parking spaces and 87 no. cycle spaces.
- 935 sq.m. of public open space and 609 sq.m. of communal open space.
- One vehicular and pedestrian access and one dedicated pedestrian access off Cardiffsbridge Road.
- Boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, plant rooms, stores, bin and bicycle storage, landscaping; and
- All ancillary site services and development works above and below ground.

The purpose of this document is to define a Traffic Mobility Management Plan (TMMP) for the proposed development.

This TMMP has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage and embed sustainable travel choices by residents from the outset of the development's occupation.

A successfully implemented TMMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased trips made by car-sharing, public transport, walking and cycling, and can improve road safety and personal security for pedestrians and cyclists.

Mobility Management is about improving the development site's access from the outset – by designing for and enabling and promoting sustainable travel options (e.g., walking, car-sharing, cycling and public transport) to residents – and by reducing the need to travel by car from the development to access essential services and amenities. TMMPs can also improve the health and wellbeing of residents through the benefits of active travel and reduce the transport-related carbon impact of the development. A TMMP specifically focuses on journeys made from a single origin (home) to multiple destinations.

1.2 Site Overview

The development site is located on the site of the recently demolished Church of the Annunciation on Cappagh Road, Finglas West, 3.20km to the northwest of Glasnevin, 4km to the southwest of Ballymun and 2.40km to Cabra.

The proposed site was previously used as a church with a new church proposed to the north of the site. It is situated between Cappagh Road to the north and Cardiffsbridge Road to the west. Educational developments to the east and south.

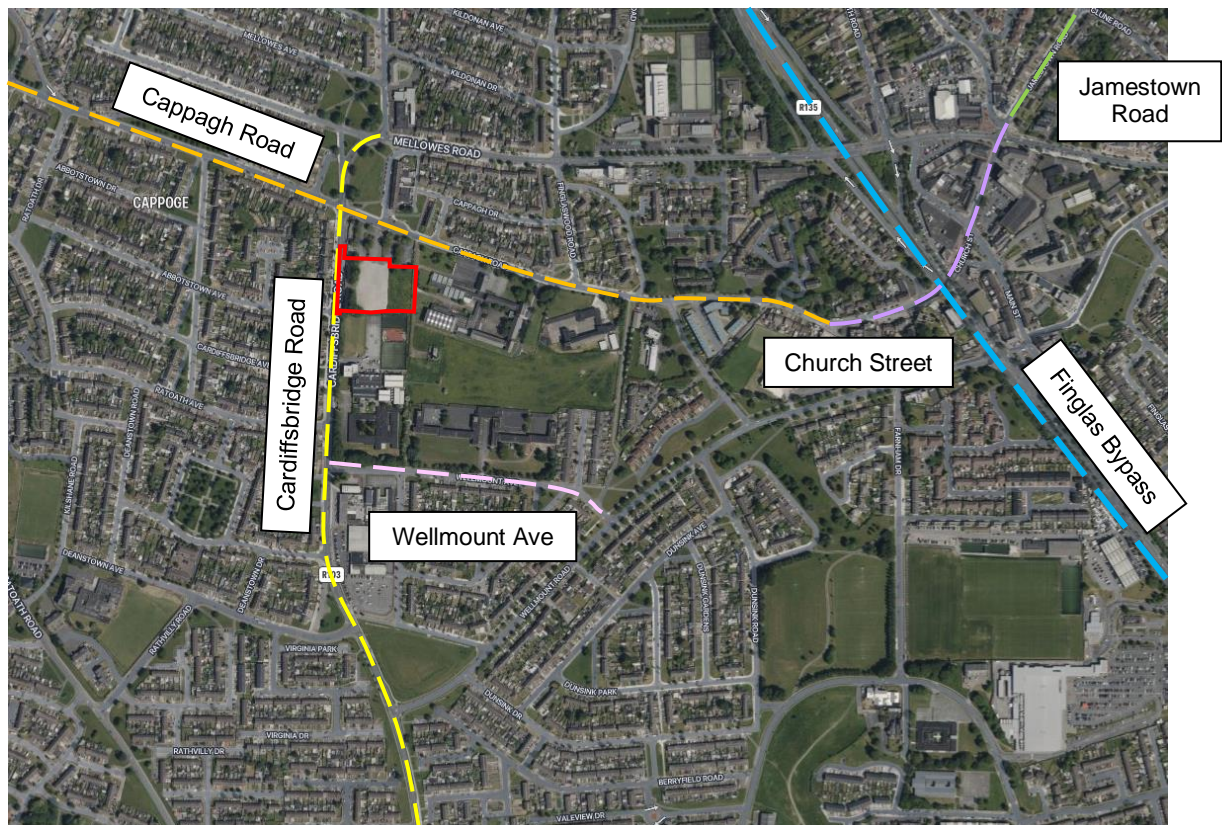


Figure 1 – Site Location showing the indicative Site Boundary and Adjacent Developments



Figure 2 – Site Location showing Proposed Development

1.3 Mobility Management Plan Approach

This TMMP has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage and embed sustainable travel choices by residents from the outset of the development's occupation.

A successfully implemented TMMP can provide reductions in car usage, particularly influencing levels of single-occupancy car travel, with increased trips made by car-sharing, public transport, walking and cycling, and can improve road safety and personal security for pedestrians and cyclists.

Mobility Management is about improving the development site's access from the outset – by designing for and enabling and promoting sustainable travel options (e.g., walking, car-sharing, cycling and public transport) to residents – and by reducing the need to travel by car from the development in order to access essential services and amenities. TMMPs can also improve the health and wellbeing of residents through the benefits of active travel and reduce the transport-related carbon impact of the development. A TMMP specifically focuses on journeys made from a single origin (home) to multiple destinations.

Notwithstanding the foregoing, the proposed development will be occupied by senior citizens with just 15 car parking spaces to be provided. The transport needs of older people are not homogeneous. Their needs are varied and can be affected by a considerable number of influencing factors. Lifestyle (such as whether people are working or retired, and housing styles), socio-demographic characteristics (such as age, gender, income, driver

licence possession, and household size and structure) can significantly impact on the transport needs of older people. Notwithstanding the differing needs, studies have shown low-income older adults and those in receipt of rental subsidies rely heavily on walking and public transport for their travel needs. With more attractions or 'destinations of interests' in their immediate neighbourhoods, the elderly appear to be more willing to walk to places that are close-by instead of driving a car.

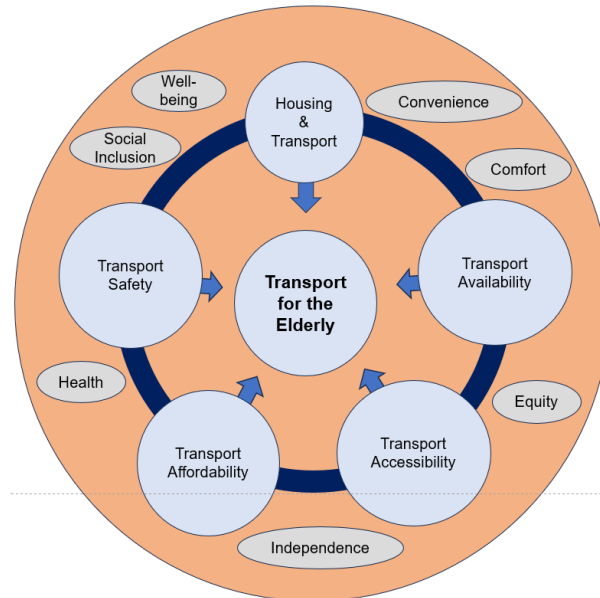


Figure 3 – Transport for The Elderly

As the proposed social housing development will house elderly citizens, it is considered unnecessary to develop a full traffic mobility management plan and the remainder of this report will examine the scope available for sustainable modes of transport to and from the site.

1.4 Report Structure

This report sets out the background, context, and objectives of the plan, and describes a package of measures to promote and provide for the use of sustainable modes as an alternative to single occupancy car use to the development. A strategy for implementation, target setting and monitoring is also discussed. The report is set out in the following structure:

- Chapter 1: Introduction.
- Chapter 2: An introduction to the Mobility Management.
- Chapter 3: Planning Policy Context.
- Chapter 4: Baseline site transport review.
- Chapter 5: Traffic Impact.
- Chapter 6: Pre-occupation Baseline Mode Share.
- Chapter 7: TMMP Objectives and Targets.
- Chapter 8: TMMP Measures.
- Chapter 9: Monitoring and Review.

2 MOBILITY MANAGEMENT: CONTEXT

2.1 What is Mobility Management

Mobility Management is a concept to promote sustainable transport and manage the demand for car use by changing travellers' attitudes and behaviours. Mobility Management is about improving a site's access, by designing for and enabling and promoting sustainable travel options (e.g., walking, cycling and public transport) to residents. The use of Mobility Management is well established in Ireland through the Development Control process and policy documents set out in Chapter 3. The process involves key stakeholders such as the Local Authority, public transport operators, the developer, and future residents.

2.2 The Benefits of Mobility Management

Implementing a TMMP has the following local benefits:

- Promoting alternative uses to the car can result in less congestion and therefore improves safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems can enable more sustainable travel choices.
- The local environment will be improved from reduced congestion, carbon emissions, pollution, and noise.
- A range of travel options makes the development site attractive to potential residents.
- Increases opportunities for active healthy travel, such as walking and cycling.
- 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.
- Improved travel choice, quality, and affordable access to services for all users.

2.3 Mobility Management Plan Objectives

The overarching objectives of the TMMP are to reduce levels of private car use by encouraging people to walk, cycle, use public transport and car share. It can also reduce the number of lengths trips undertaken/ required.

The specific objectives of an TMMP can vary depending upon the organisation, site characteristics and specific land uses which vary with each site. Nevertheless, in the context of a residential TMMP, objectives can include:

Residents

- Address residents need for sustainable access to a full range of facilities for work, education, health, leisure, recreation, and shopping.
- Promote healthy lifestyles and sustainable, vibrant local communities by improving the environment and the routes available for cycling and walking.

The Local Community

- Make local streets less dangerous, less noisy and less polluted and enhance the viability of public transport.
- 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.

2.4 Making Residential Mobility Management Plans Work

A successful TMMP will address all aspects of a development that create a need for travel by site residents. The TMMP 'pyramid' below demonstrates how successful plans are built on the firm foundations of location and site design. A TMMP should combine hard measures (e.g., cycle parking, routes to bus stops) and soft measures. All measures should be integrated into the design, marketing, and occupation of the site – with parking restraint often crucial to the success of the TMMP in reducing car use.

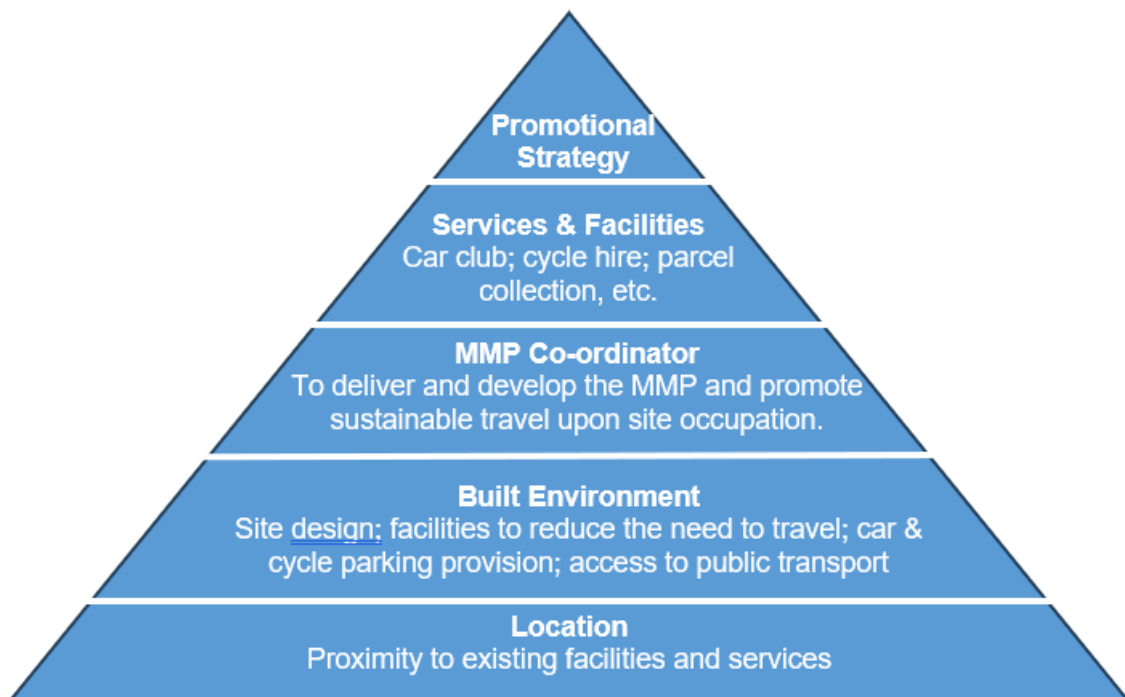


Figure 4 – The Travel Plan Pyramid

TMMPs are evolutionary documents that should be regularly updated. In this way, TMMP targets and Action Plans can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this TMMP is the starting point of a live process and will be updated when required by circumstances.

3 PLANNING POLICY CONTEXT

3.1 Planning Policy Overview

This section provides an overview of the national, regional, and local transport and other policy drivers and strategies that underpin the requirements and benefits of implementing a TMMP for the proposed residential development.

3.2 National Policy Context

This section provides an overview of the main national policy drivers and strategies that underpin the requirements and benefits of implementing a TMMP for a residential development at the Church of the Annunciation site.

Ireland 2040 Our Plan – National Planning Framework

The Project Ireland 2040 - National Planning Framework (NPF) recognises that improvements in connectivity are achievable and are necessary to boost competitiveness and quality of life. The Ireland 2040 vision include the following key elements which direct relevance to mobility management.

- i. More sustainable choices and options for people, businesses and communities that can positively influence sustainable patterns of living and working.
- ii. The highest possible quality of life for our people and communities, underpinned by high quality, well managed built and natural environments.
- iii. Significant improvement in local and international connectivity that underpins that competitiveness and quality of life of our people, businesses, communities, and regions.

The NPF has been developed to deliver the following National Strategic Outcomes which are pertinent to this report. These are to:

- i. Improve accessibility to and between centres of mass and scale and provide better integration with their surrounding areas.
- ii. Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context.

The NPF seeks to enable people to live closer to where they work, moving away from unsustainable trends of reduced community. It supports more energy efficient development through the location of housing and employment along public transport corridors, where people can choose to use less energy intensive public transport, rather than being dependent on the car.

3.3 Regional and Local Policy Context

This section provides an overview of the main regional and local policy drivers and strategies that underpin the context, requirements, and benefits of a TMMP for the proposed residential development.

Greater Dublin Area Transport Strategy, 2022 – 2042

This strategy aims to contribute to the economic, social, and cultural progresses 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 communities to a maximum of 45%. To achieve these principles, future developments must:

- i. 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.
- ii. Protect the capacity of the strategic road network.
- iii. Ensure a significant reduction in share of trips taken by car, especially those trips which are shorter or commuter trips.
- iv. Consider all day travel demand from all groups.
- v. Provide alternate transport modes to reduce the strain on the M50 as current increase in traffic is unsustainable.

The Dublin Council are working with the NTA to put forward additional and extended public transport routes to services newly developed and existing areas, to address gaps in existing areas to improve access to public transport stops and services and to improve the integration between high density development and public transport nodes. As part of the strategy, indicative radial and orbital core bus corridors were identified. The NTA has refined and altered the proposals across these corridors and have endeavoured to design a new bus system that is efficient and effective. Part of this scheme included the corridor of Ballymun/ Finglas to City Centre.



Figure 5 – BusConnects Dublin Core Bus Corridors
(Source: GDA Transport Strategy 2022 – 2042)

The Finglas Bus Corridor commences on Finglas Road and St. Margarets Road and continues along the Finglas Road to Hart's Corner in Phibsborough, before joining the Ballymun Core Bus Corridor (CBC) from Hart's Corner to Arran Quay. The 4km CBC provides priority for buses along the entire route, consisting of dedicated bus lanes in both directions. It also provides approximately 3.1km of continuous segregated cycle tracks from Mellows Road to Hart's Corner.

The BusConnects programme will improve access to bus services close to the proposed development. As illustrated below, the site is located close to Spine F. The F-Spine is located in the Finglas area and the F3 route passes the site. The F-Spine serves Finglas-City Centre-Kimmage. The F3 route passes through Charlestown-Finglas SW-City Centre-Greenhills. Spine F is defined as high frequency spine with proposed frequencies of 5 – 10 mins based on the latest revision of network. The closest bus stop to the site is less than a 100m from the site along Cardiffsbridge Road.

Table 1 – GoBase Details			
Spine	Route	Frequencies	Approximate Distance from the Development
F1	Charlestown – Finglas Bypass – City Centre – Tallaght.	10 – 15 mins	800m to the east
F2	Charlestown – Finglas NW – City Centre – Templeogue	10 – 15 mins	200m to the north
F3	Charlestown – Finglas SW – City Centre – Greenhills	10 – 15 mins	100m to the west

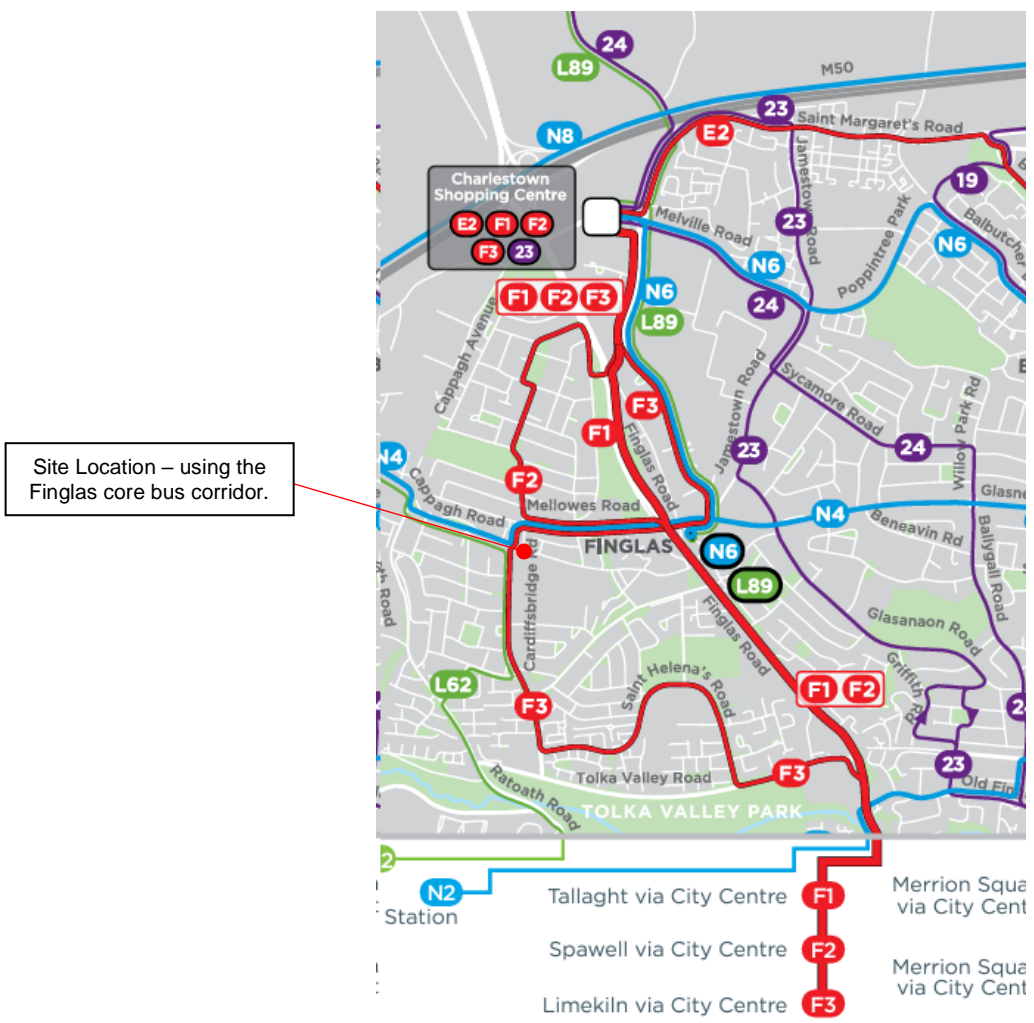


Figure 6 – BusConnects Dublin Core Bus Corridors (Source: GDA Transport Strategy 2022 – 2042)

Transport Infrastructure Ireland (TII) in collaboration with the National Transport Authority (NTA) published details of the emerging preferred route for Luas Finglas, the proposed extension of the Luas Green Line from Broombridge, approximately 29-minute walk from the site or a 9-minute cycle, in autumn 2020. The proposed extension will include four new stops along the 3.9 km extension, with three of these stops located within DCC's administrative area. These include stops at St Helena's, Finglas Village (Mellowes Road) and Mellowes Park within DCC, with the terminus and associated park and ride facility for approximately 600 vehicles at Charlestown, located within Fingal County Council.

The line will largely be constructed using grass track and will also include the provision of a parallel cycle path along much of the route. Most of this 3.9 km route will be designed for higher speeds than are on the current Luas network, with journey times between Finglas and Trinity College reducing from approximately 44 minutes to 30 minutes, during the morning rush hour.

The proposed stop at Finglas Village, situated on Mellowes Road. While the stop is centrally located, providing access to communities to the east and west of the Finglas Road, it also provides opportunities for new public realm improvements, including walking and cycling infrastructure along Mellowes Road and Seamus Ennis Road. The adjacent site also has potential for new commercial activities that can capitalise on the benefits of the Luas. These opportunities will be discussed further in the Urban Design Framework.

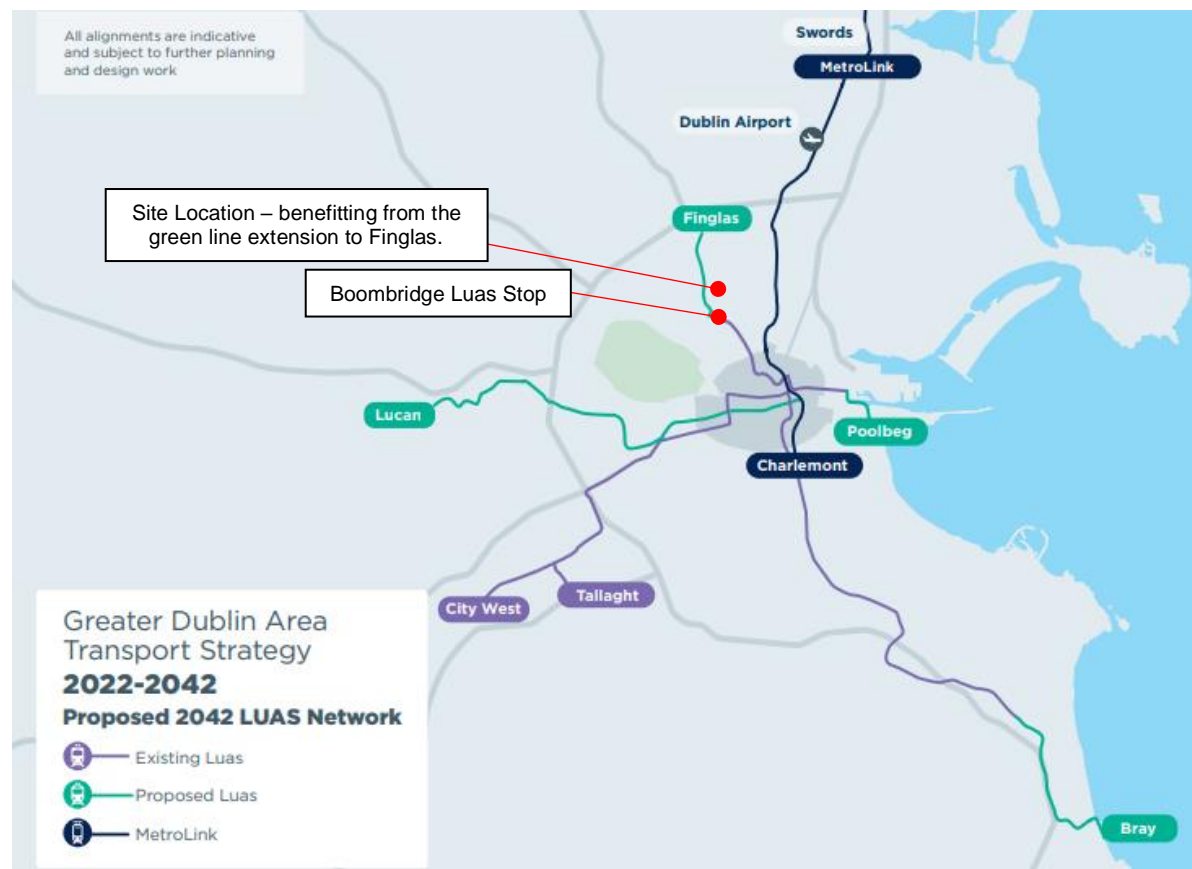


Figure 7 – Proposed 2042 Light Rail Network
(Source: GDA Transport Strategy 2022 – 2042)

Greater Dublin Area Cycle Network Plan, 2013

The Greater Dublin Area (GDA) Cycle Network Plan sets out a 10-year strategy plan to expand the urban cycle network from 500km to 2,840km. The overarching ambition of the scheme is to increase the number of commuters who commute by bike to the same amount of those commute by bus.

The network will consist of a series of primary, secondary, feeder and greenway routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways, and infrastructure-free cycle routes in low traffic environment.

The proposed cycle network surrounding the development is shown below, with the following key radial routes into the City Centre are proposed to pass through the area:

- Route 4B: Route 4B passes along Ratoath Road from Navan Road to Tolka Valley Road.
- Route 3B: Route 3B passes along the Finglas Road, to Glasnevin, Finglas and Charlestown via Finglas Village, Mckee Avenue and St. Margarets Road.
- Radial Route 3D: New route through Ballymun Wes/ Finglas East to join up with the Broadstone Greenway.

There are five orbital routes in the Dublin Northeast sector that provide cross-links between the radial routes. The following orbital routes are proposed:

- Route NO2: From Glasnevin and Finglas via Ashtown along the Royal Canal Greenway to Blanchardstown and along the Tolka Valley Greenway.
- Route NO3: Along Griffith Avenue from Phillipsburgh Avenue to Finglas Road.
- Route NO4: Along Castle Avenue and Seafield Road on Collins Avenue from Killester to Whitehall and on Glasnevin Avenue from Ballymun Road to Finglas Road.
- Route NO5: Along Finglas West to Blanchardstown via Ratoath Road, Cappagh Road, Ballycoolin Road and Snugborough Road. This road then continues southward via Poterstown to cross the River Liffey Valley and connect to Lucan via a new greenway link.

The following greenway route is proposed to avail of the natural corridors for a mix of amenity and commuter cycling. The Tolka Greenway is a 6-minute cycle from the site. The River Tolka Greenway starts from Finglas Road to Ratoath Road.

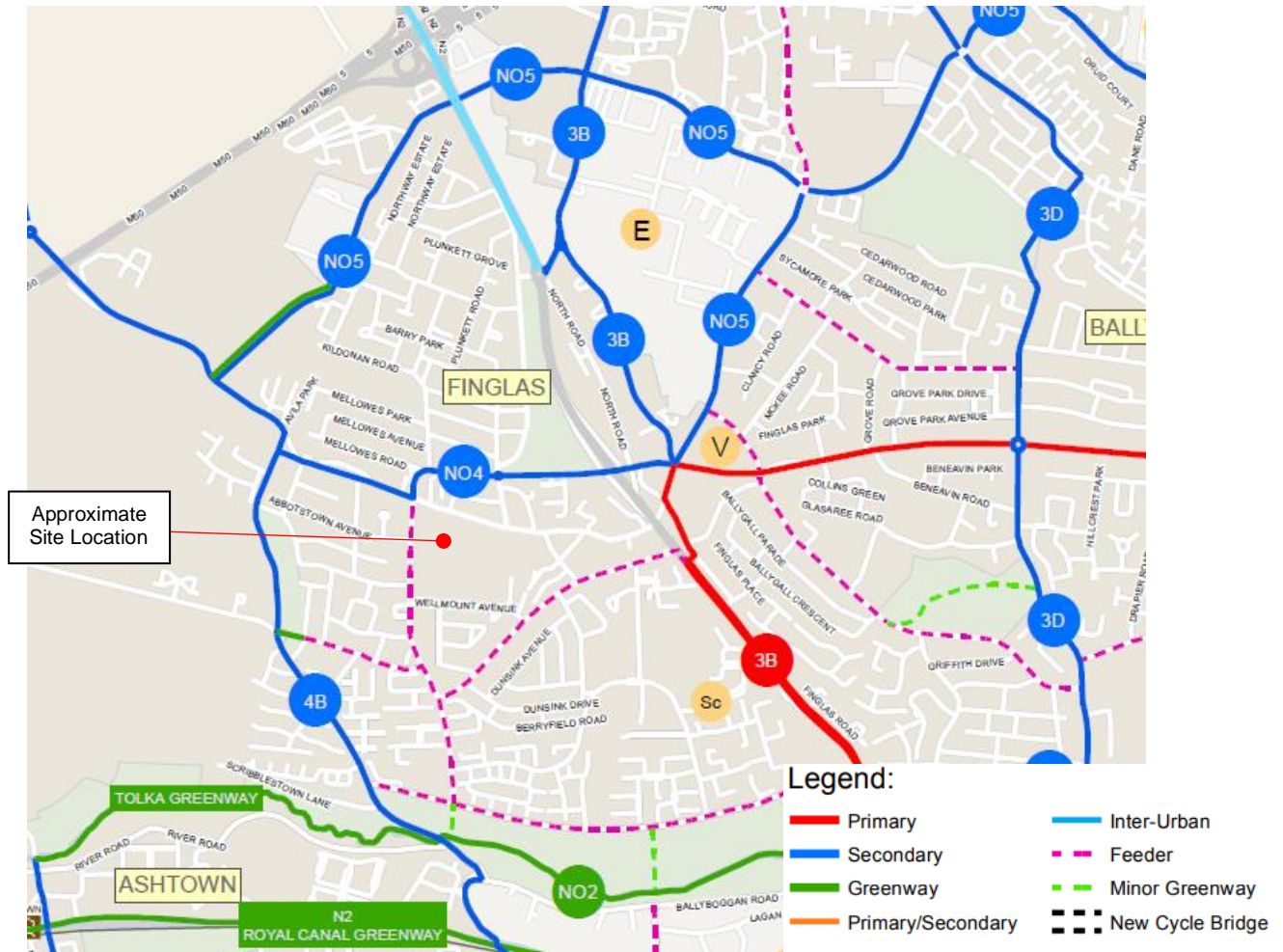


Figure 8 – Proposed Cycle Network Map

Dublin City Development Plan, 2022 – 2028

The Dublin City Development Plan, 2022 – 2028 (DCDP) provides a coherent, integrated framework to ensure the city develops in an inclusive and sustainable manner which is resilient on social, economic, and environmental fronts in the short and longer term. The plan emphasises the need for Dublin to become a low-carbon city and the role of compact, self-sustaining communities and neighbourhoods, urban form, and movement must play in achieving this goal.

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 outline in the plan. These are:

- Compact, quality, green, connected city.
- A prosperous, enterprising, creative city; and
- Creating sustainable neighbourhoods and communities

Table 1 below provides a summary of the policies and objectives most relevant to this TMMP.

Table 2 – Extracts from most relevant DCDP 2022 – 2028 Policies	
Policy No.	Details
CEE13	<p>Towards a Green and Circular Economy</p> <p>To support the growth of the 'green economy' including renewable energy, retrofitting, and electric vehicles and charging infrastructure and to support the transition towards a circular economy in line with national policy and legislation.</p>
SMT6	<p>Mobility Management and Travel Planning</p> <p>To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.</p>
SMT16	<p>Walking, Cycling and Active Travel</p> <p>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.</p>
SMT18	<p>The Pedestrian Environment</p> <p>To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.</p>
SMT27	<p>Car Parking in Residential and Mixed Used Developments</p> <ol style="list-style-type: none"> i. To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards to promote city centre living and reduce the requirement for car parking. ii. 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.
SMT33	<p>Design Manual for Urban Roads and Streets</p> <p>To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.</p>

Policy No.	Details
SMT34	<p>Street and Road Design</p> <p>To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.</p>
SMT35	<p>Traffic Calming and Self-Regulation Street Environments</p> <p>To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.</p>
SMT034	<p>Speed Limits and Traffic Calmed Areas</p> <p>To expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the city and subject to stakeholder consultation.</p>

Volume 2, Section 4 of the DCDP sets out the car and cycle parking standards for proposed new development.

The Development Plan notes that reduced car parking provision may be acceptable where the Council is satisfied that good public transport links are already available or planned and/or a Mobility Management Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.

4 BASELINE REVIEW: EXISTING OF TRANSPORT NETWORK

4.1 Overview

The following chapter discusses the existing transport network surrounding the site. A detailed commentary is provided on the existing walking, cycling and public transport facilities near the site.

4.2 Existing Pedestrian/ Cyclist Environment

The site is within a convenient walking distance to a number of large employment centres as well as leisure and retail facilities.

- Colaiste Eoin, Saint Fergal's Boys National School, College of Further Education are within a few minutes' walk from the site.
- Dunnes Stores and Tesco Express are within a 10-minute walk from the site.
- Finglas Village Centre is within a 20-minute walk from the site.

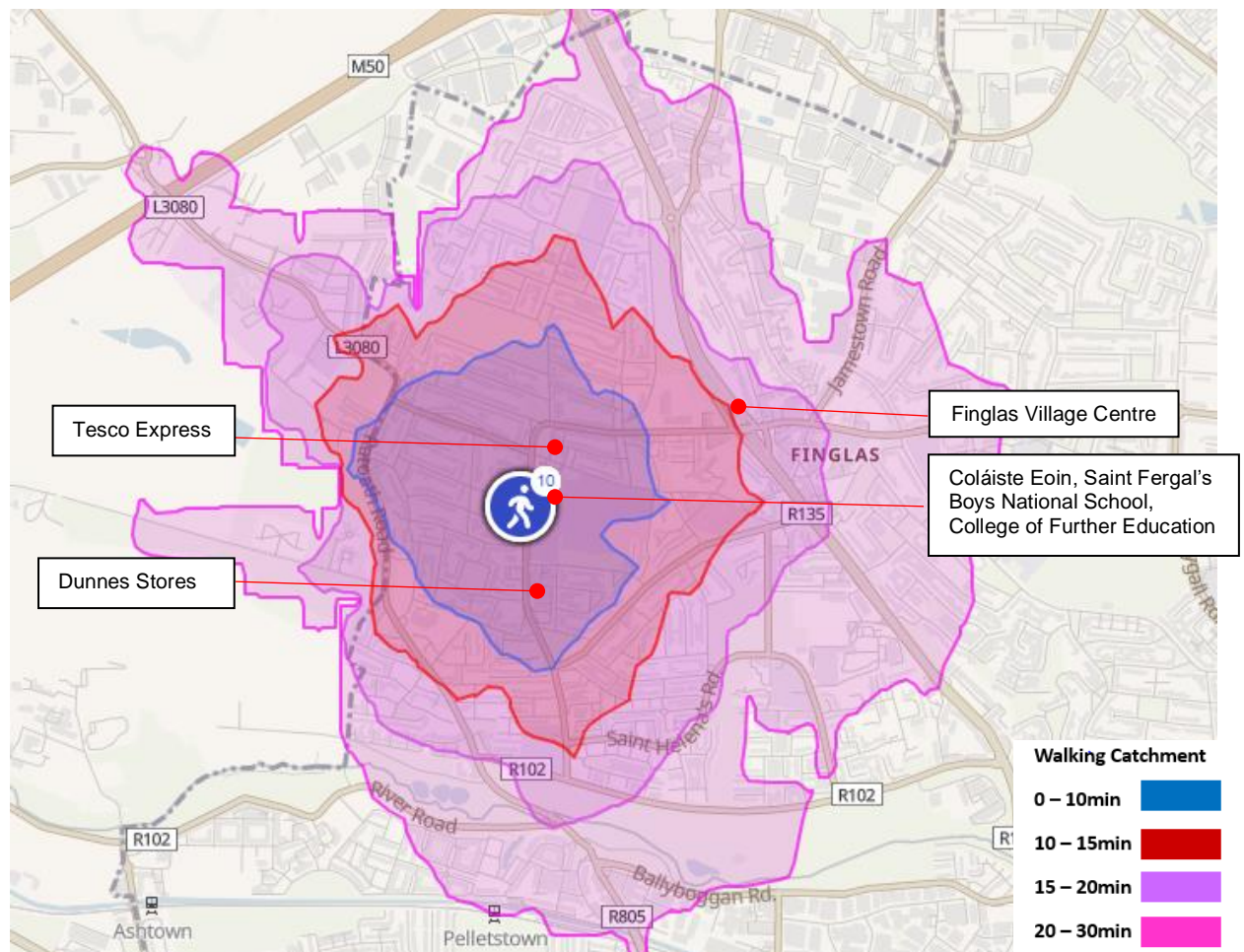


Figure 9 – Walking Catchment



Cappagh Road provides access to the third school in the area. There are multiple warning signs to inform drivers to slow down as it is a school zone. At busy crossing junctions a refuge is provided where pedestrians can stop before finishing crossing the road.



Mellows Road is a local residential road with 2.5m wide footpath on both sides. Car parking is shared on the road. There is adequate street lighting. Ramps are utilised to promote traffic calming.



Figure 10 – Existing Road Network



Cardiffsbridge Road provides access to two national schools in the area. 2.5m wide footpaths are provided on both sides of the road. There are multiple bus stops along the road. There is adequate street lighting. Traffic signals include pedestrian phases.

The site is also highly accessible by cycling:

- Cabra, Glasnevin and Ballymun are within a 15-minute cycle.
- Grangegorman, Phibsborough, Drumcondra and Santry are within a 20-minute cycle.
- Blanchardstown, Chapelizod, Inchicore, The Liberties, North Wall, Donnycarney, Artane and Dublin Airport.

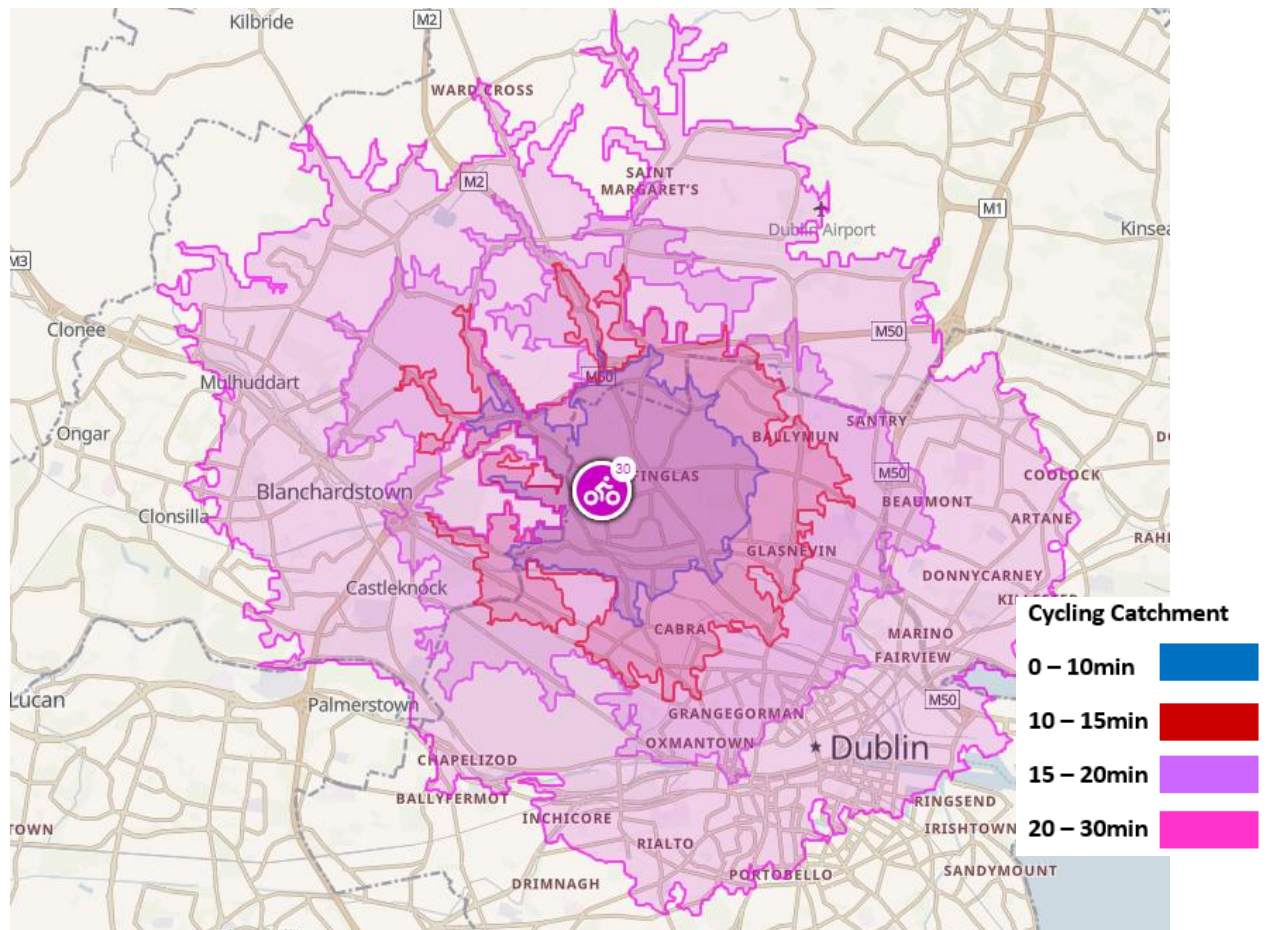


Figure 11 – Cycling Catchment

Apart from a section of the Finglas Main Road there currently are no other dedicate cycle facilities in the Finglas Area. As mentioned in Section 3 of this report, the NTA's Cycle Network Plan for the Greater Dublin Area identifies network of cycle routes through Finglas broadly coinciding with existing and proposed public transport routes.



Figure 12 – Existing Cycle Network Map (Source: National Transport Authority)

Table 3 – Bus Timetable					
Operator	Route No.	Route	No. of services		
			Monday to Friday	Saturday	Sunday
Dublin Bus	40	Charlestown Shopping Centre – Finglas Village – O’Connell Street – Earlsfort Terrace/ Leeson Street	Starts 5:05 – 5:50 service every 15 mins. From 5:50 – 19:00 service every 10-12 mins. From 19:15 – 23:30 service every 30 mins	Starts 6:10 – 10:40 service every 15 mins. From 10:40 – 19:10 service every 10 mins From 19:10 – 23:20 service every 20 mins	Starts 7:30 – 10:00 service every 30 mins. From 10:00 – 11:50 service every 20 mins From 12:00 – 18:00 service every 15 mins From 18:20 – 23:20 service every 20 mins
	40B	Parnell Street – Finglas - Tonerburr	From 6:55 – 20:15 service every 1hr 5 mins	From 7:45 – 20:00 service every 1hr 45 mins	From 12:00 – 8:30 service every 3hr 15 mins
	40D	Parnell Street – Finglas Road – Mellows Road - Tyrrelstown	From 13:00 – 18:15 service every 2hr 15 mins	Not operational	Not operational
	40E	Broombridge Luas – Cappagh Hospital - Tyrrelstown	From 6:22 – 23:30 service every 30 mins	From 7:30 – 23:30 service every 30 mins	From 7:50 – 23:30 service evert hour
	N4	Point Village – Finglas – Connolly Hospital - Blanchardstown	Monday: From 5:30 – 23:30 service every 12 mins Tuesday – Friday: From 12:00 – 23:30 service every 12 mins	From 12:00 – 23:30 service every 12 mins	From 12:00 – 23:30 service every 15 mins
Transport For Ireland	220	DCU Helix – Finglas Village – Blanchardstown – Parslickstown Ave	From 7:34 – 21:50 service every 55 mins	From 7:20 – 21:50 service every 55 mins	From 9:50 – 21:50 service every 55 mins
	220A	DCU Helix – Finglas Village – Blanchardstown – Parslickstown Ave	Single departure only at 8:50	Not operational	Not operational

4.3.2 Other

On-site car parking is considered to be an inefficient use of space, particularly at a constrained location in a highly developed urban area such as the development site.

Taking this into consideration, the provision of car club spaces is considered an improved alternative option which both reduces the need for car ownership and provision of dedicated car parking while also maintaining access to a vehicle for infrequent use.


There is 1 GoCar hire station located within a 1km walk from the site. The locations of the GoCar bases are illustrated in Figure 14 with Table 4 providing additional details in relation to walking distance from the site and the type of GoCar vehicle available.



Figure 14 – GoBase locations in the Vicinity of the site
(Source: www.gocar.ie/locations/)

GoCar members can book cars online or via the app for durations of as little as an hour. They then unlock the car with their phone or a GoCard; the keys are in the car; with fuel, insurance and city parking all included. The benefits of such car sharing services include:

- The reduction of cars on the road and therefore traffic congestion, noise, and air pollution.
- Frees up land traditionally used for private parking spaces.
- Encourages and potentially increases use of public transport, walking and cycling as the need for car ownership is reduced.
- Car share replaces approximately 20 private car parking spaces.

Table 4 – GoBase Details			
Reference No.	GoBase Locations	Vehicle Class/ Cars Available	Approximate Distance from the Development
1	Finglas Main Street Car Park	GoCity 	830m to the north-east

5 TRAFFIC IMPACT

5.1 Construction Traffic Impact

Relative to the operational stage, the construction period will be temporary in nature. Construction traffic is only expected to consist of materials delivery and removal vehicles.

It is difficult to assess the exact quantum of traffic that will be generated during the construction period as it will vary throughout the construction process as different activities have different associated transportation needs. However, due to the nature of this development it can be assumed that there will be approximately 100 construction site staff at peak time, and it is expected that the site would generate approximately 30 vehicles during the morning and evening peak hours.

The number of HGVs generated during the construction phase will be evenly spread out throughout the day and in general will not coincide with peak commuter periods.

The following points are noted regarding to construction traffic:

- In general, the construction day will begin and end outside of peak travel hours. As a result, most workers travelling to and from the site will arrive before the a.m. peak hour and depart after the p.m. peak hour.
- On site parking will be prohibited due to the site constraints and to encourage staff to travel by numerous public options serving the area.
- Development of the proposed substructure and superstructure. This will include deliveries of machinery, steel rebar, brick, and concrete, roofing materials, and prefabricated element deliveries on HGVs.
- Material delivery vehicles travelling to and from the site will be spread across the course of the working day meaning the number of HGVs travelling during the peak hours will be low.

Construction traffic associated with the construction of the proposed development will vary during the construction phase. The proposed sequencing of the construction of the proposed development is as follows:

- Initial set-up of the site, including security and construction compound.
- Identifying and locating above and below ground utilities and services at the site.
- Development of the proposed substructure and superstructure. This will include deliveries of machinery, steel rebar, brick, and concrete deliveries on HGV's.
- Internal finishing, including the mechanical and electrical fit out.
- External landscaping.

Overall, it is expected that the level of traffic generated by the construction works will be negligible during the peak traffic hours, and as a result, it is expected to have negligible impact on the surrounding road network with respect to capacity.

5.2 Operational Stage

5.2.1 Car parking

Car parking standards are set out in Appendix 5, Section 4, Table 2 of the Draft Dublin City Development Plan 2022-2028. The parking standards are divided into three zones:

- Parking Zone 1 is generally within the Canal Cordon and within North Circular Road, in recognition of active travel infrastructure and opportunities and where major public transport corridors intersect.
- Parking Zone 2 occurs alongside key public transport corridors.
- The remainder of the city falls under Parking Zone 3.

The development falls under Parking Zone 2. The relevant maximum parking standards of the Development Plan 2022 – 2028 are tabulated below:

Category	Land-Use	Zone 1	Zone 2	Zone 3
Accommodation	Hotel ¹	None	1 per 3 rooms	1 per room
	Nursing Home Retirement Home	1 per 3 residents	1 per 2 residents	1 per 2 residents
	Elderly Persons Housing Sheltered Housing	1 per 4 dwellings	1 per 2 dwellings	1 per 2 dwellings
	Student Accommodation	None ²	1 per 20 bed spaces	1 per 10 bed spaces
	Houses Apartments/ Duplexes	0.5 per dwelling	1 per dwelling	1 per dwelling
	Civic, Community and Religious	Bank Community Centre Library Public Institution	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA
Place of Worship		1 per 100 seats	1 per 25 seats	1 per 10 seats
Funeral Home		4 off street parking spaces	4 off street parking spaces	4 off street parking spaces

Figure 15 – Maximum Car Parking Standards

The parking requirements are summarised in Table 5 below.

Table 5 - Maximum Car Parking Requirements			
Category	DCC Development Plan Requirements	Proposed development	Maximum parking spaces req. based on DCC Plan
Accommodation	1 per 2 dwellings	110 apartment units	55
Community	1 per 275 sq.m GFA	434 sq.m GFA	2
Total			57

According to the Development Plan the maximum car parking standards required are 57 parking spaces within the development. It is proposed to provide 15no. spaces in total which equates to 0.14 spaces per unit. These car parking spaces are not designated to any residential apartment which allows for greater turnover for spaces and caters for community facility.

However, the Development Plan notes that a reduced car parking provision may be acceptable where the Council is satisfied that good public transport links are already available or planned and/or a Mobility Management Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.

Appendix 5, Chapter 4 Car Parking Standards of the Development Plan 2022 – 2028 states the following in relation to car parking:

“A relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. Applicants must set out a clear case of satisfactorily demonstrating a reduction of parking need for the development based on the following criteria:

- *Locational suitability and advantages of the site.*
- *Proximity to High Frequency Public Transport service (10 minutes' walk)*
- *Walking and cycling accessibility/ permeability and improvement to same.*
- *The range of services and sources of employment available within walking distance of the development.*
- *Availability of shared mobility.*
- *Impact on the amenities of surrounding properties of areas including overspill parking.*
- *Robustness of Mobility Management Plan to support the development.*

The site has been reviewed in relation to the accessibility in Section 4 above and is summarised as follows:

Table 6 – Dublin CDP 2022 – 2028 Reduced Car Parking Criteria		
Criteria	Response	Criteria Met
Locational suitability and advantages of the site	The location of the development is highly accessible to pedestrians and cyclists to a number of commercial and retail developments. The site benefits from excellent public transport accessibility levels including light rail and bus-based services.	Yes
Proximity to Public Transport	The closest bus stop to the site is located at Cardiffsbridge Road which is less than 100m from the site. These bus stops are operated by Dublin Bus and GoAhead Ireland. The bus services are as frequent as every 10minutes.	Yes
Walking and cycling accessibility	It avails a dense pedestrian network in its vicinity. The streets in its vicinity are catered with footways and formal crossings. There are a number of schools and retail facilities that can be accessed within 30-minute walk. There are cycle lanes provided most of the way on Finglas Road southbound.	Yes
Availability of shared mobility	There is 1 GoCar hire stations within a 1km walking catchment of the site.	Yes
Impact on surrounding properties	The site is situated within the area of Finglas West where a mix of land uses are situated including residential, retail, enterprise and leisure amenities. The proposed development would result in a similar level of movements and disturbances compared to the existing adjacent uses and it is therefore not considered that there will be negative impact on the surrounding properties.	Yes

In addition to the relaxation on maximum car parking standards outlined in the Development Plan, Department of Housing, Local Government and Heritage publication titled *'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities'* actively promotes a reduction in car parking numbers within urban neighbourhoods. This document includes a Specific Planning Policy Requirement (SPPR) in relation to car parking. SPPR 3 (i) states the following:

"In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or

wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.”

Table 3.1 outlines density ranges for the city and suburbs areas of Dublin and Cork. Urban neighbourhoods are defined as follows:

“The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork”

Chapter 13 of the Dublin City Development Plan 2022-2028 details Strategic Development and Regeneration Areas (SDRA). Finglas Village and Environs and Jamestown Lands have been designated as a SDRA due to the strategic location of the area, the proposed new public transport network and the extent of available lands suitable for regeneration, covering an area of 52 hectares in total.

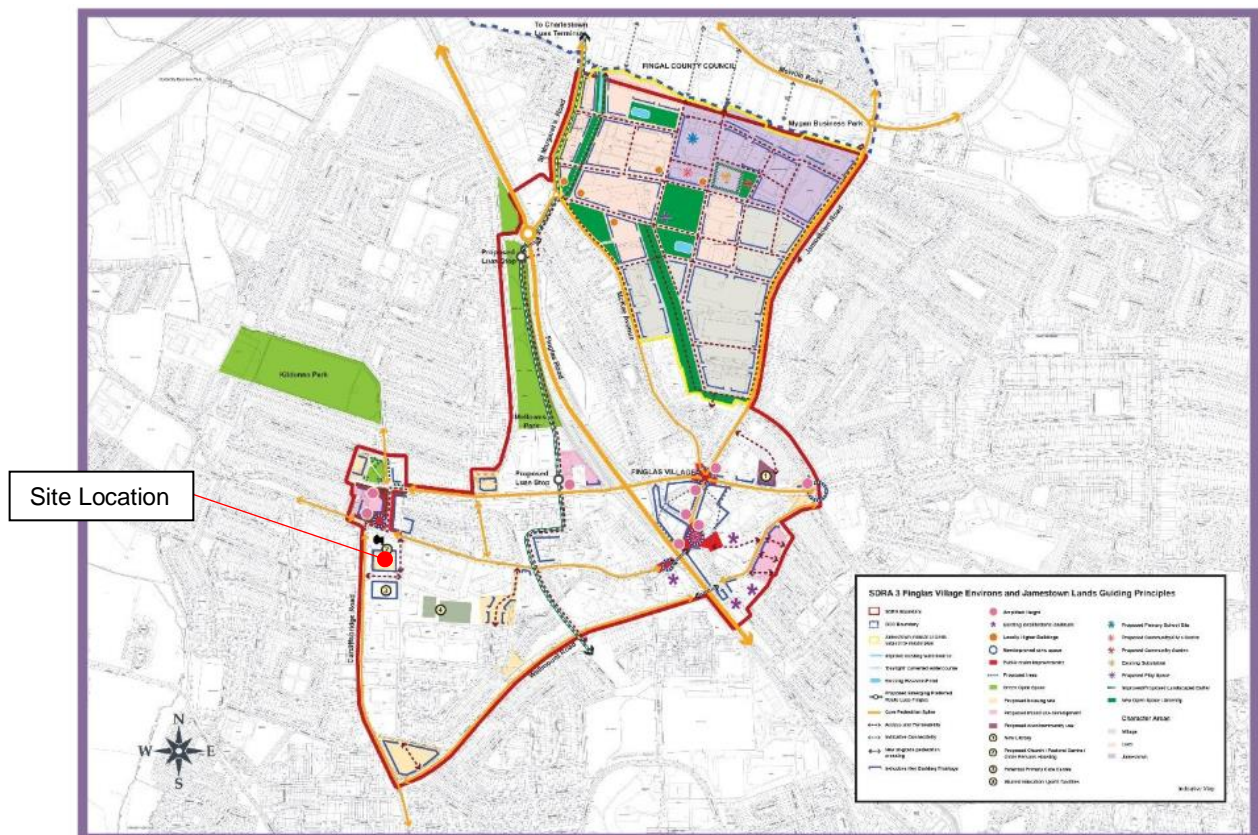


Figure 15 – SDRA 3 Finglas Village Environs and Jamestown Lands (Extract from Figure 13-3 of the Dublin City Development Plan 2022 – 2028)

Table 3.8: Accessibility, High-Capacity Public Transport Node and Interchanges are defined as those which are located within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.

The F-Spine is located in the Finglas area and the F3 route passes the site. The F-Spine serves Finglas-City Centre-Kimmage. The F3 route passes through Charlestown-Finglas SW-City Centre- Greenhills. Spine F is defined as high frequency spine with proposed frequencies of 5 – 10 mins based on the latest revision of network. The closest bus stop to the site is less than a 100m from the site along Cardiffsbridge Road.

SPPR 3(i) thereby gives justification for a substantial reduction in the quantum of car parking provision due to the public transportation offerings in close proximity to the site. The proposed parking provision of 28 no. parking spaces or 0.36 spaces per dwelling is therefore considered appropriate for the reasons outlined above.

5.2.2 Bicycle Parking

Bicycle parking standards are set out in Appendix 5, Section 3, Table 1 of the Dublin City Development Plan 2022-2028. The bicycle parking standards are tabulated below:

Category	Land-Use	Zone	Long Term	Short Stay/Visitor
Accommodation	Hotel ¹	All Zones	1 per 5 staff	To be determined by the planning authority on case by case basis
	Nursing Home Elderly Persons Accommodation/ Sheltered Housing ²	All Zones	1 per 5 staff 1 per 5 residents	1 per 10 residents
	Residential Apartment ³	All Zones	1 per bedroom	1 per two apartments
	Residential Dwelling	All Zones	1 per unit	1 per 5 dwellings
	Student Accommodation	All Zones	1 per bedroom	1 per 5 bedrooms
Civic, Community and Religious	Bank Community Centre Library Public Institution	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area(GFA)
	Place of Worship	All Zones	-	1 per 20 seats
	Funeral homes	All Zones	-	To be determined by the planning authority on case by case basis

Figure 16 – Maximum Bicycle Parking Standards based on DCC Development Plan 2022 – 2028

The bicycle parking requirements are summarised in Table 7 below.

Table 7 - Maximum Bicycle Parking Requirements					
Category	DCC Development Plan Requirements		Proposed development	Maximum parking spaces req. based on DCC Plan	
	Long Term Parking	Short Stay/ Visitor		Long Term Parking	Short Stay/ Visitor
Accommodation	1 per 5 residents	1 per 10 residents	106 no. 1-bed (2P) and 4 no. 2-bed (3P) = 224 residents	45	22
Community	1 per 5 staff	1 per 100 sq.m GFA	434 sq.m GFA	2 (Assumed 40 sq.m per staff)	4
Total				47	26

According to the Development Plan the maximum bicycle parking standard required equates to 47no. long term spaces and 26no. short term spaces. It is proposed to provide 87no. bicycle parking spaces within the development which meets the maximum bicycle parking requirements set out by DCC. The long stay parking will be secured in indoor bike rooms accessible by residents only.

5.2.3 Traffic Impact

Table 2.1 in the TII Traffic and Transport Assessment Guidelines, 2014 sets a number of thresholds, above which a Traffic Impact Assessment must be completed; refer to Table 8 below.

Table 8 – Traffic Management Guidelines Thresholds for Transport Assessments	
	Residential development more than 200 dwellings.
	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.

Table 2.3 in the TII Traffic and Transport Assessment Guidelines, 2014 sets out a series of further threshold which include:

Table 9 – Traffic Management Guidelines Thresholds for Transport Assessments	
Vehicle Movements	The character and total number of trips in/ out combined per day are such that as to cause concern.
Location	The site is not consistent with the National Guidance or Local Plan Policy, or accessibility criteria combined in the Development Plan

Other Considerations	The development is part of the incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a heavily trafficked/ congested area or near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There are concerns over the developments potentials effects on road safety.
	The development is in a tourist area with potential to cause congestion.
	The planning authority considers that the proposal will result in a material change in trips patterns or raises other significant transport implications.

The development will comprise of 110 dwelling units and, with just 15 car parking spaces provided, the traffic impact of the proposed development is expected to be negligible.

6 PRE – OCCUPATION BASELINE MODE SHARE

6.1 Purpose of the Baseline

This section provides information on the travel behaviour of the existing population of the locality and similar development types. This is necessary to predict the travel patterns of future residents at the development sites and identifying existing constraints which may impact upon the sustainability of future development.

The subject site is located within a city suburban area with predominantly residential land uses though there are other land uses nearby within walking distances such as schools, retail and commercial.

6.2 Mode Share

The NTA's Canal Cordon Report (2017) data has also been investigated to determine the travel trends for the Greater Dublin Area. The analysis highlighted the trend in modes used by the network users when travelling to work or school/ college through various canal cordon points. The summary of the data is for the selected site within the canal cordon points have been summarised and illustrated in Figure 17 below:

Current Mode Share (2019)	Target Mode Share 2028
Walking 11%	Walking 13%
Cycling 6%	Cycling/Micro Mobility 13%
Public Transport (bus, rail, LUAS) 54%	Public Transport (bus, rail, LUAS) 57%*
Private Vehicles (car, taxi, goods, motorcycles) 29%	Private Vehicles (car, taxi, goods, motorcycles) 17%

*Figure 17 – Current and Target Mode Share
(Source: Dublin City Development Plan 2022 – 2028:
Chapter 8 Sustainable Movement and Transport)*

The cordon counts indicate a significant increase in active travel as well as a reduction in the use of private car in the area enclosed by the two canals. Currently 71% of people travel into the city by sustainable modes (walking, cycling and public transport). The current mode share is 11% for walking and 6% for cycling providing a total mode share for active travel of 17%. It is acknowledged that some of the major transport infrastructure will progress through planning and construction phases. The plan therefore seeks to significantly grow the mode share for active travel to 26% and public transport to 57%.

Whilst the Canal Cordon data is not specific to social housing developments, it provides indicative travel trends for residential developments.

7 AIMS AND OBJECTIVES OF THE TMMP

7.1 Overview

To measure the ongoing success of the TMMP and its various measures, it is important that a series of targets and objectives are set at the outset.

As this is pre-occupation residential TMMP, it is expected that the final targets of the TMMP will be taken forward upon site occupation. As such, the pre-occupation baseline targets should be at this time considered as guidance until post- occupation baseline residential surveys are undertaken.

7.2 Aims and Objectives

The overall aim of the MMP for the proposed development is to minimise the proportion of single occupancy vehicle trips and address the forecast transport impacts of the end-users of the site. The objectives can be summarised as follows:

- Consider the needs of residents in relation accessing facilities for employment, education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances.
- Reduce the vehicular traffic generated by the development – including developing measures to reduce the need to travel, such as the provision of ancillary facilities (gym, food/ beverage facilities, business area co – working spaces, convenience retail and parcel delivery/ collection services).
- Develop good urban design by ensuring permeability of the development to neighbouring areas and provisions of cycle facilities.

7.3 Targets

Targets are the specific quantitative goals based on the objectives described above. Targets are important as they give the TMMP direction from its inception, providing measurable goals.

Since the overall aim of the TMMP is to reduce reliance upon the private car, it is appropriate to set a target which relates to this objective. The primary outcome indicator used will be mode share of the resident of the proposed development.

It will therefore be necessary to collect data to identify and understand the post-occupation baseline and ongoing travel habits, against which the TMMPs progress can be measured. It is recommended that resident's travel surveys will establish the post-occupation baseline travel data for the Finglas site and inform the final TMMPs targets.

8 MOBILITY MANAGEMENT MEASURES

8.1 Proposed TMMP Action Plan Measures

TMMPs have a wide range of possible “hard” and “soft” measures from which to choose from with the objective of influencing travel choices. The following section introduces proposed TMMP measures that can be implemented once the site is occupied. The finalised measures within the TMMP will be informed by the insight gained by the Post-Occupation Baseline Travel Survey results.

The proposed residential TMMP Action Plan is summarised into the following sections:

- Mobility Manager.
- Welcome Travel Pack.
- Marketing and Travel Information.
- Personalised Travel Planning.
- Walking.
- Public Transport.

8.2 Mobility Manager

A Mobility Manager will be appointed by PPP Co. The manager should be appointed prior to the first occupation of the Site. A dedicated commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided. Manager will be responsible for the following:

- Regular checks of the car park to ensure appropriate parking.
- Internal warning signs to be erected to warn visitors of parking restriction.
- The Mobility Manager will implement and control the operation of a Car Parking Management Plan. The Plan will outline procedures for the management of resident and visitor parking.
- The Mobility Manager will implement and monitor the operation of a permit-based parking system for residents. Permits shall be assigned on a demonstrated needs basis.
- Letters to be sent to all residents informing them of the agreed parking strategy.
- To develop and oversee the implementation of the initiatives outlines in the TMMP Action Plan below.
- To monitor the progress of the plan, including carrying out annual Residential Travel Surveys.
- To actively market and promote the social, economic, and environmental benefits of sustainable travel to residents.
- To provide sustainable travel information, support, and advice to residents including available bus service timetables, walking, and cycling maps, car-sharing, cycle hire services, local cycling and walking schemes and events.

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

- Information of free travel passes.
- Information on the sites available sustainable travel services (including cycle parking and cycle hire).
- 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 to public transport interchanges (e.g., Connolly Station).
- Information about local public transport services and tickets including a plan showing the location of bus stops, luas stops, and bus routes.
- Information on the health benefits of walking and cycling.
- Details of online car-sharing services 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.
- Provision of information on the financial and environmental costs associated with driving and support regarding tips for green driving techniques.

8.4 Marketing and Travel Information

Marketing and raising awareness will involve directly engaging with individuals and raising awareness of travel options as well the benefits of sustainable and active travel.

The Mobility Manager can market and promote the TMMP 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 Travel Pack) 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 to coincide with Bike Week, European Mobility Week and any other national/ local sustainable travel or community events.
- Displaying regular updates on TMMP targets and activities in communal areas of the residential development.
- Promotion of sustainable travel options to residents, focusing marketing initiatives on area where there is willingness to change and promoting positive messages e.g., reducing congestion and CO2 emissions, getting fit and active.

This crossing was reviewed as part of the Quality Audit by ORS Consultants, the Quality Audit report is included as part of this Planning Package. The Quality Audit observed that the proposed location coincided with an ESB pole and several gullies which could impede the safe movement of pedestrians posing a hazard for potential trips and falls. Further notes related to the proximity of the bus stop to the north of the crossing which could pose visibility challenges with southbound traffic which may heighten the risk of accidents at the crossing location between pedestrians and vehicles. The proposed crossing coincides with existing domestic property entrances which could increase the potential for vulnerable user conflicts with vehicles at these properties.

The audit recommended that the requirement for the pedestrian crossing be reassessed considering the proximity of a signalised crossing point 75m north of the proposed crossing location. Based on the recommendations from the quality auditors the pedestrian crossing was omitted for safety reasons and due to the fact that the existing signalised crossing adequately serves the pedestrians needs.

8.7 Public Transport

The following measures will be considered to encourage residents and visitors to travel by public transport:

- Consider providing vouchers towards sustainable travel to encourage modal shift.
- Provide up to date bus details including timetables / contact information in the welcome packs on resident notice boards.
- Provide wayfinding towards key transport modes; and
- Liaise with local bus companies regarding future improvements and/ or extension to local services.

Cost awareness can be a contributing factor in the decision to travel by car or public transport. Residents can be made aware of the savings that can be made by purchasing season and other ticket types.

8.8 Car Parking

The Mobility Manager will be responsible for implementing and controlling the operation of a comprehensive Car Parking Management Plan. This plan will provide a structured framework to ensure efficient and effective management of both resident and visitor parking within the site. The primary objectives of the plan include optimising the use of available parking spaces, reducing parking-related conflicts, and promoting sustainable transportation practices.

The key responsibilities of the Mobility Manager in relation to the Car Parking Management Plan will be as follows:

1. Implementation of the Car Parking Management Plan

- **Development of Procedures:** The Mobility Manager will develop detailed procedures for the management of parking for residents and visitors. These procedures will determine how parking spaces are allocated, the enforcement of parking rules, and the resolution of parking disputes.

- **Communication and Education:** The Mobility Manager will ensure that all residents and visitors are informed about the parking regulations, permit application process, and any updates to the Parking Plan. This may involve creating information materials and conducting community meetings.

2. Permit-Based Parking System

- **Permit Allocation:** The Mobility Manager will implement a permit-based parking system specifically for residents. Permits will be assigned based on demonstrated needs, ensuring that those who require parking the most are given priority.
- **Application Process:** Residents will be required to apply for parking permits, providing necessary documentation to demonstrate their need. The Mobility Manager will oversee the application process, ensuring it is fair, transparent, and efficient.
- **Permit Distribution and Monitoring:** Once permits are allocated, the Mobility Manager will be responsible for distributing them to approved residents. The manager will also monitor the use of permits to prevent misuse and ensure compliance with parking regulations.

3. Visitor Parking Management

- **Visitor Parking Allocation:** The Mobility Manager will outline procedures for the allocation of visitor parking spaces. This may include designated visitor parking areas, time-limited parking zones, or a reservation system for visitor parking permits.
- **Enforcement and Compliance:** The Mobility Manager will coordinate with enforcement personnel to ensure that parking regulations are upheld. This includes regular monitoring of parking areas, issuing warnings or fines for violations, and addressing any issues that arise.

4. Monitoring and Evaluation

- **Regular Reviews:** The Mobility Manager will conduct regular reviews of the Car Parking Management Plan to assess its effectiveness. This will involve collecting data on parking usage, receiving feedback from residents and visitors, and analysing trends to identify areas for improvement.
- **Reporting:** The Mobility Manager will prepare reports on the performance of the parking management system, highlighting successes, challenges, and recommendations for future improvements. These reports will be shared with relevant stakeholders to ensure ongoing transparency and accountability.

By effectively implementing and controlling the Car Parking Management Plan, the Mobility Manager will play a crucial role in ensuring that parking resources are used efficiently, resident and visitor needs are met, and the overall quality of life in the community is enhanced.

9 SERVICE DELIVERY MANAGEMENT PLAN

In addition to the residential units, the development includes 434m² of community, cultural and arts spaces. The operators of each facility will be encouraged/ instructed to apply the following service delivery criteria to all their service suppliers in accordance with SMT 15 'Last-Mile' Delivery as stated in Chapter 8: Sustainable Movement and Transport of the Dublin City Development Plan 2022-2028.

- No large articulated trucks will be allowed.
- Small to medium size vans will be encouraged.
- Except in special circumstances, large vans will be discouraged.
- All service delivery trucks must attend outside the off peak traffic times.

It is not possible to predict the volume of traffic that will be generated by the community centre, but the current estimate is 1 – 2 small vans per week.

10 MONITORING AND REVIEW

10.1 Monitoring and Review

The monitoring of travel behaviour is vital to measure progress towards targets. Monitoring may be undertaken by the resident's association after occupation. Thus, the Mobility Manager (MM) will be a volunteer representative of the committee. The local Authority could also assist with this.

The MM will consult with the occupiers to promote the concept of the TMMP, as well as identifying objectives for encouraging active travel.

Monitoring surveys will be conducted at intervals following occupations of the development. The MMC will organise surveys aimed at obtaining updated information on the travel patterns of the residents. The TMMP will be updated on the receipt of survey results.

The MM will be responsible for monitoring on-site and off-site facilities for sustainable modes. It will be the duty of the MMC to report any significant issues observed or any useful comments received from residents on either on-site or off-site facilities.

10.2 Data Collection Analysis

As the development, has not yet be constructed, it is not possible to undertake any travels surveys.

To understand travel habits, travel surveys will be distributed to all residents after occupation. Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place of work/study.
- Usual mode of travel and reason for modal choice.
- Attractiveness of various sustainable modes.
- Any barriers of sustainable modes.
- Initiatives that would encourage residents to travel more sustainably.

The information obtained will be used to undertake travel performance indicator and modal split analysis.