MALONE O'REGAN
CONSULTING ENGINEERS

SOCIAL HOUSING BUNDLE 4

DEVELOPMENT AT THE STANLEY STEET DEPOT,

DUBLIN 7

TRAFFIC MOBILITY MANAGEMENT PLAN

DUBLIN CITY COUNCIL

August 2024

Job: 23006

Contents Amendment Record

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Title: **Social Housing Bundle 4, Development at the Stanley Street Depot, Dubin 7 / Traffic Mobility Management Plan / Dublin City Council**

Job Number: **23006**

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Revision Record

Issue No.	Date	Description	Remark	Prepared	Checked	Approved
0	26.04.2024	Information	P1	KA	EK	ND
1	03.05.2024	Information	P1	KA	ND	ND
2	20.05.2024	Information	P1	KA	ND	ND
0	13.08.2024	Planning	P3	MG	ND	ND
1	29.08.2024	Planning	P3	MG	DW	DW

CONTENTS

1 INTRODUCTION

1.1 Introduction

This report is prepared in support of the planning application of the construction of 167 apartments and duplex units at a site c. 1.15 ha at the former Dublin City Fire Brigade Maintenance Depot and Dublin City Council Mechanical Division, Stanley Street, Grangegorman Lower, Dublin 7.

The purpose of this document is to define a Traffic Mobility Management Plan (TMMP). The TMMP provides an assessment of existing traffic and mobility issues accessing the site. It outlines the process of development of the TMMP Strategy and finally it examines the scope available for sustainable modes of transport to and from the site.

This TMMP has been prepared to guide the delivery and management of a package of integrated initiatives which seeks 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 location of the proposed development is illustrated in Figure 1-1. The site is situated in the north central area of Smithfield, Dublin city centre. There is existing two storey houses with back gardens and apartments bordering the development on the northwest and northeast respectively of the site. The western boundary is bordered by a mix of two storey housing/commercial units, a school and industrial yard off Manor Street. To the west of the site is also a recently constructed six storey high student accommodation. There are apartment developments beside period industrial units to the south of the site. Both granite cobbles and cast-iron tram tracks on Stanley Street are listed in the National Inventory of Architectural Heritage. There are apartments on the eastern boundary of the site on the opposite side of Grangegorman Lower.

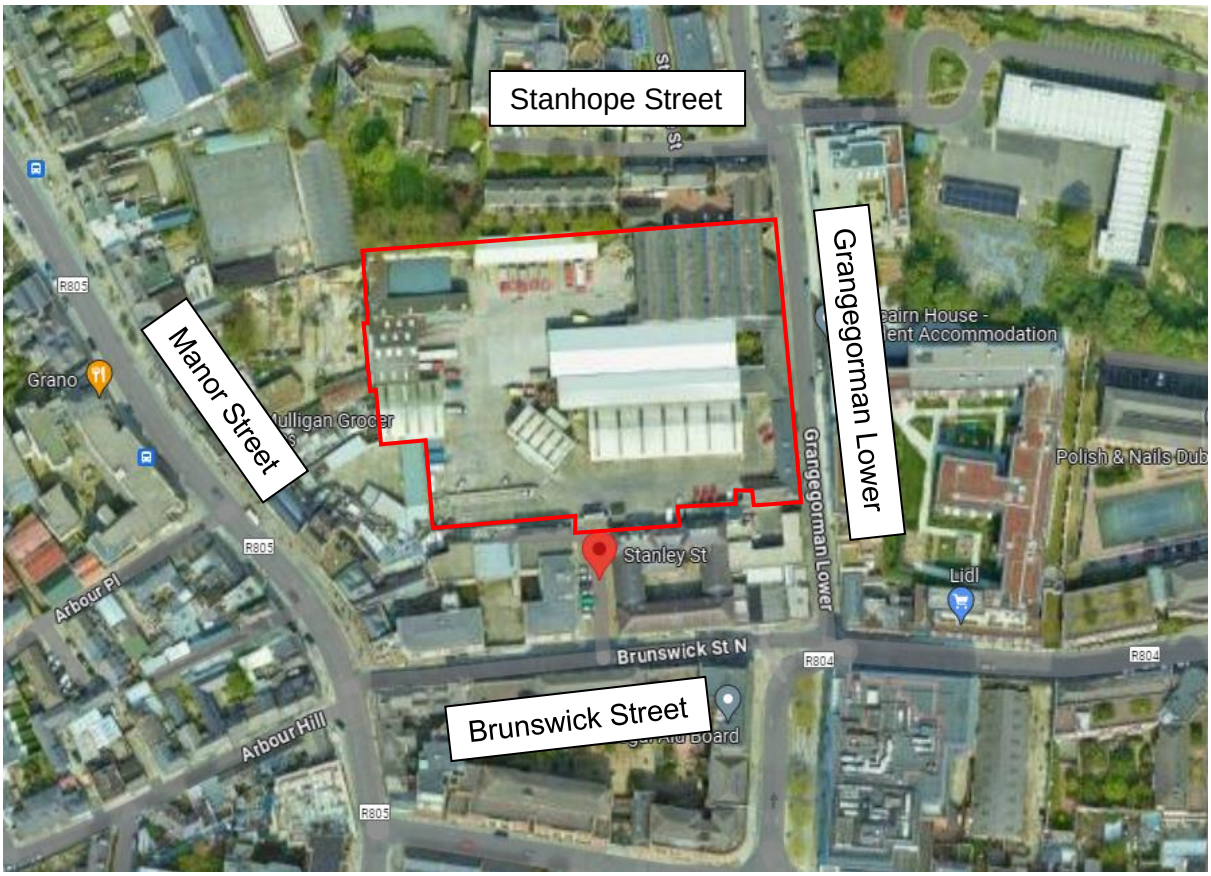


Figure 1-1 – Site location

1.3 Proposed Development

The proposed development includes the construction of 167 apartments and duplex units at a site c. 1.15 ha at the former Dublin City Fire Brigade Maintenance Depot and Dublin City Council Mechanical Division, Stanley Street, Grangegorman Lower, Dublin 7.

Development at the site will consist of the following:

- The demolition and site clearance of the existing buildings, sheds, warehouses and garages.
- Retention and modification of the south and east elevation of an existing structure (facing onto Grangegorman Lower) to form part of apartment Block G at the southeast corner of the site.
- Construction of 167 no. apartment and duplex units across Blocks A-K (including frontage onto Grangegorman Lower).
    - Blocks A – C consist of 71 no. apartment units (43 no. 1 bed and 28 no. 2 bed units) and ranges from 5 to 6 storeys.
    - Blocks D-G consist of 84 no. apartment units (43 no. 1 bed units, 29 no. 2 bed units and 12 no. 3 bed units) and ranges from 4 to 5 storeys.
    - Blocks H-K consist of 12 no. duplex units (6 no. 1 bed and 6 no. 3 bed units) and are 3 storeys.
- Provision of 270 long-stay and 101 short-stay bicycle parking spaces, 19 no. car parking spaces and 1 no. motorcycle parking space.

- Construction of a 277.54 sqm creche.
- Provision of 552 sqm of community, cultural and arts space located at ground floor level across Blocks B, E, F and G.
- 0.113 ha of public open space and 1350 sqm of communal open space
- Vehicular access is proposed from Grangegorman Lower and vehicular egress onto Stanley Street
- Boundary treatments, public lighting, site drainage works, internal road surfacing and footpaths, ESB meter rooms, ESB substations, stores, bin and cycle storage, plant rooms, landscaping; and
- All ancillary site services and development works above and below ground.

Figure 1-2 – Proposed Site Layout

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: Report 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: MMP 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:

2.3.1 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.

2.3.2 The Local Community

- Make local streets less dangerous, less noisy and les 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.

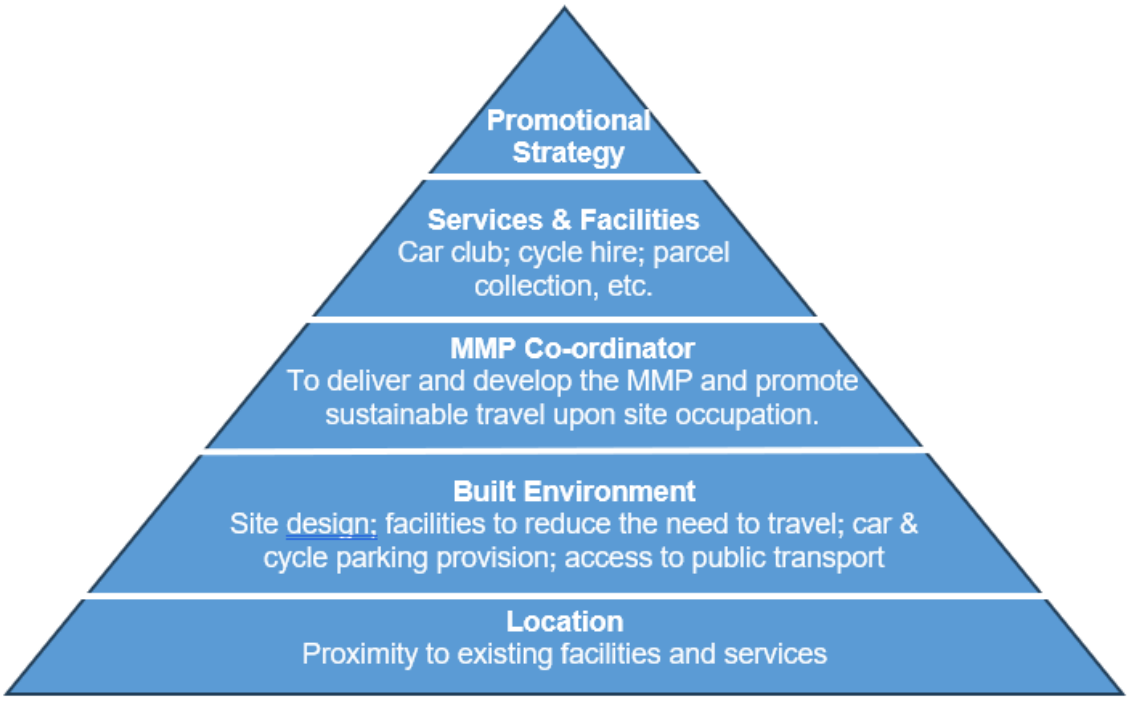


Figure 2-1 – The Travel Plan Pyramid

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 Policy and Plan 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 Stanley Street 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.

3.3.1 Greater Dublin Area Transport Strategy, 2022 – 2042

This strategy aims to contribute to the economic, social, and cultural progresses of the Greater Dublin Area (GDA) 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.

BusConnects is part of the overall GDA Transport Strategy and aims to overhaul the current bus systems in the Dublin Region through several measures, as outlined below. The measures will improve public transport access and reliability for future residents of the proposed development. The BusConnects programme includes:

- Building a network of “next generation” bus corridors on the busiest bus routes to make bus journeys faster, predictable, and dependable.
- Introducing Bus Rapid Transit, a higher quality of bus systems, on three of the busiest corridors.
- 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 debits cards or mobile phones to link with payment accounts and making payment much more convenient.
- 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 the different transport services without financial penalty.
- Implementing a new bus livery providing a modern look and feel to the new bus systems.
- Transitioning to a new bus fleet using low-emission vehicle technologies.

The BusConnects programme will improve access to bus services close to the proposed development. As illustrated below, the subject site is located close to Spine B which is defined as very high frequency spine with proposed frequencies of 3 – 5 mins based on the latest revision of network. Line O/ S2 also runs directly along the western boundary of the site providing an orbital route around the city at a frequency of 5 – 10 mins.

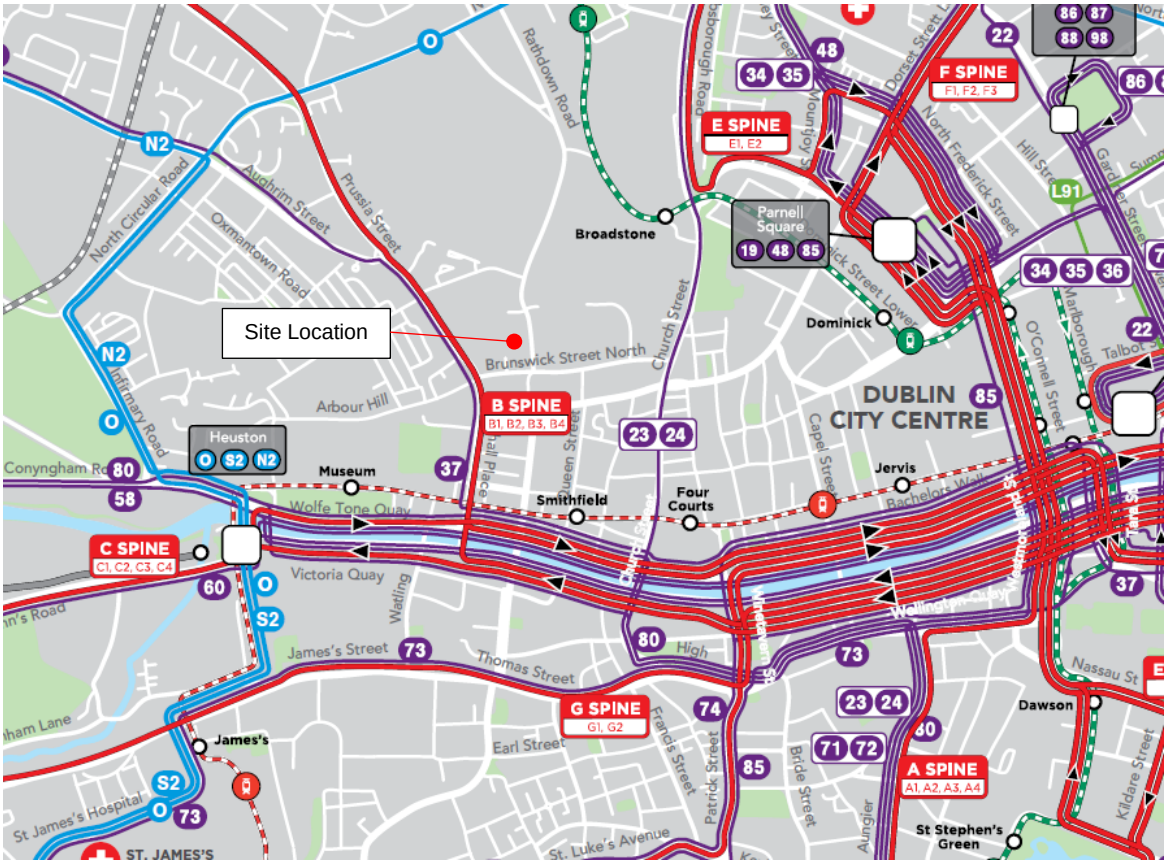


Figure 3-1– Proposed BusConnects Service Redesign Dublin City Centre

In addition to the redesign of the network, a number of high frequency Core Bus Corridors (CBCs) are proposed as part of BusConnects. The aim of the CBCs is to provide segregated bus lane priority to reduce congestion, improve bus capacity, reliability and punctuality while reducing bus journey times along 16 of the busiest bus corridors in Dublin. CBC will run along Dolphins Barn Street/ Cork Street within walking distance of the site.

In addition, the CBCs will include dedicated cycle tracks on each side of the road, providing safe cycle facilities, segregated from other vehicular traffic, with adequate footpaths for pedestrians and supporting elements such as pedestrian crossing at all key road crossing points and bus shelters for waiting passengers.

3.3.2 Greater Dublin Area Cycle Network Plan, 2022

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 4: Route 4 starts from Navan Road – Old Cabra Road – Prussia Street – TUD Grangegorman – Kings Inns – Henrietta Street – Parnell Street – O' Connell Street.
- Route 4D: Route 4D is a branch from Route 4 at Manor Street to Route 5 at the River Liffey, and with onward connection to the south-western zone.
- Route 5: Route 5 starts at the Docklands to the northwest sector along the Liffey Quays to Heuston Station, and then through the Pheonix Park to Castleknock and Blanchardstown.
- Route 2A: Route 2A is a branch of Route 2 that links the city centre to Drumcondra Road. Route 2A is to Swords via Drumcondra, Whitehall, and Santry.
- Route 2C: Route 2C is a branch of Route 2. Route 2C starts along Dorset Street and Bolton Street to Smithfield.
- Route 7A: Route 7A is a branch of Route 7 that links the city centre to Christchurch – Thomas Street – Pimlico. Route 7A starts at Bridgefoot Street to Lucan South via Kilmainham, Inchicore, Ballyfermot, and Liffey Valley Shopping Centre. Variant via Hueston Station and St. Johns Road West or through the Royal Hospital.

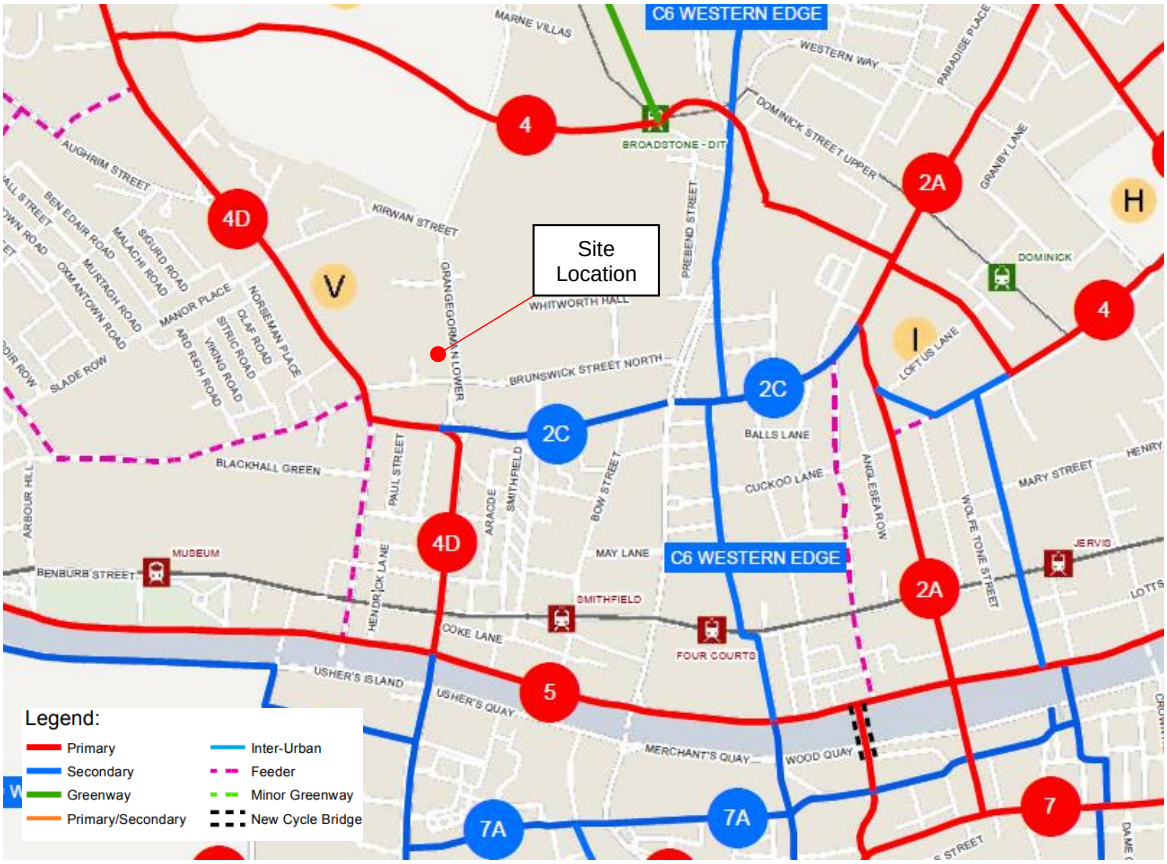


Figure 3-2 – Proposed Cycle Network Map

3.3.3 Dublin City Development Plan, 2022 – 2028

The Dublin City Development Plan (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.
- Creating sustainable neighbourhoods and communities.

Table 3-1 provides a summary of the policies and objectives most relevant to this TMMP.

Table 3-1 - Extracts from most relevant DCDP 2022 – 2028 Policies

Policy No.	Details
CEE13	**Towards a Green and Circular Economy** 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.
SMT6	**Mobility Management and Travel Planning** 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.
SMT16	**Walking, Cycling and Active Travel** 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.
SMT18	**The Pedestrian Environment** 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.
Policy No.	**Details**
SMT27	**Car Parking in Residential and Mixed Used Developments** 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	**Design Manual for Urban Roads and Streets**

	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.
SMT34	**Street and Road Design** 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.
SMT35	**Traffic Calming and Self-Regulation Street Environments** 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.
SMTO34	**Speed Limits and Traffic Calmed Areas** To expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the city and subject to stakeholder consultation.

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 OF EXISTING TRANSPORT NETWORK

4.1 Overview

This 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 number of educational, residential, and medical and retail facilities.

- Stoneybatter and Smithfield are within a 10-minute walk from the site.
- Oxmantown, Grangegorman and Arran Quay are within a 15-minute walk from the site.
- Heuston Railway Station and Henrietta Street are within 20-minute walk from the site.
- The Liberties, Ormond Quay and Phibsborough are within a 30-minute walk from the site.

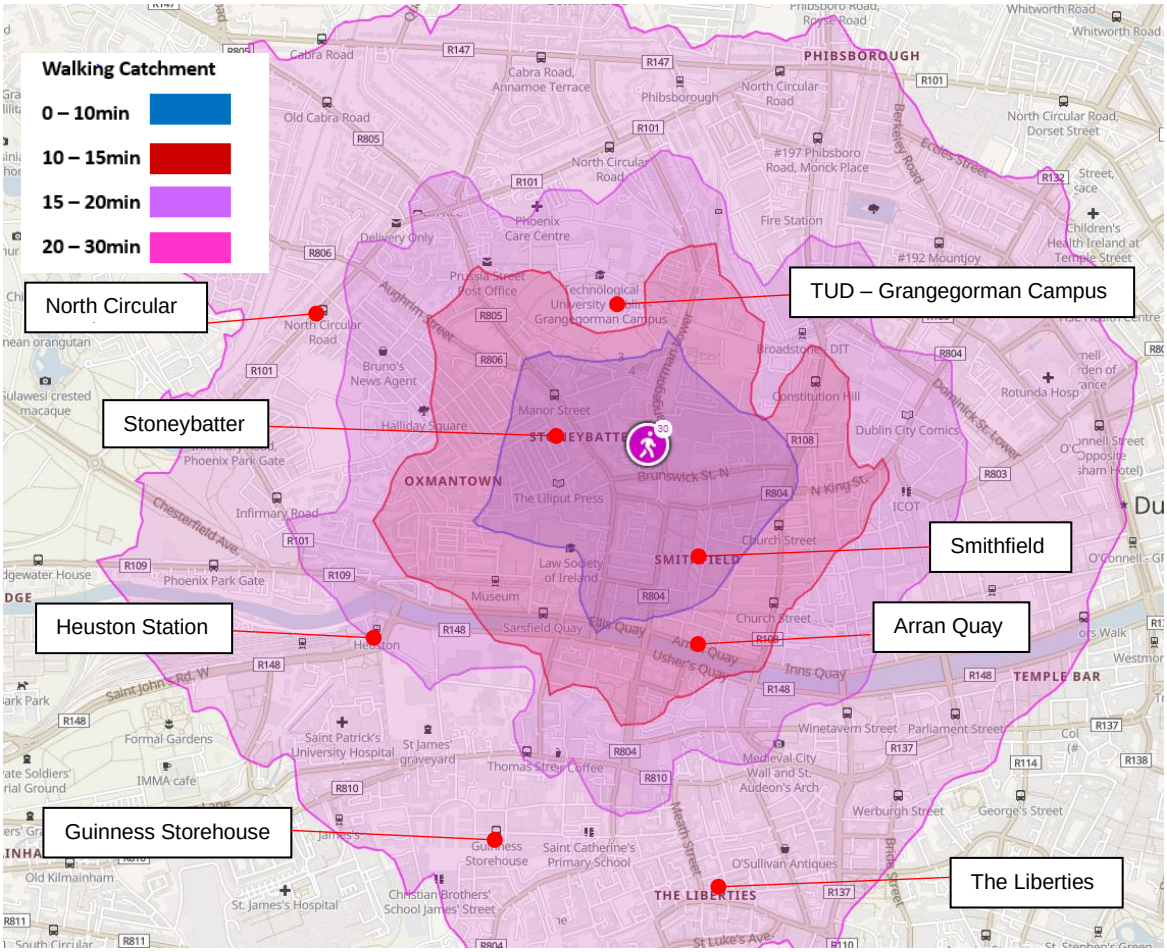
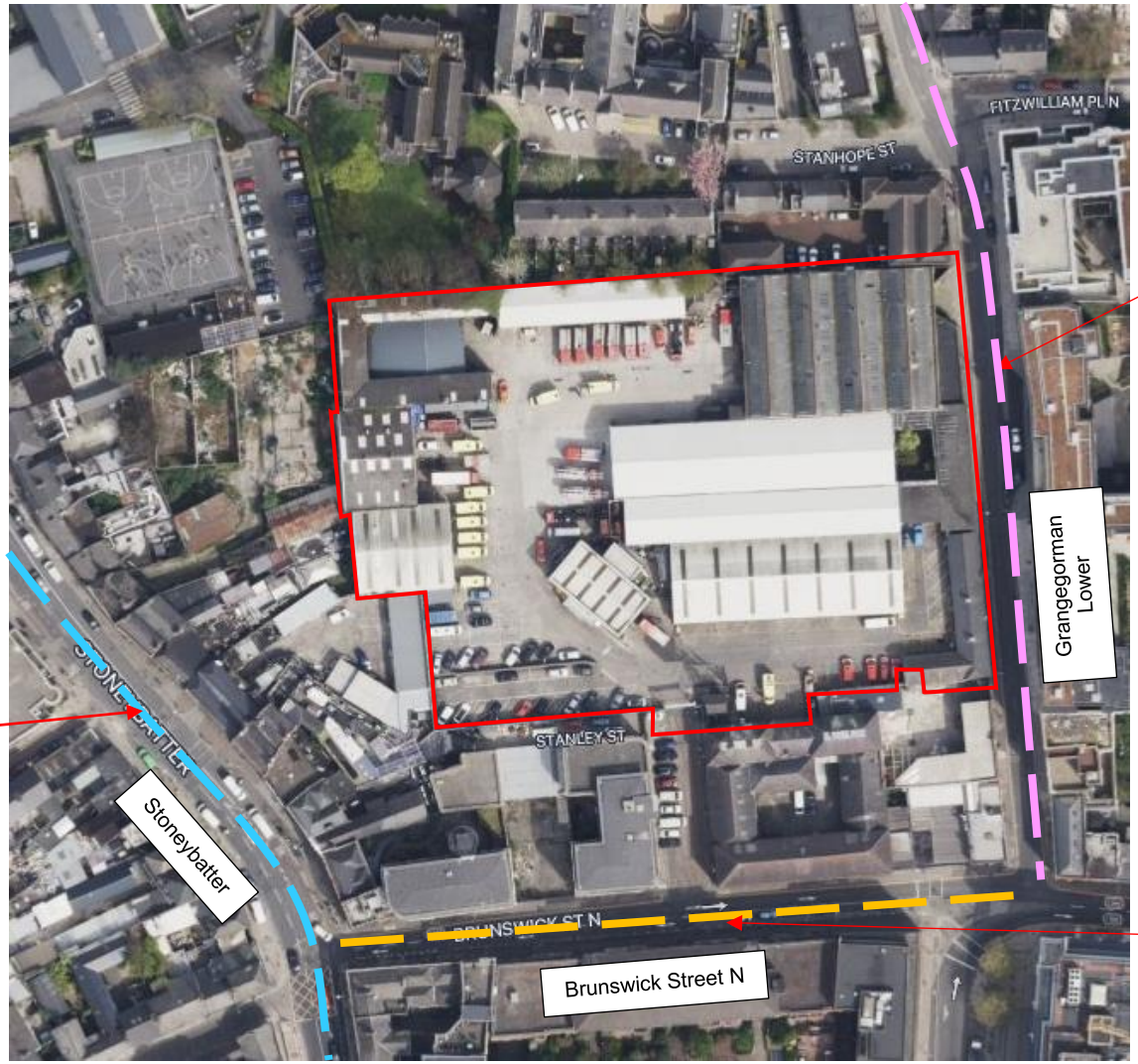


Figure 4-1 – Walking Catchment

Stoneybatter has a two-way road with a shared bus lane on one side of the road heading towards the city centre. There is a cycle lane on one side of the road, separated from traffic with street bollards. There are footpaths on both sides of the road with adequate street lighting. There is pedestrian crossing with traffic signals. Kerbs are dished and tactile paving is provided at the crossing.



Grangegorman Lower is a two-way road that runs along the eastern boundary of the site. There are footpaths on both sides of the road. On the commercial/ residential side of the road, bollards separate the footpath from the carriageway. There is adequate street lighting. Double yellow lines indicate that parking is prohibited.

Brunswick Street North is a two-way road that located to the south of the site. There are footpaths on both sides of the road. There is a cycle lane on one side of the road. There is adequate street lighting. Double yellow lines indicate that parking is prohibited.

Figure 4-2 – Existing Road Network

The site is also highly accessible by cycling:

- Grangegorman, Oxmantown, The Liberties, Phibsborough and Cabra are within a 10-minute cycle from the site.
- Kilmainham, Portobello, North Wall and Drumcondra are within 15-minute cycle.
- Chapelizod, Drimnagh, Crumlin, Ranelagh, Ballsbridge, and Ringsend are within a 20-minute cycle.
- Palmerstown, Clonskeagh, Clontarf, Beaumont, Ballymun, Finglas and Castleknock are within a 30-minute cycle.

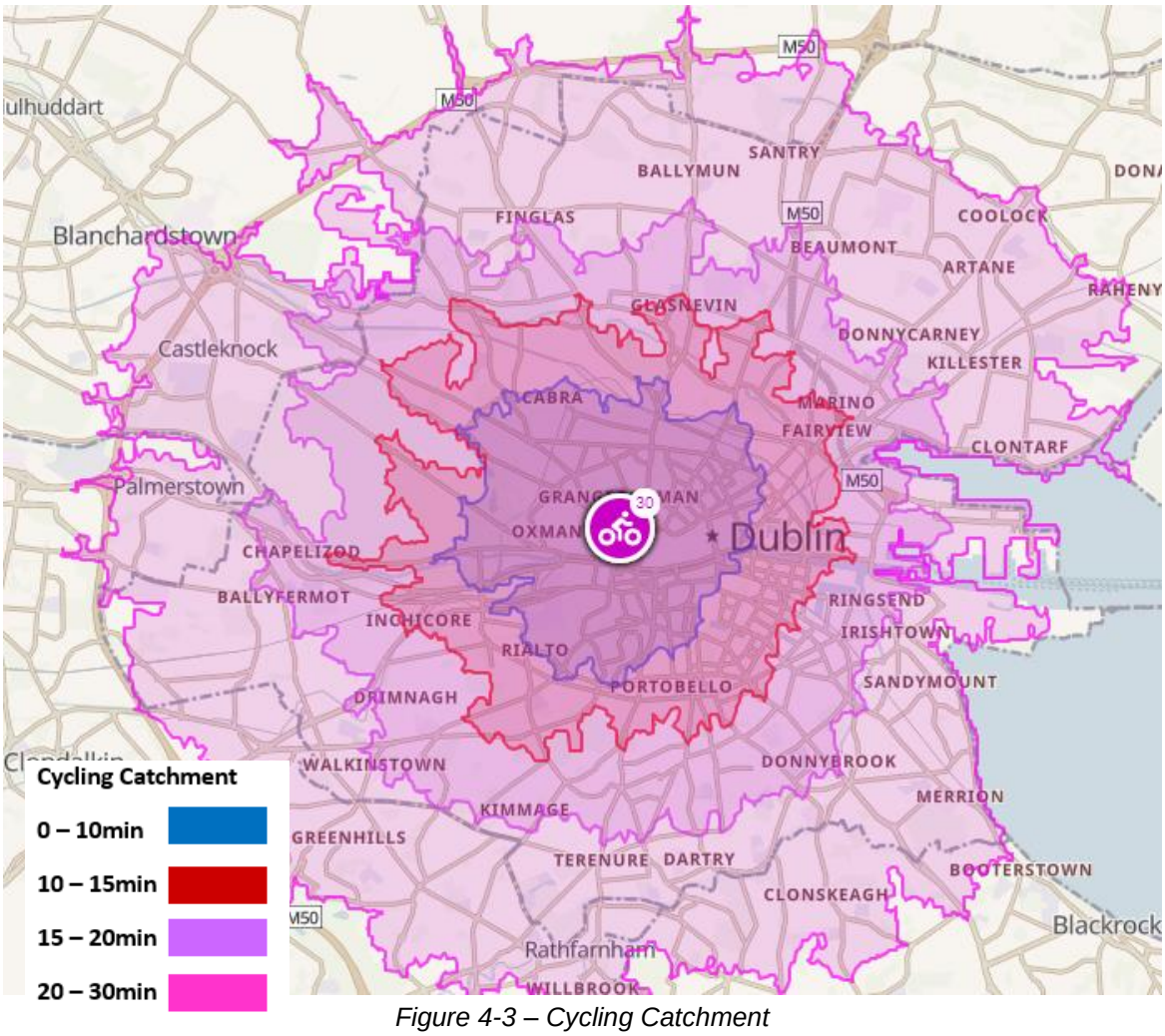


Figure 4-3 – Cycling Catchment

There are cycle lanes provided most of the way from Prussia Street - Manor Street – Stoneybatter until Blackhall Place. Currently there are no cycle lanes along Blackhall Place but there are bus lanes on both sides of the road. There are dedicated cycle lanes on the N1 and R108.

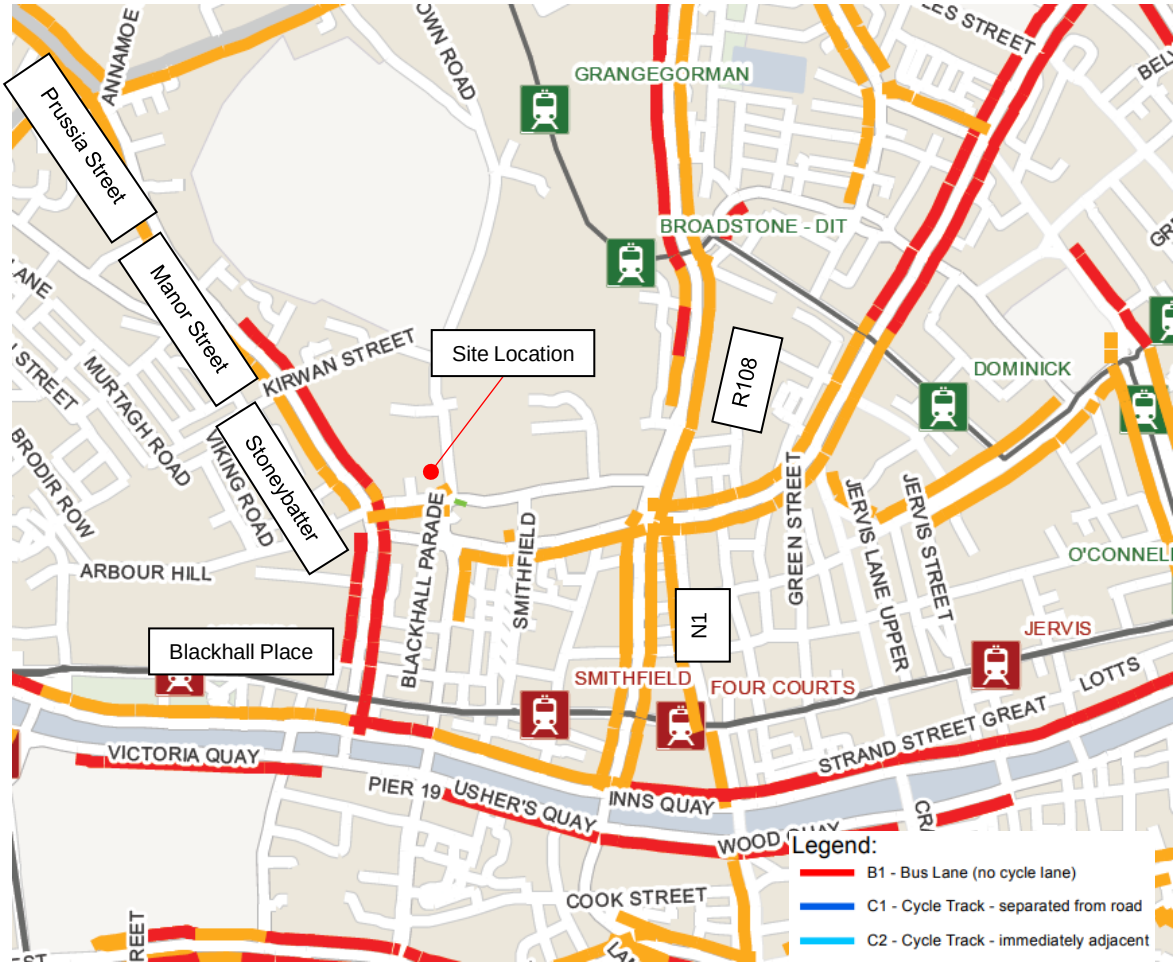


Figure 4-4 – Existing Cycle Network Map (Source: National Transport Authority)

In terms of bike sharing infrastructure, there are two main bike sharing schemes within Dublin, Dublin Bikes and BleeperBikes. Dublin Bikes is a public bike rental scheme facilitated by several stations around Dublin City primarily within the Canal Cordon. BleeperBikes is a station-less bike sharing scheme where users park the bike at designated parking spaces throughout the City with the scheme of extending well beyond the canals and into the north and south of the City. There are seven Dublin Bikes stations within walking distance of the site. The nearest station is located at Georges Lane, approximately 2 minutes' walk from the site, as shown in the Figure below.

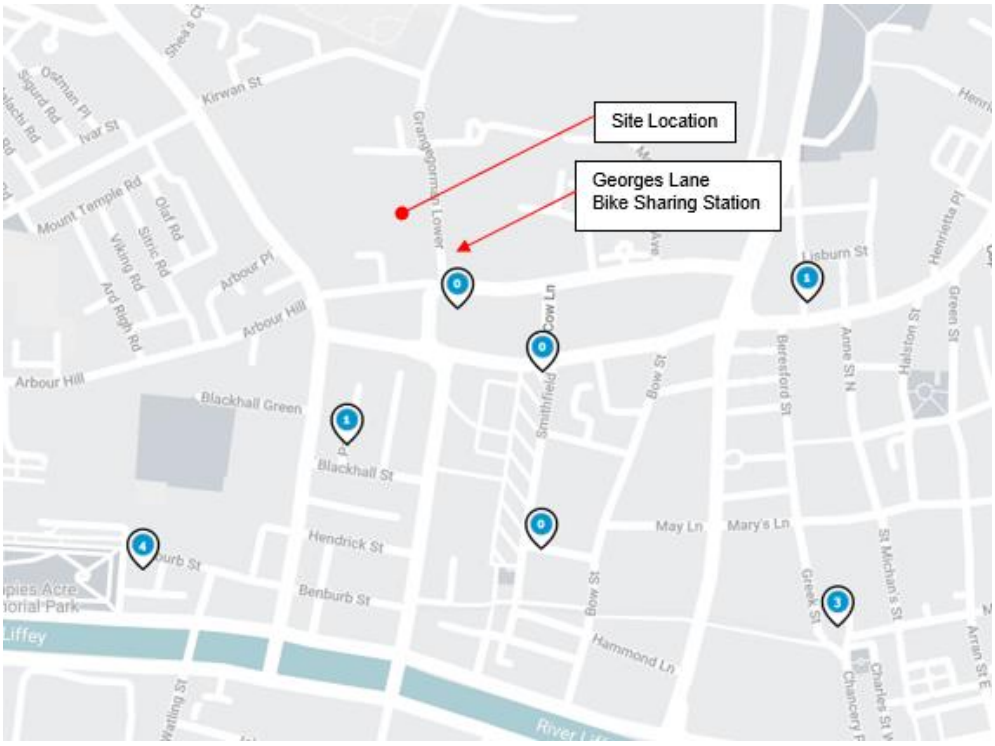


Figure 4-5 – Dublin Bike Stand Locations

4.3 Public Transport Infrastructure

4.3.1 Public Bus

As graphically illustrated in Figure 4-6, the site is well situated to benefit from public bus connections, with Table 4-1 detailing the number of services per day. The closest bus stops to the site are located at Stoneybatter which is within a few minutes' walk from of the site. These services are operated by Dublin Bus.

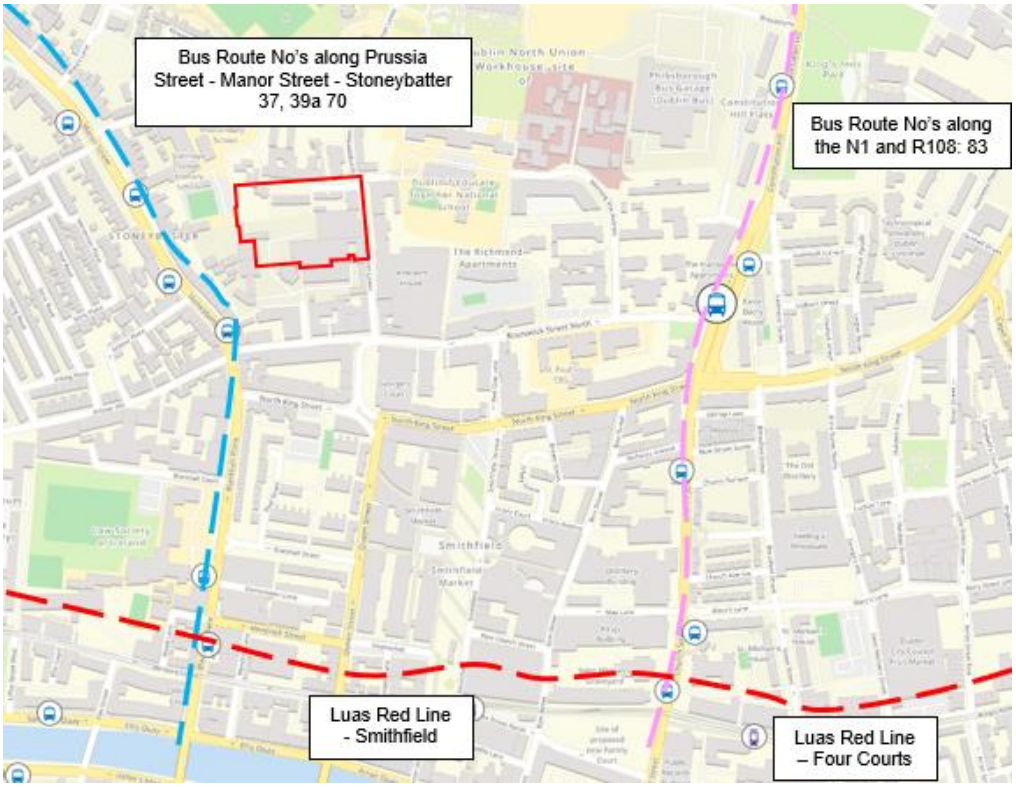


Figure 4-6 – Bus Stops in the Vicinity of the Site (Source: ww…er.transportforireland.ie)

Luas Red Line - Smithfield

Table 4-1 – Bus Timetable

Operator	No.	Route	No. of services		
			Monday to Friday	Saturday	Sunday
Dublin Bus	37	Baggot Street – Dawson Street – Stoneybatter – Navan Road – Castleknock – Blanchardstown	From 23:00 – 23:30 service every 30 mins	From 23:00 – 23:30 service every 30 mins	From 23:00 – 23:30 service every 30 mins
	39a	UCD – Donnybrook – Aston Quay - Stoneybatter – Cabra Road – Navan Road – Blanchardstown - Ongar	From 24:00 – 23:30 service every 10 mins	From 24:00 – 23:30 service every 12 mins	From 24:00 – 23:30 service every 12 mins
	70	Burlington Road – Dawson Street – Old Cabra Road – Navan Road – Blanchardstown – Dunboyne	From 6:00 – 9:25 service every 20 mins From 9:25 – 23:30 service every hour	From 6:30 – 23:30 service every hour	From 8:00 – 23:00 service every hour
	83	Stannaway Ave – Rathmines Road – Aungier Street – Glasnevin – Jamestown Road - Harristown	From 6:25 – 23:20 service every 10 mins	From 6:20 – 23:00 service every 15 mins	Not Operational

4.3.2 Rail

Luas is Dublin's tram service, operating two lines: The Luas Red Line and the Green Line. Luas Green Line has 35 Stops. It runs from Brides Glen to Broombridge via the City centre. Luas Red Line has 32 Stops. It runs from Tallaght to The Point and from Saggart to

Connolly. The site is an 8-minute walk to the Luas Red Line stop at Smithfield as seen in Figure 4-7.

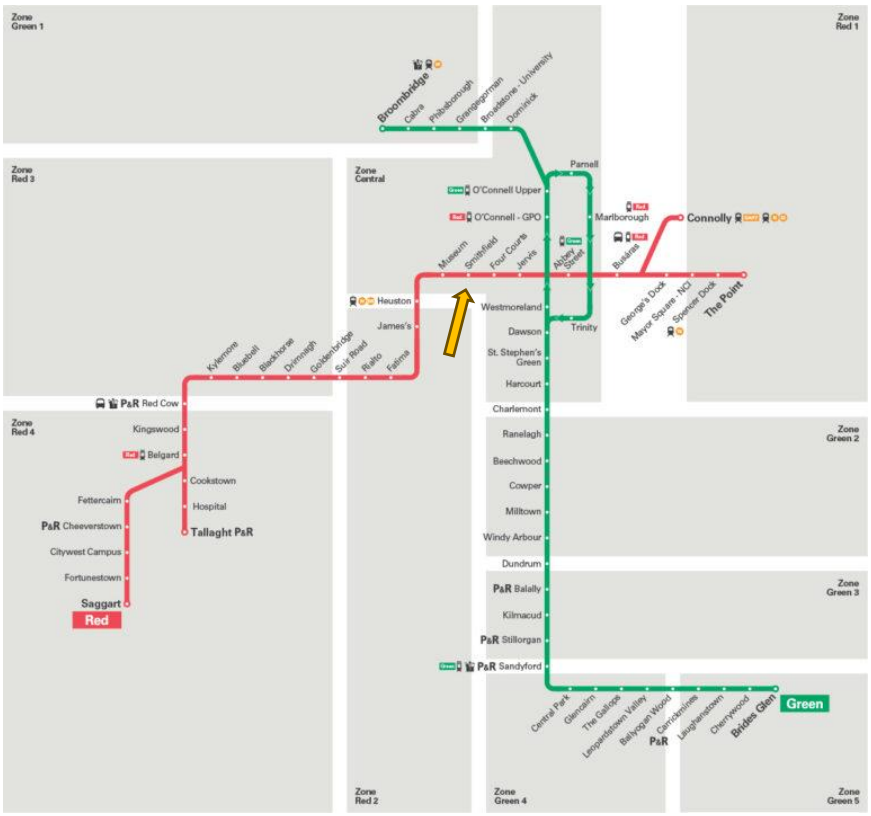


Figure 4-7 – Luas Map

4.4 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 a more sustainable alternative 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 are 11 GoCar hire stations located within a 1km walk from of the site. The locations of the GoCar bases are illustrated in Figure 4-8, with Table 4-2 providing additional details in relation to walking distance from the site and the type of GoCar vehicle available.

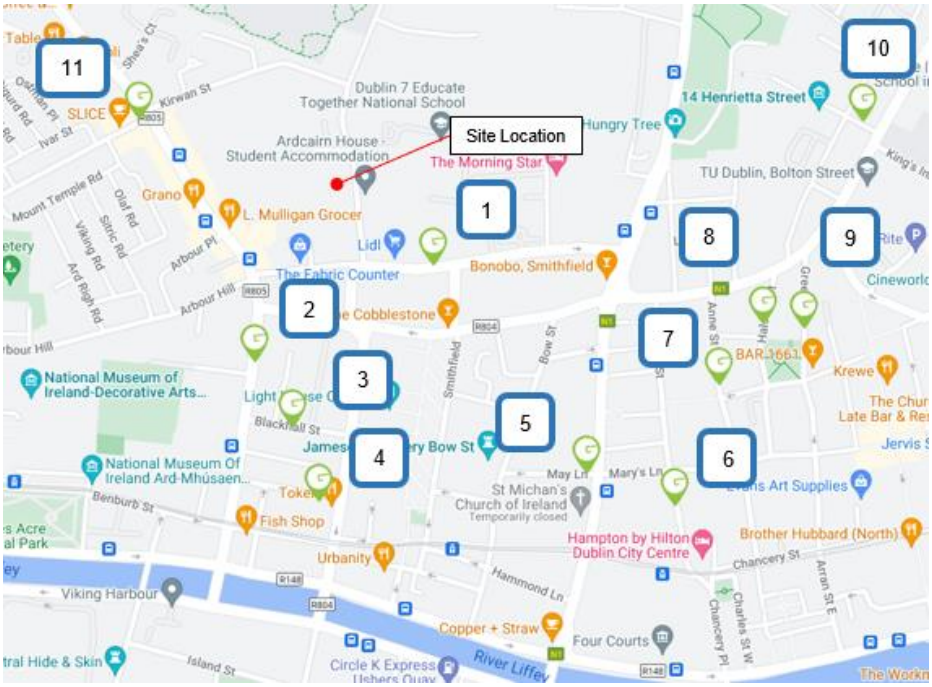


Figure 4-8– GoBase locations in the Vicinity of the site (Source: www.gocar.ie/locations/)

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 4-2 – GoBase Details

No.	GoBase Locations	Distance from the Development	Vehicle Class/ Cars Available
1.	Brunswick Street North	120m to the southeast	GoTripper  GoCargo 
2.	Blackhall Place	180m to the south	
3.	Blackhall Street	200m to the south	
4.	Haymarket Smithfield	300m to the south	
5.	Marys Lane	510m to the southeast	
6.	Greek Street	650m to the south	
7.	Annes Street North, Smithfield	560m to the east	
8.	Halston Street	620m to the east	
9.	Green Street, Smithfield	660m to the east	
10.	Henrietta Street	680m to the east	
11.	Manor Place, Stoneybatter	280 to the northwest	

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 40 vehicles during the morning and evening peak hours.

The typical damage incurred by heavy construction vehicles is chipping and settlement/displacement. The actions for protection should include.

1. Recording and Mapping before works commence,
2. Imposing a no work or set down within the cobbled area,
3. Take all measures to limit the extend of traffic movements through Stanley Street, and
4. Recording and Mapping on completion.

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:

- Entrance gates located within site boundary ensuring no set down on Stanley Street.
- Strict delivery schedule to limit queueing outside of the site boundary on Stanley Street.
- Emphasis on Grangegorman Lower as main entrance access for majority of construction stage and suggested travel route to GGL.
- In general, the construction day will begin and end outside of peak travel hours. As a results, 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 not 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 relatively low.
- Access to Stanley Street will be provided initially in the short term until Building 01 is demolished. Following which, main access to the site will be via Grangegorman lower.

- It is noted that large vehicles currently access the Depot via Stanley Street hence the road surface is used to receiving loading of same and should be capable of supporting an infrequent number of heavy vehicles in the short term.
- Measures will be provided within the site boundary such as a defined area for a wheel wash facility and to avoid run off containing any debris/materials after exiting the site.

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.

5.1.1 Waste Management

A Waste Characterisation Assessment was completed by O'Callaghan Moran & Associates in April 2024 and is included as part of this Planning package. Hazardous concentrations were encountered in 14no. of the samples. Materials removed from these can be classed as Soil and Stone containing hazardous substances (LoW Code 17 05 03). A colour-coded heatmap of the site is generated by the site engineer which can be used during the excavation process to properly identify and segregated each water type to be removed to appropriately licensed waste facilities.

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 1. 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	1 per 75 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
ducation	College of Higher Education	None	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students
	Crèche/ Childcare Services[3]	1 per 100sq.m. GFA	1 per 100 sq. m. GFA	1 per 100 sq. m. GFA
	School[4]	None	1 per classroom	1 per classroom

Figure 5-1– Maximum Car Parking Standards

According to the Development Plan the maximum car parking standards are 0.5 per dwelling. 1 per 350 sq. m. GFA for community centres and 1 per 100 sq. m. GFA for the Creche. Therefore, the maximum parking requirements are as follows:

Table 5-1 – Maximum parking requirements for the residential units

Housing type	1 bed	2 beds	3 beds	Total
No. of units	92	57	18	167
No. of parking spaces	46	29	9	84

Table 5-2 – Maximum parking requirements for the creche and community centre

Venue	Area	Spaces
Community centre	552	2
Creche	277.574	3

A maximum of 84 parking spaces are required for the site for the residential units and five spaces for the creche and community centre. It is proposed to provide 19no. spaces in total which equates to 0.11 spaces per unit.

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 5-3 - 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 site's proximity to the nearby bus stops, approximately 100m, 1-minute walking catchment of the site, with a number bus services that are as frequent as every 15 minutes. • The sites is an 8-minute walk to the Luas Red Line at Smithfield • The nearest train station is Heuston Station approximately 1.7km (24-minute walk or 8-minute cycle journey) from the proposed development. These services travel towards Dublin City and will allow the building occupancies to avail a wider public transport service.	Yes

Walking and cycling accessibility	It avails a dense pedestrian network in its vicinity. The majority of streets in the vicinity are catered with footways and formal crossings are present at main junctions such as Stoneybatter. There is a one-way cycle lane along Stoneybatter, separated from traffic with street bollards.	Yes
Services and sources of employment available within walking distance	The site is located within walking distance of a considerable number of retail, commercial and leisure amenities with good permeability for pedestrians and cyclists. To the east of the site O'Connell Street is within approximately 17-minutes and IFSC Business District is within a 24-minute walk. To the north Grangegorman is within a 18-minute walk and to the south the Guinness Storehouse is within a 16-minute walk.	Yes
Availability of shared mobility	There are 5 GoCar hire stations within a 300m walking catchment of the site. There is a NOW dublinbikes stations also within a 300m walking catchment of the site.	Yes
Impact on surrounding properties	The site is situated within the area of Stoneybatter and Smithfield where a mix of land uses are situated including retail, employment/ 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
Robustness of MMP	An Action Plan is prepared to accompany this planning application and will be adopted prior to operation of the development. The Action Plan sets out a framework of measures to promote sustainable travel amongst occupants, whilst reducing reliance on private car modes. The robustness of the MMP will be implemented and monitored by the MMP Manager to oversee the day-to-day running of the Plan.	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. City Centre is defined as follows:

"The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that

residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork."

Stanley Street is located between Stoneybatter and Smithfield which are both central and accessible urban locations with high order of retail, employment/ enterprise and leisure amenities.

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 subject site is located close to Spine B which is defined as very high frequency spine with proposed frequencies of 3 – 5 mins based on the latest revision of network. Line O/ S2 also runs directly along the western boundary of the site providing an orbital route around the city at a frequency of 5 – 10 mins. Refer to Figure 3.

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 19 no. parking spaces or 0.11 spaces per dwelling is therefore considered appropriate for the reasons outlined above. Furthermore, the following section discusses the modal breakdown the for location and development, which shows car ownership is very low and majority of those travel via foot, bike or public transport hence a large number of car parking provisions are not required.

5.2.2 *Bicycle Parking*

Figure 5-2 highlights the cycle parking standards set out by the DCCDP. For the residential apartments, 1 space per bedroom is required for long term parking and 1 per two apartments is required for short term parking. For the community centre, 1 space per 100 sq. m. of GFA is required for short term parking. Finally, 1 long term space per 5 staff is required and 1 short term parking space is required per 10 children in the creche.

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
Education	College of Higher Education	All Zones	1 per 5 staff 1 per 2 students	
	Crèche/Childcare Services[4]	All Zones	1 per 5 staff	1 per 10 children
	Primary Schools	All Zones	1 per 5 staff 1 per 5 students	

Figure 5-2 - Cycle Parking Standards

Since there are 92 no. 1 unit beds, 57 no. 2 beds and 18 no. 3 beds there is a requirement for 260 long stay cycle parking bays and 84 short stay parking bays as described in Table 5-4.

Table 5-4 – Cycle parking provisions for residential units

Cycle parking	1 bed	2 bed	3 bed	Total
No. of units	92	57	18	167
No. long stay	92	114	54	260
No. short stay	46	29	9	84

The community centre is 522m^2, therefore 6 short term parking spaces are required. Additionally, the parking provisions for the creche also must be considered. The area of the crèche is 277.54m$^{2.}$ According to the Child Care Act 1991 (Early Years Services) Regulations 2016 which sets out the space requirements, and ratios of adults to children;

there would be a maximum of 12 adults and 49 children. Which equates to 3 long term cycle parking and 5 short term cycle parking spaces for the creche as detailed in Table 5-5.

Therefore, combing the residential apartments, community centre and creche, 263 long term cycle parking spaces and 95 short term cycle parking spaces are required.

Table 5-5 – Cycle parking provisions for Creche

Age of children	No. of adults	No. of children	Floor area per child	Area	No. of adults	No. of children
0-1 year	1	3	3.5 sq metres	36	4	10
1-2 years	1	5	2.8 sq. metres	37	3	13
2-3 years	1	6	2.35 sq. metres	30	3	13
3-6 years	1	8	2.3 sq. metres	30	2	13
Total					**12**	**49**
Parking spaces					**3**	**5**

The proposed quantity of long stay cycle parking is 270no.The parking spaces will be secured in indoor bike rooms accessible by residents only. In addition to the long stay parking there will be 101no. short stay cycle parking spaces. Refer to SHA bicycle storage drawing ref.0007 for locations. These quantities meet and exceed the quantities set out in DCCDP. Additionally, there will also be a provision for 1 no. motorcycle parking space.

5.2.3 Traffic Impact

A review of trip generation factors contained within the TRICS database was carried out. TRICS data is primarily UK based, although a number of Irish sites have recently been included and the number of Irish sites continues to expand. Nevertheless, we consider that TRICS will provide a reasonable indication of traffic generation from the proposed development.

Notwithstanding the above, internal research undertaken by TRICS has shown that there is no direct evidence of trip rate variation by country or region. The use of English, Scottish or Welsh data can be equally applicable to Ireland if users take into account important site selection filtering factors such as levels of population, location type, local public transport provision, and development size and car ownership level, amongst others.

Data supplied for inclusion in TRICS undergoes a procedure of validation testing, and there is no evidence from this procedure suggesting that data from Ireland bears any significant fundamental differences to that from the other countries included. Consequently, we consider that TRICS will provide a reasonable indication of traffic generation from the proposed development.

Table 5-6 – TRICS Trip Rates

TRICS Trip Rates
TRIP RATE FOR LANDUSE 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. of Days	Ave DWELLS	Trip Rate	No. of Days	Ave DWELLS	Trip Rate	No. of 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	2	131	0.019	2	131	0.042	2	131	0.061
08:00-09:00	2	131	0.031	2	131	**0.053**	2	131	0.084
09:00-10:00	2	131	0.023	2	131	0.027	2	131	0.050
10:00-11:00	2	131	0.019	2	131	0.027	2	131	0.046
11:00-12:00	2	131	0.034	2	131	0.046	2	131	0.080
12:00-13:00	2	131	0.038	2	131	0.042	2	131	0.080
13:00-14:00	2	131	0.015	2	131	0.027	2	131	0.042
14:00-15:00	2	131	0.015	2	131	0.015	2	131	0.030
15:00-16:00	2	131	0.027	2	131	0.027	2	131	0.054
16:00-17:00	2	131	0.046	2	131	0.038	2	131	0.084
17:00-18:00	2	131	0.053	2	131	0.042	2	131	0.095
18:00-19:00	2	131	0.073	2	131	0.031	2	131	0.104
19:00-20:00	1	247	**0.077**	1	247	0.053	1	247	**0.130**
20:00-21:00	1	247	0.040	1	247	0.020	1	247	0.060
21:00-22:00									
22:00-23:00									
23:00-24:00									

Table 5-7 - Table 6 - Total Number of Estimated Trips for the Development

AM Peak Hour (07:30-08:30)			PM Peak Hour (17:15-18:15)		
Arrivals	Departures	Total	Arrivals	Departures	Total
2	3	5	4	3	7

Table 2.1 in the Transport Infrastructure Ireland (TII) Traffic and Transport Assessment Guidelines, 2014 sets a number of thresholds, above which a Traffic Impact Assessment must be completed.

Table 5-8 - Traffic Management Guidelines Thresholds for Transport Assessments

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 5-9 – Traffic Management Guidelines Thresholds for Transport Assessments

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 provide 167 dwelling units and, with just 7 vehicle movements in the AM peak hour and 9 vehicle movements in the PM peak hour, so the impact of the development on the surrounding road network 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 centre area with predominantly residential land uses though there are other land uses nearby within walking distances such as employment, commercial, schools and leisure.

6.2 Mode Share

The NTA's Canal Cordon Report (2017) data has also been investigation 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 6-1:

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 6-1 – 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 and the required targets.

The 2022 Irish Census gathers various data from the population of Ireland under sixteen themes, with themes 11 and 16 applying to this TMMP:

1. Sex, age and marital status,
2. Migration, ethnicity and religion,
3. Irish language,
4. Families,
5. Private households,

6. Housing,
7. Volunteers,
8. Principal status,
9. Social class and socioeconomic group,
10. Education,
11. **Commuting,**
12. Education,
13. Occupations,
14. Disability, carers and general health,
15. Industries, and
16. **Motor car availability and internet access.**

The data is collected in areas (counties, small areas, electoral divisions etc.), these areas allow specific locations census responses to be studied. The site is located in the “ARRAN QUAY B” ED as illustrated in **Error! Reference source not found.**. The ED has a p opulation of 5529 people; this ED is largely residential with large apartment blocks.

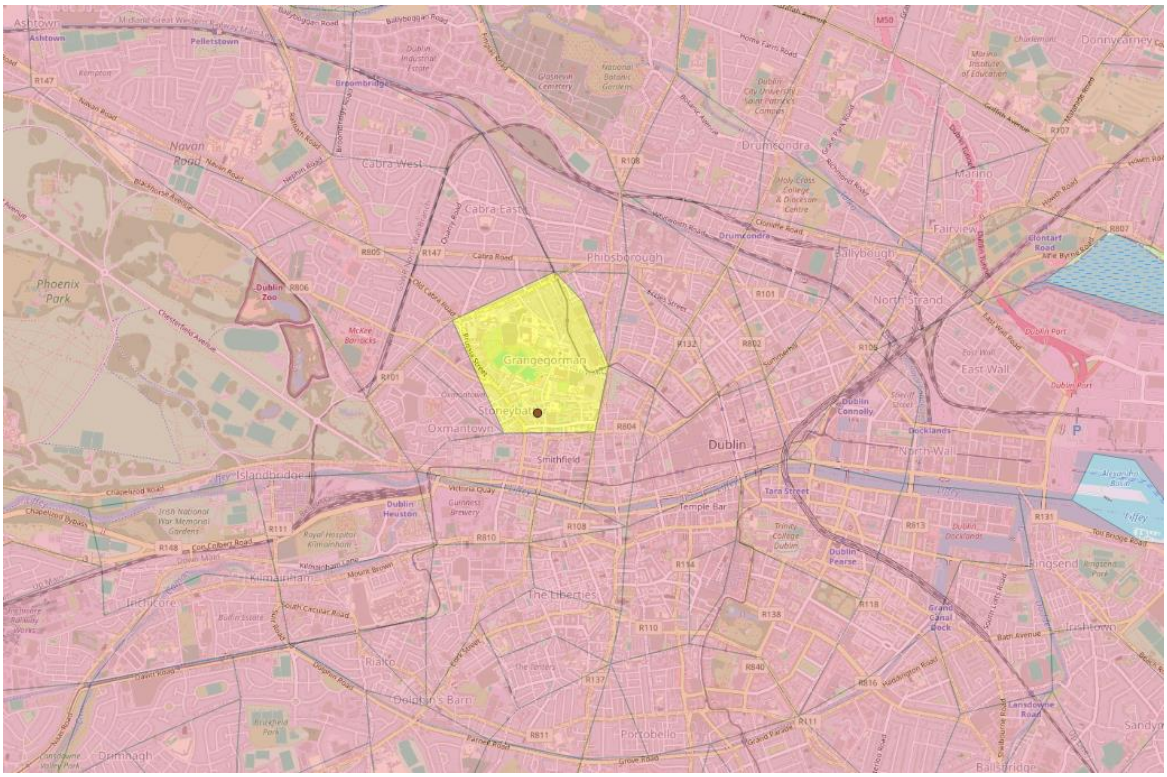


Figure 6-2 – Site Location in CSO Electoral Division

Figure 6-3 depicts majority of those living with the site development travel via foot (19&), followed by public transport (17%) and bicycle (7%). Very few use the car as driver or passenger (5% and 1% respectively).

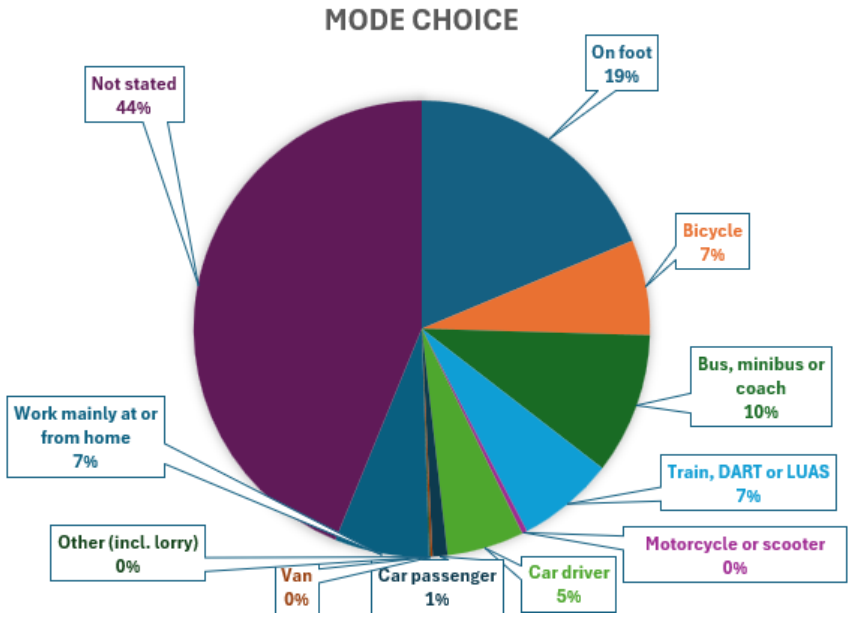


Figure 6-3 – Mode Choice for the Site

The peak travel for those travelling within the area was between 07:31 and 08:00, followed by 08:01 and 08:30. A small percentage travelled before 06:30 and after 09:00. Therefore, the peak AM travel period for the area can be considered between 07:30 and 08:30.

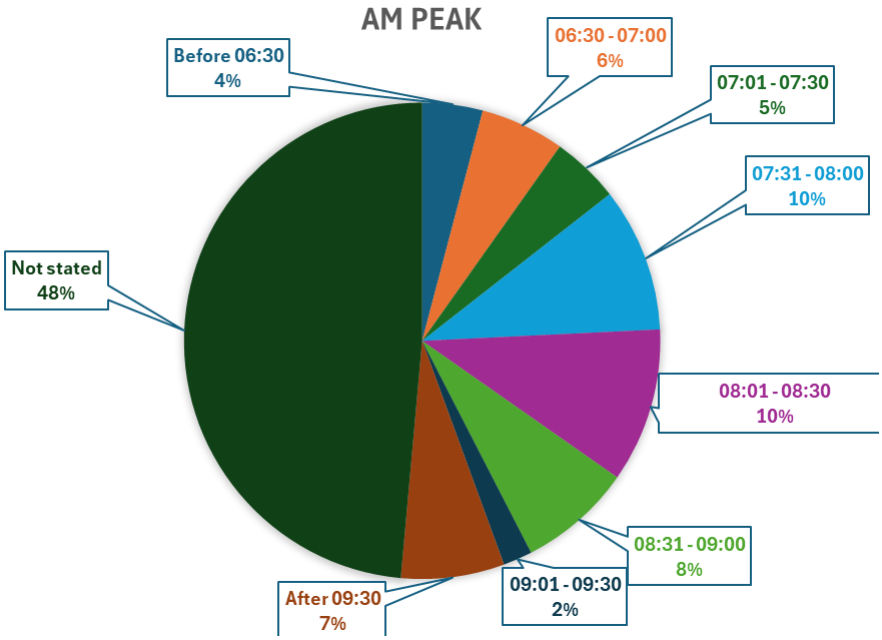


Figure 6-4 – Peak Travel Time for the Site

The most common commute time is between 15 and 30 minutes, followed by 30 to 45 minutes. Very few of the people living within the area travel for more than 45 minutes.

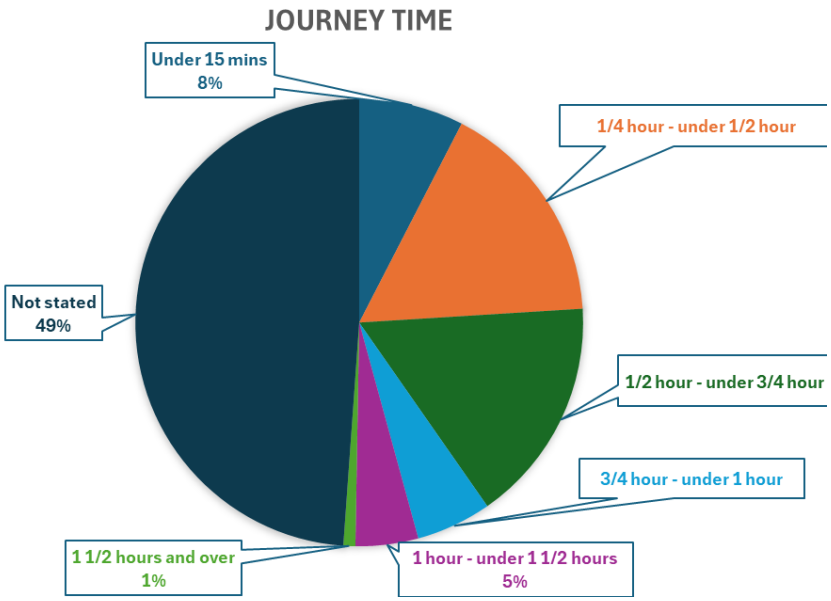


Figure 6-5 – Journey Time for the Site

Car ownership levels were very low with 45% of people owning no cars, 26% of people owning one car, 4% owning two cars and 0% owing more than two cars.

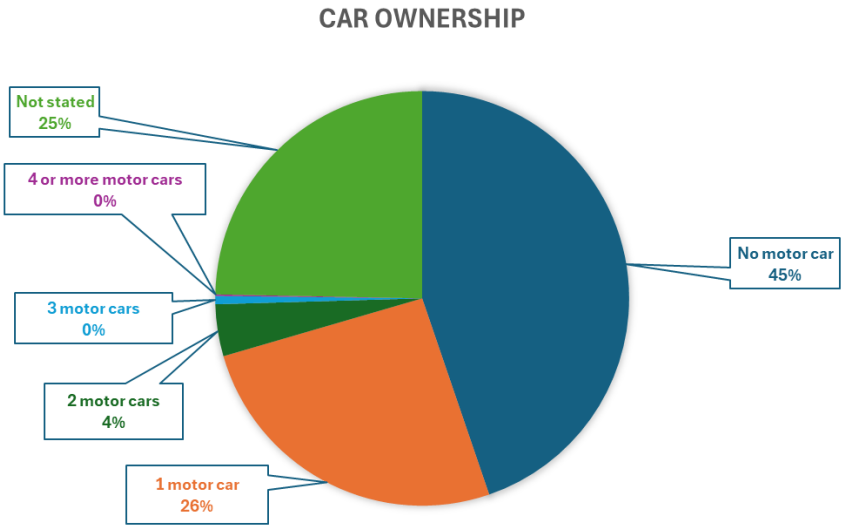


Figure 6-6 – Car Ownership for the Site

As detailed in previous sections, the site is very well located in terms of proximity to walking, cycling and public transport infrastructure; additionally, the public transport impact assessment concluded the development is not expected to have a negative impact on the surrounding public transport facilities. Additionally, since the parking provisions are limited, the development is also not expected to have a large impact on the surrounding traffic conditions. Those living within the area on average do not travel for more than 45 minutes; accompanied with the active commercial, leisure and residential neighbourhood with good walking and cycling catchments. It can be expected that the residents of the development will avail of active modes of travel.

The development will prioritise encouraging residents to use active and public transport means of travel. Methods of encouragement is described in section 8.

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 TMMP 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 Forbes Lane 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 (MM).
- Reducing the need to travel.
- Welcome Travel Pack.
- Marketing and Travel Information.
- Personalised Travel Planning.
- Walking.
- Cycling.
- Public Transport.
- Managing Car Use.

8.2 Mobility Manager

A Mobility Manager will be appointed, and their role will be to manage the implementation of the Residential TMMP for the Stanley Street site. The role involves being the main point of contact for travel information, promotion, and improvements. This may also be organised in the form of a residents’ group once the development is fully occupied and operational. The remit of the Mobility Manager includes the following:

- 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 Reducing the need to travel

Services in the area of the site reduce the need of residents to utilise a vehicle to travel will be crucial to embedding a sustainable travel culture within the site from the outset. Areas in the vicinity of the site and within the site need to be actively promoted to occupants.

Area within the site boundary include:

- Entertainment Areas/Community Centre.
- Childcare Facility.

Areas in the vicinity of the site include:

- Fitness Centres (F45 Training Grangegorman, Yogahub)
- Grocery (Lidl Grangegorman, Centra Stoneybatter)
- Medical Facilities (Pure Pharmacy Stoneybatter, Charter Medical Smithfield)
- Education (Stanhope Primary and Secondary School, St Paul's Primary School, St Paul's CBS Secondary School, TUD Grangegorman)
- Entertainment (Lighthouse Cinema, Grangegorman Playground,
- Other (An Post Stoneybatter, Church of the Holy Family, Church of the Sacred Heart, North West Inner City Network (NWICN))

8.4 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:

- Provision of information on the site's available sustainable travel services (including cycle parking and cycle hire).
- Identification of incentives to trial sustainable travel such as:
  - 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 sites cycle hire scheme; free branded accessories; free or subsidised skills training or cycle maintenance training.

  This can be offered to residents on a 'pick-and-mix' basis up to a certain value (e.g., €100), with residents selecting the incentive package that best meet their own individual travel needs.
- Provision of 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., Heuston Station).
- Provision of information about local public transport services and tickets including a plan showing the location of bus stops, Luas stops, and bus routes.
- Provision of information on the health benefits of walking and cycling.
- Provision of 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 diving techniques.

8.5 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 development in the following ways:

- Production and distribution of the Welcome Travel Pack as described above.
- Production of 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 Wek 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 CO_2 emissions, getting fit and active.

8.6 Walking

Walking is the most sustainable and accessible mode of travel. Any individual in fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual. To encourage walking, several measures will be considered:

- Promotion of National Walking Month.
- Provision of maps of local walking routes to key destinations in the vicinity of the site.
- Making information on local pedestrian routes and facilities available.
- Raising awareness of the health benefits of walking.

8.7 Cycling

To encourage residents to cycle, the following measures will be implemented or considered:

- Provision of adequate, secure bicycle parking at convenient locations within the development.
- Posting of information on the local cycle network routes on communal notice boards and social media.
- Provision of information on the Bike to Work scheme.
- Provision of vouchers local bike shops to all residents.
- Promotion of Bike Week events in the City Centre.
- Promotion of cycle security and bike marking schemes to reduce bike theft.
- Promotion of cycle safety.

- Provision of cycle toolkit in a communal area such as the bike store.
- Exploring the potential for local bike shops to set up a monthly bike maintenance drop in.
- Setting up of a Bicycle User Group (BUG.

8.8 Public Transport

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

- Provision of vouchers towards sustainable travel to encourage modal shift.
- Provision of up-to-date bus details including timetables/ contact information in the welcome packs on resident notice boards.
- Provision of wayfinding information to access key transport modes.
- Liaison 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 discounted ticket types.

8.9 Managing Car Use

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 552m^2 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 in this regard.

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 issued 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.