MALONE O'REGAN
CONSULTING ENGINEERS

SOCIAL HOUSING BUNDLE 5

DEVELOPMENT AT BASIN VIEW FLATS,

DUBLIN 8

TRAFFIC MOBILITY MANAGEMENT PLAN

DUBLIN CITY COUNCIL

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Job: 23006

Contents Amendment Record

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1 INTRODUCTION

1.1 Background

This report is prepared in support of the planning application for Dublin City Council for a proposed residential development at Basin Street Flats, Basin View, Dublin 8.

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 south-central area off James Street, Dublin city centre. The site is bounded by Basin Grove and St. James Primary School to the south; Luas light rail line and St. James' Hospital Campus to the west, Basin Street Lower/Ewington Lane and Mary Aikenhead House Flats to the north and Basin View Street / Brandon Terrace to the east. The proximity of the site to natural watercourses is outlined in Figure 1-2.

The c. 1.64ha development site is situated near the Dublin City Centre of O'Connell Street 2.2km, Temple Bar – 1.9km, 1 Smithfield Square – 1.4km and Usher Quay - 1.0km.

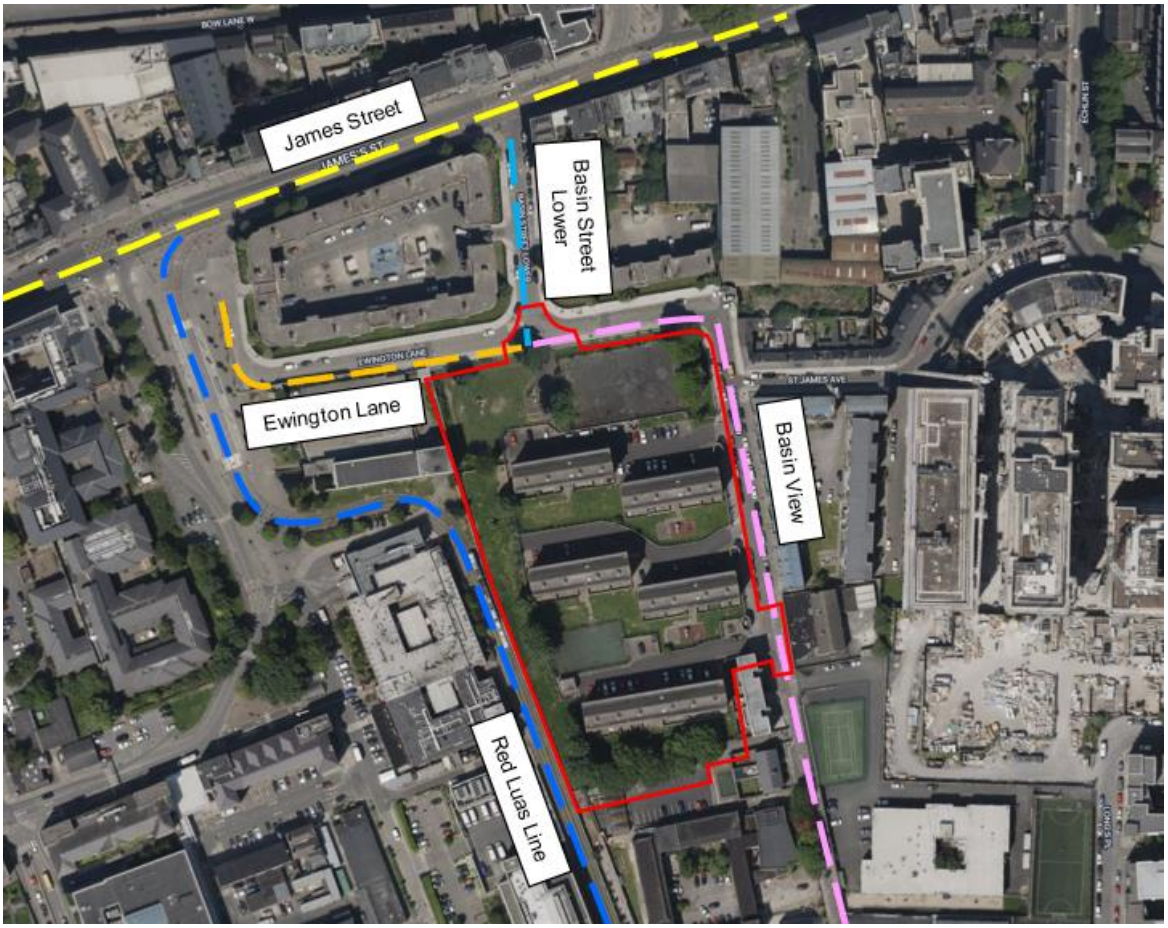

Figure 1-1 - Site Location showing the indicative Site Boundary and Adjacent Developments

1.3 Proposed Development

The construction of 171 apartments at a site of c. 1.64 ha at Basin Street Flats, Basin View, Dublin 8 will consist of the following:

- The demolition of four existing Basin Street Flats residential blocks; Building 1 (nos. 20-43), Building 2 (nos. 44-67), Building 3 (nos. 68-91) and Building 4 (nos. 92-115), ancillary structures, boundary walls and railings and site clearance works and renovation of one existing Basin Street Flats block (Building 5 nos. 116-151);
- Construction of 171 no. apartment units in three apartment blocks (Block A, Block B and Block C) comprising 171 residential units (83 no. 1-bed, 71 no. 2-bed, 13 no. 3-bed and 4 no. 4 beds);
  - Block A ranges from 4- 8 storeys with 48 units (17 no. 1-bed, 28 no. 2-bed, 3 no. 3-bed)
  - Block B ranges from 4 -8 storeys with 81 units (28 no. 1-bed, 39 no. 2-bed, 10 no. 3-bed, 4 no. 4 bed)
  - Block C is 5 storeys (renovation block) with extension to western gable with 42 units (38 no. 1-bed, 4 no. 2-bed)
- 382 bicycle parking spaces;
- 55 car parking spaces, which includes provision of 51 residential and 4 non-residential car parking spaces (2 creche and 2 community, arts and cultural car parking spaces);
- Provision of a childcare facility of 294 sq.m. at ground floor of Block A;
- Provision of 1114 sq.m. community, cultural and arts space comprising 516 sq.m. internal space at ground floor of Block B and 598 sq.m. external space, which includes a 468 sq.m. amphitheatre and 130 sq.m. space located externally at Block B;
- Relocation of public open space to a new central area of 3767 sq.m. (in place of Oisin Kelly Park) and 2748 sq.m. of communal open space;
- Two vehicular access/ egress points are proposed from Brandon Terrace/ Basin View Street and from Basin Street Lower/ Ewington Lane;
- Existing bollards and line marking fronting Wee Tots Creche Pre-School and Fountain Youth Project at building 2A Basin Lane along Basin View/ Brandon Terrace to be removed and replaced with paving, extension of kerb and flexible bollards;
- Boundary treatments, landscaping and public realm works, public lighting, site drainage works, new internal road layout, traffic calming raised table and pedestrian crossing points, footpaths, ESB substation and meter rooms, stores, bin and cycle storage, plant rooms; and
- All ancillary site services and development works above and below ground.

Figure 1-2 - Site Location showing the indicative Site Boundary and Adjacent Developments

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.

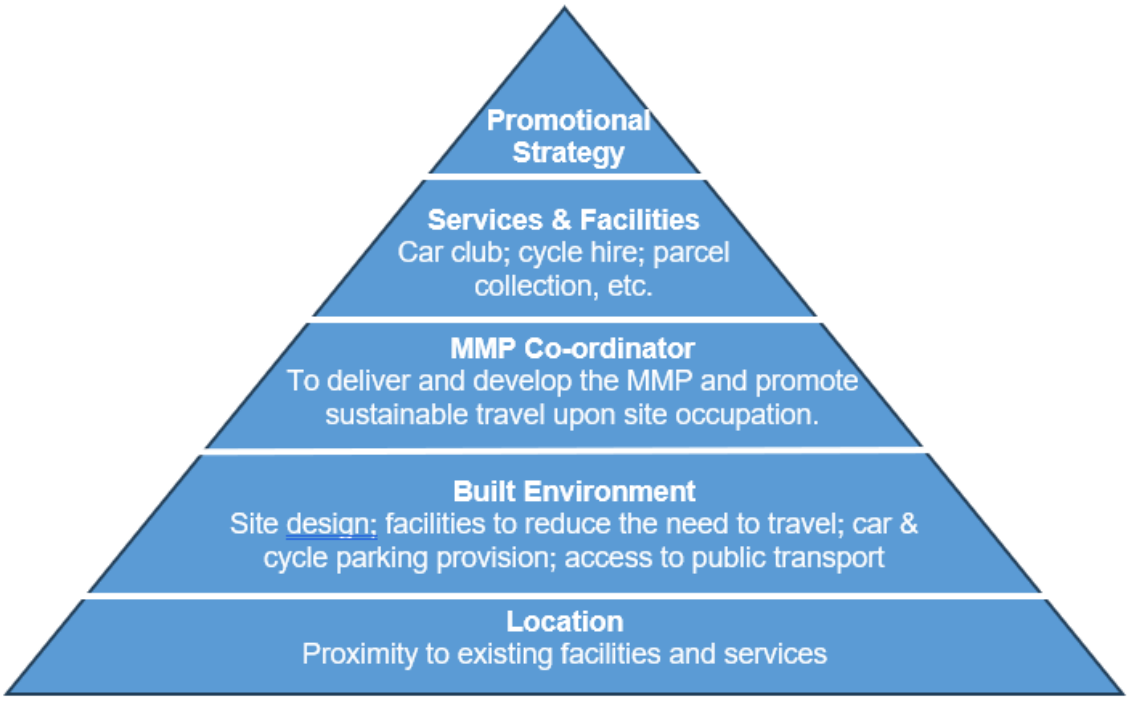

Figure 2-1 - The Travel Plan Pyramid

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 THE POLICY AND PLAN 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 Basin View Flats site.

3.2.1 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 NPD 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.

3.2.2 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.

3.2.3 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, 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.

3.2.4 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 Local Area Plans (LAP).

3.2.5 Liberties Local Area Plan

Chapter 13 of the Development Plan identifies a number of Strategic Development Regeneration Areas (SDRAs). SDRA 15 relates to the Liberties and Newmarket Square area and corresponds to the area defined by the Liberties Local Area Plan 2009. This LAP was published in 2009 and lasted until 2020; while no longer active the objectives and notes are of us for developments within the LAP.

It is an objective of the SDRA to recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards the Liberties' strong sense of community identity and cultural vibrancy into the future. In terms of mobility and transport, the guiding principles for SDRA 15 include the following:

- To facilitate the delivery of the permeability interventions identified in the Guiding Principles Map which seek to increase accessibility throughout the area

- To support the pedestrian connection linking Oisín Kelly Park at Basin View with St James's Linear Park.

An extract from the Guiding Principles Map which accompanies SDRA 15 is included at Figure 3-1. The layout included a central pedestrian access route running east – west across the site in line with the 'permeability intervention' line with potential for this pedestrian route to be extended further west across the Luas track and to connect with the St. James's Linear Park development.

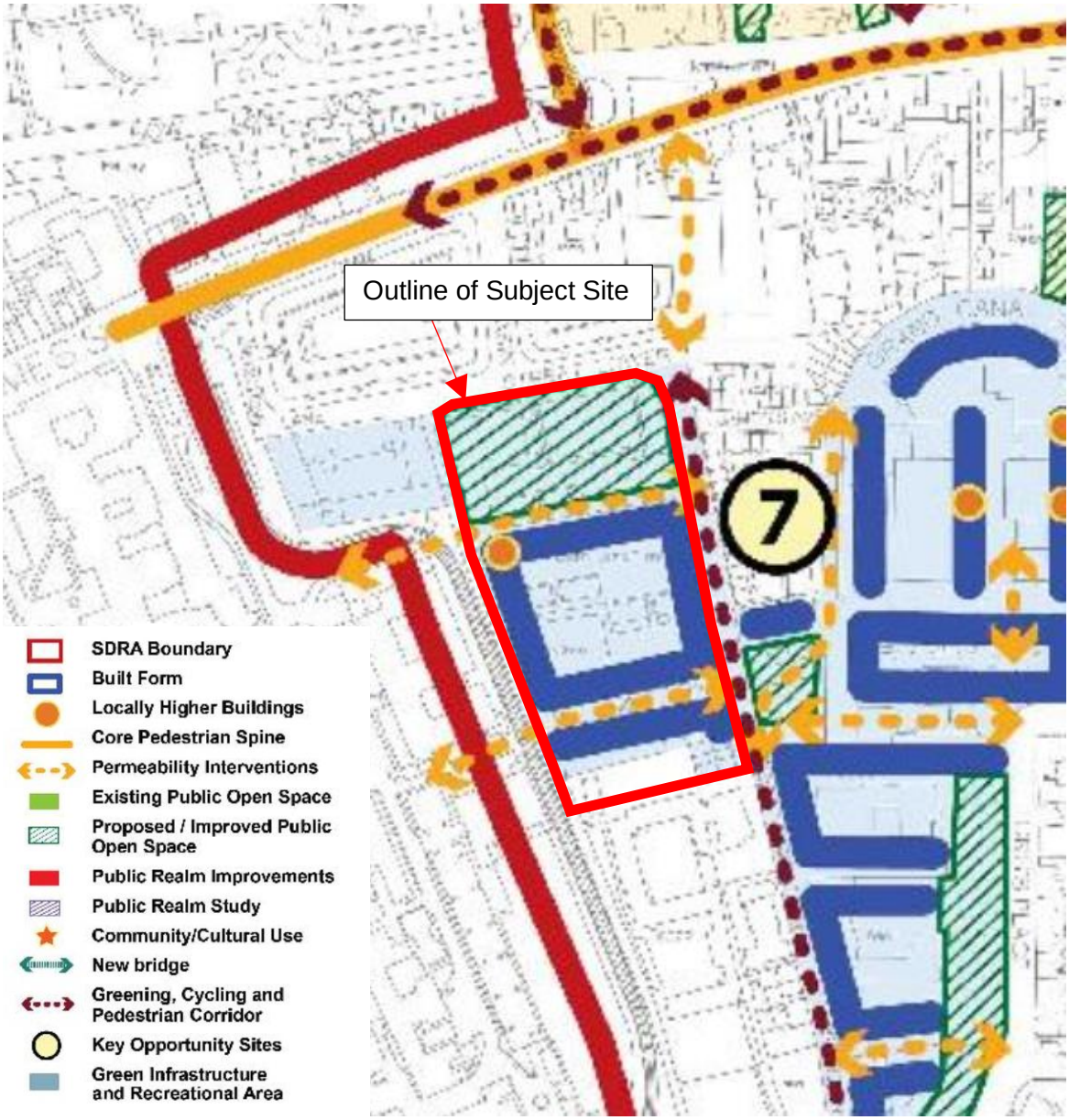

Figure 3-1 - SDRA 15 (Liberties and Newmarket Square Area) Guiding Principles Map

4 BASELINE REVIEW

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 Road Environment

The site is bound by Basin View Road to the east, Newington Lane to the north, the red line Luas to the west and St. James Primary School to the south. Newington Lane is a narrow local road on the northern boundary of the site. There are footpaths on both sides of the road. Ramps are used to promote traffic calming.

Basin View is a narrow local road from which the main vehicular entrance to the development will be taken. It is proposed to provide 2.5m wide footpaths on both sides of the road, together with public lighting. Double yellow lines indicate that parking is prohibited. Road markings warn of a 'School Zone' and the need for vehicles to travel slowly. Ramps are used to promote traffic calming.

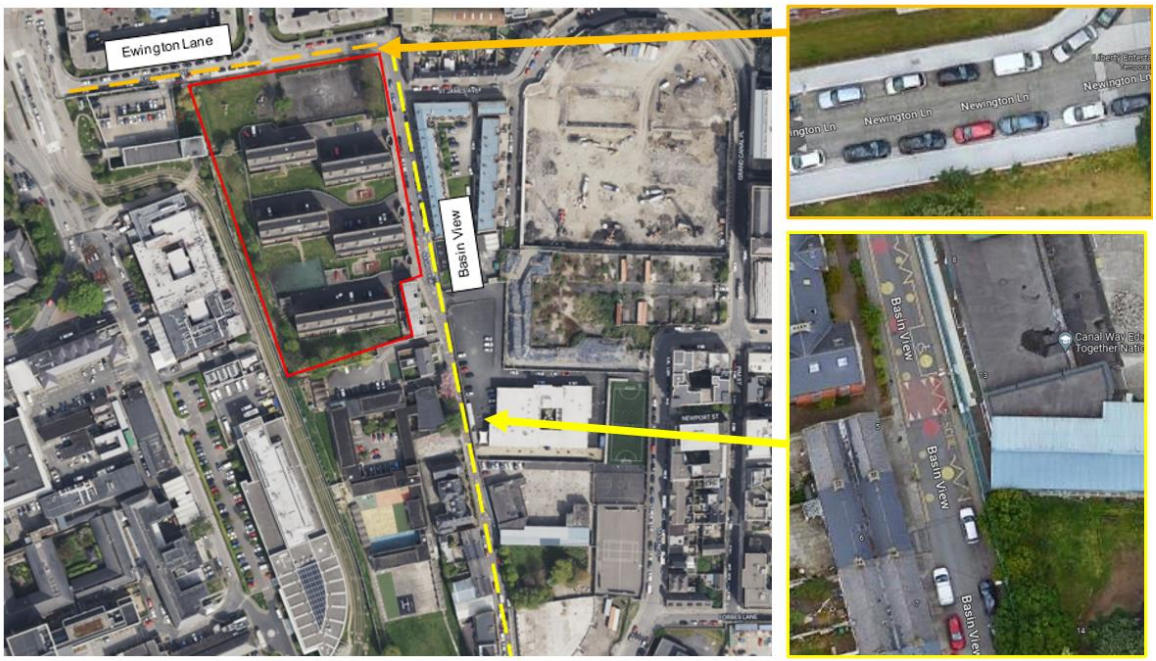

Figure 4-1 – Existing Road Environment

4.3 Pedestrian/ Cyclist Environment

4.3.1 Existing Pedestrian/ Cyclist Environment

The site is within a convenient walking distance to number of educational, residential, and medical and retail facilities as displayed by the catchment map in Figure 4-2. Catchment maps use the development location and time periods to analyse where those within the development can reach with a certain amount of time via a certain mode of transport. The catchments are broken down into 10-minute (lilac), 15-minute (blue), 20-minute (green) and 30-minute (orange) catchments, with the site being denoted as a black star on the

map. The walking catchment analyses walking facilities and infrastructure and uses an average walking speed to create the walking catchments.

- Within a 10-minute walk, various local convenience stores, schools and hospitals can be reached, including St. James Hospital, St. James Church, St. James' Primary school and Heuston station.
- Within 15-minute walk, Cork Street can be reached, along with large grocery stores (Lidl, SuperValu).
- Within 20-minutes, areas including Kilmainham, Rialto, Dolphins Barn, The liberties and further leisure, convenience and education facilities.
- Phoenix Park, TUD Grangegorman, Churches (Christ Church, All Saints Church), Crumlin Shopping centres and a wealth of other shops, education facilities are all reachable within 30-miunutes of walking.

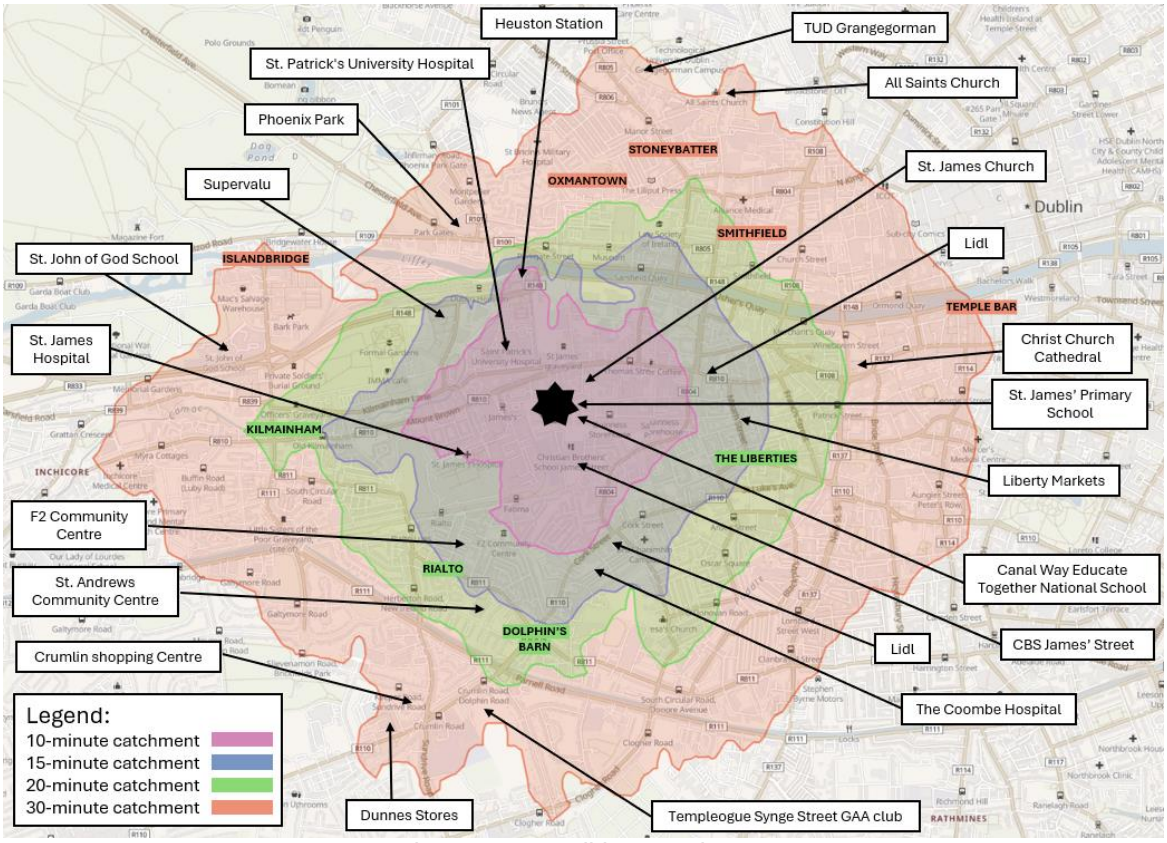

Figure 4-2 - Walking Catchment

The site is also highly accessible by cycling, as displayed in the cycle catchment map in Figure 4-3. The cycle catchment uses cycle infrastructure, facilities and average cycle speeds to create the catchment boundaries.

- Islandbridge, Inchicore, Kilmainham, Rialto, Portobello, The Liberties and Grangegorman are within a 10-minute cycle.
- Drimnagh, Crumlin, Rathmines, Cabra, Kimmage, Chapelizod, Ballyfermot, North Wall and Phibsborough within a 15-minute cycle.
- Bluebell, Perrystown, Greenhills, Irishtown, Ringsend, Glasnevin, Marino, Terenure, Dartry, Donnybrook, Ballsbridge, Drumcondra and Cabra within a 20-minute cycle.

- Ashtown, Santry, Beaumont, Churchtown, Ballyboden, Knocklyon, Palmerstown, Rathfarnham, Clonskeagh, Clontarf, Finglas and Castleknock are within a 30-minute cycle.
- Blanchardstown, Dundrum and Clondalkin are just outside the 30-minute cycle catchment.

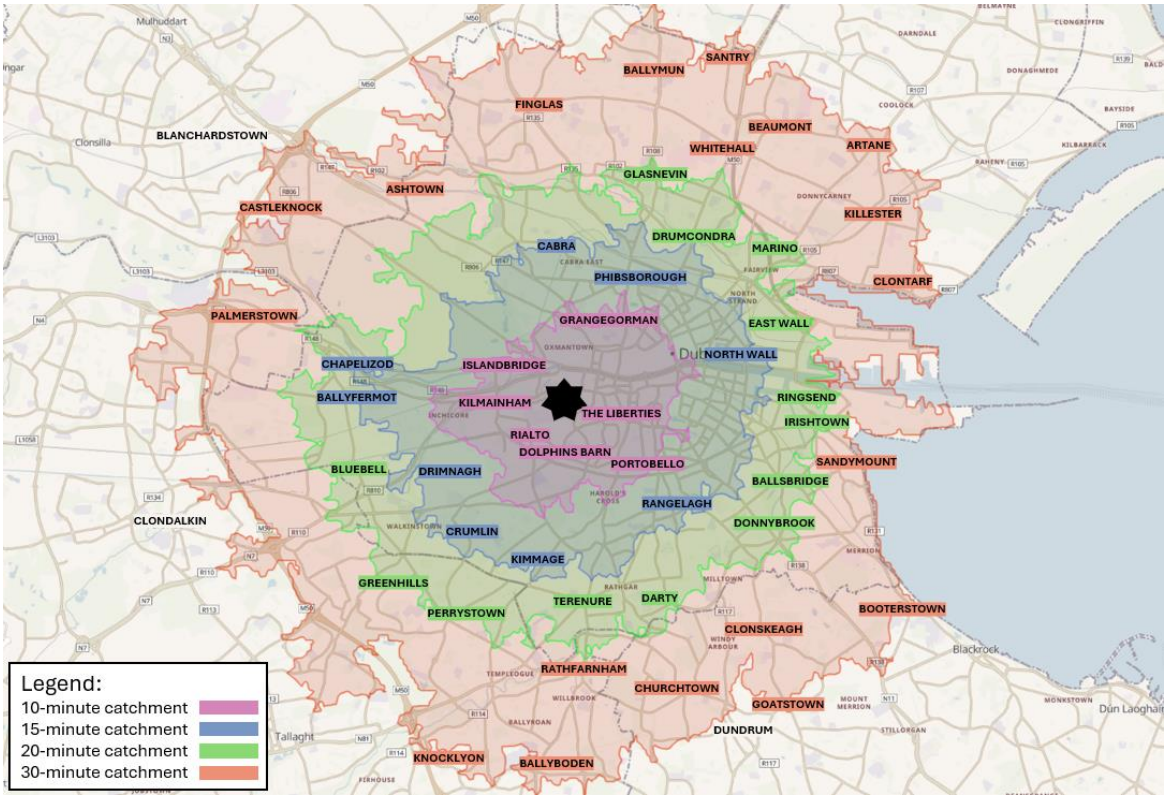

Figure 4-3 - Cycling Catchment

There are cycle lanes provided most of the way from the Dolphin Road to the City Centre and along the Canal towards the Grand Canal Dock as shown from the existing facilities map taken from the Greater Dublin Area Cycle Strategy as illustrated in Figure 4-4. There is a cycle lane provided most of the way along Cork Street but where there is a section of road that does not have a cycle lane there is a bus lane eastbound along the South Circular Road.

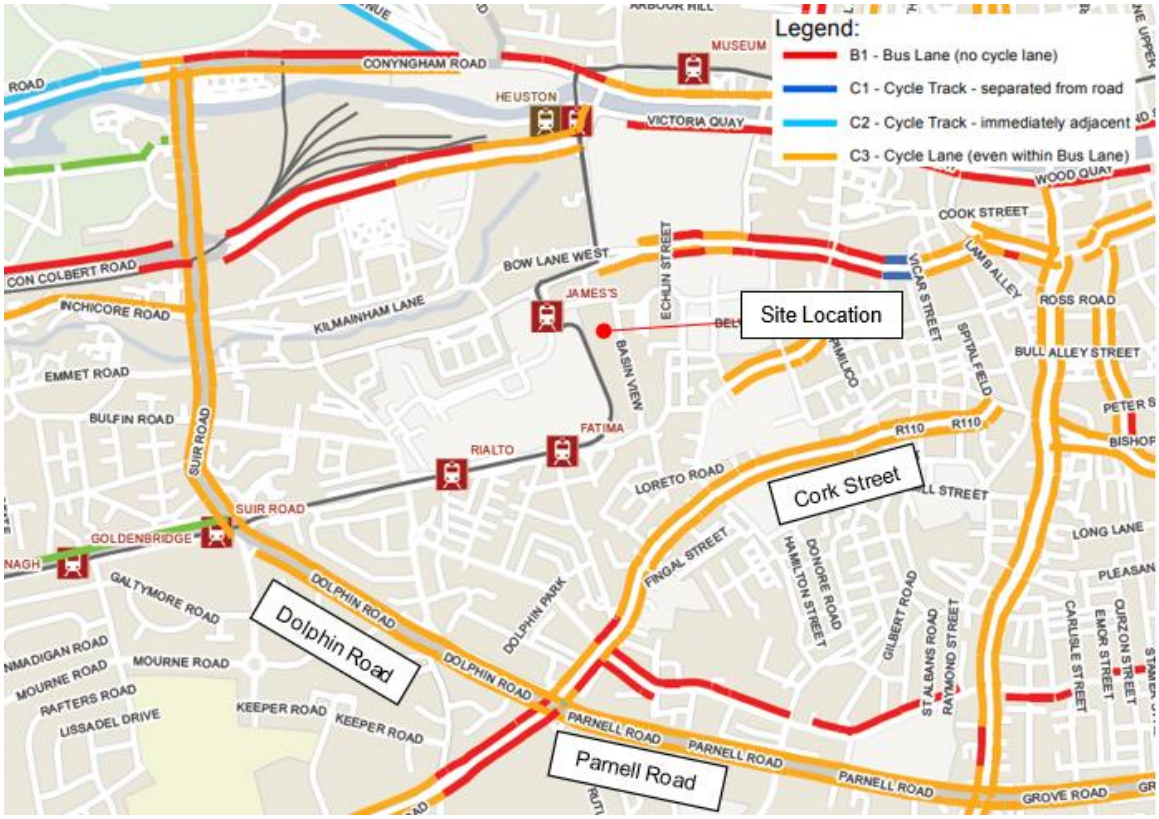

Figure 4-4 - Existing Cycle Network Map (Source: National Transport Authority)

4.3.2 Proposed Pedestrian/ Cyclist Environment

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 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.
- Route 7B: Branch of Route 7 that starts at Pimlico to Rialto, Clondalkin, Adamstown via the Grand Canal.
- Route SO1: Route SO1 is part of the six orbital routes in sector of Dublin that provides cross-links between the radial routes and give access to destinations within this sector. Route SO1 starts at Grand Canal Route linking from Rialto eastwards via Harolds Cross Bridge and Portobello Bridge to the Dublin 2 and Docklands office district.

- Route SO2: is part of the six orbital routes. The route starts from Kilmainham in the northwest through Crumlin, Kimmage, Harold's Cross, and Rathmines to Ranelagh and Ballsbridge via Sundrive Road, Kenilworth Road and Castlewood Avenue.

River Camac Greenway is a new greenway route that is proposed in the Dublin West Sector to avail of the natural corridors for a mix of amenity and commuter cycling. The Camac Greenway is in separate sections, west of Clondalkin and at Drimnagh/ Inchicore.

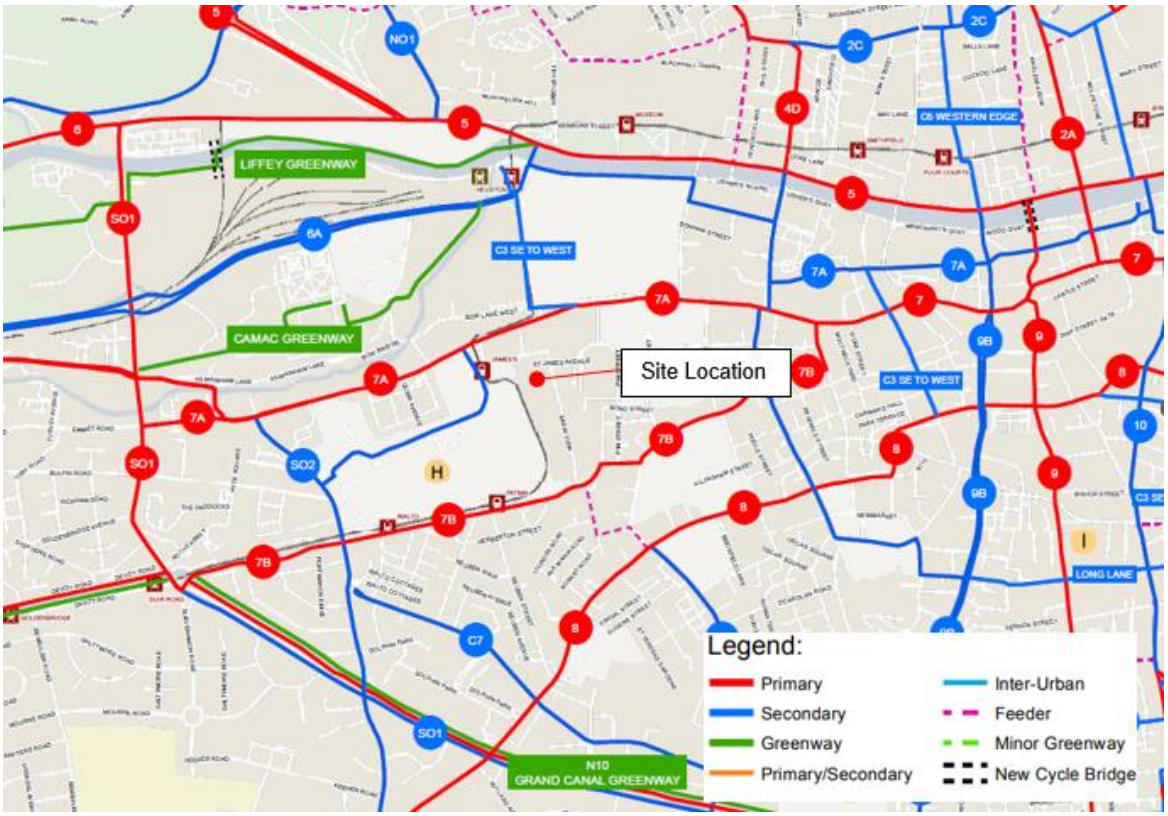

Figure 4-5 - Proposed Cycle Network Map

Additionally, the implementation of BusConnects will result in better quality walking and cycling infrastructure and facilities throughout the greater Dublin region. This program is detailed in the following section.

4.4 Public Transport Infrastructure

4.4.1 Existing Public Transport Infrastructure

The site is within a multitude of public transport stations and stops which allows for a large 10, 15, 20 and 30-minute travel catchments as displayed in Figure 4-6. The development site is denoted as a black star on the map. In the creation of public transport catchment maps, the public transport stations, stops and route are taken into consideration.

- Heuston station can be reached within a 10-minute public transport journey,
- Rialto, Dublin City Centre and The Liberties can be reached within a 15-minute public transport journey,
- Stoneybatter and Connelly station can be reached within a 20-minute public transport journey, and

- Crumlin, Stoneybatter, Rathmines, Whitehall, Drumcondra, Sandymount, Ringsend, Inchicore, Ballyfermot, Drimnagh and Portobello can be reached within a 30-minute public transport journey.

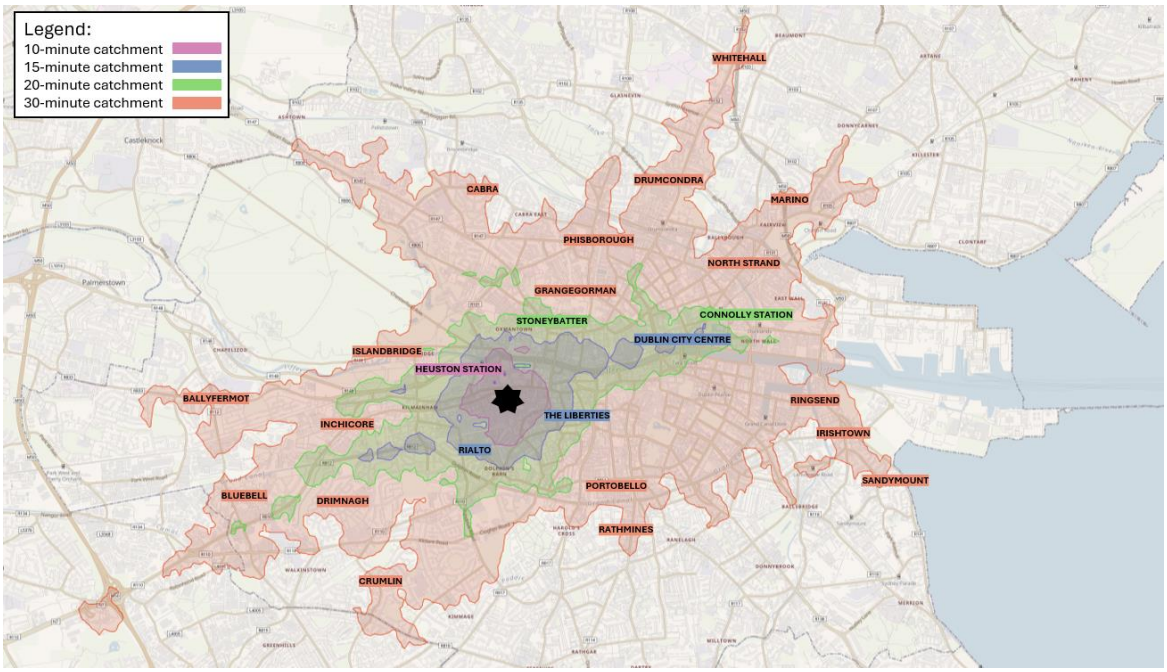

Figure 4-6 – Public Transport Catchment

There is a wealth of public transport options available within the vicinity of the development site. There is train, Luas and bus stations/stops within walking distance from the site as displayed in Figure 4-7.

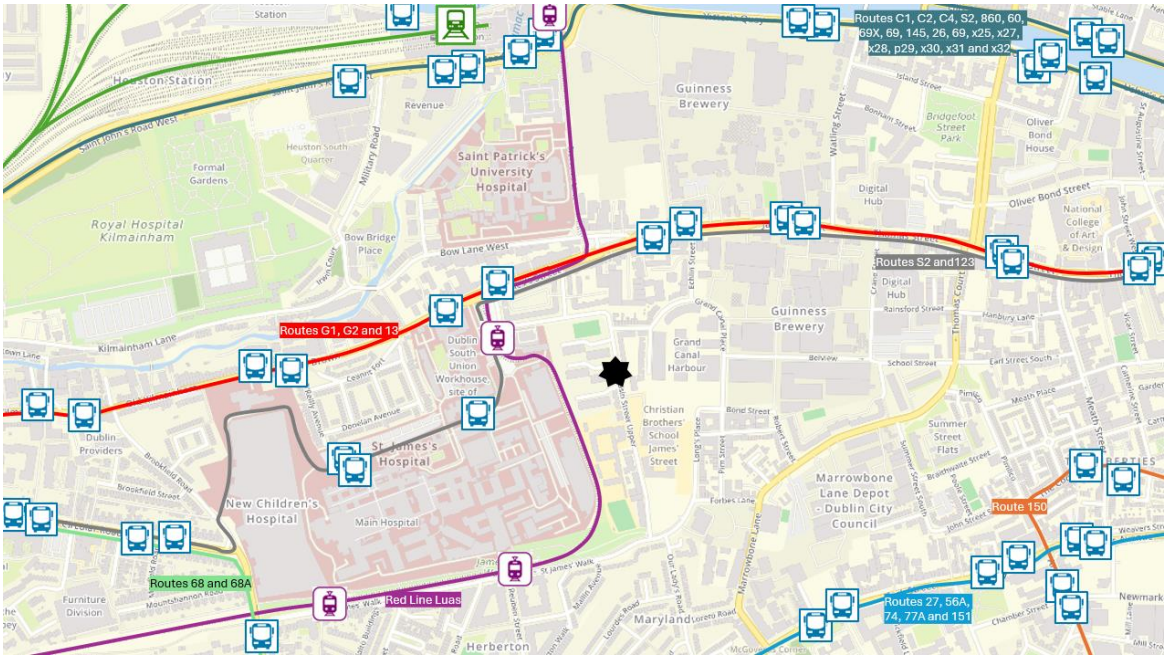

Figure 4-7 – Public Transport in the Vicinity of the Site

Train

Iarnród Éireann Irish Rail operate intercity services throughout the TFI public transport network as well as city and commuter services in Dublin and Cork. Irish Rail includes the DART, Intercity and Commuter trains.

The development is located 1.5km away from the closest train station; Heuston Station. Heuston Station is the terminus for services to the south and west of Ireland. Services from Heuston operate to Cork, Galway, Waterford, Tralee, Westport and Limerick.

Luas

Luas is Dublin city's Light Rail Transit System (tram). It operates two lines:

- Luas Red Line has 32 Stops. It runs from Tallaght to The Point and from Saggart to Connolly.
- Luas Green Line has 35 Stops. It runs from Brides Glen to Broombridge via the City centre.

The Luas operates Monday to Friday 05:30 to 00:30, Saturdays 06:30 to 00:30 and Sundays and Public Holidays 07:00 to 23:00. The services regularly run every 3 to 4 minutes at peak times and every 15 minutes at night.

The development site is located 550m from the closest Luas stop (less than a 10-minute walk). This stop is James's Luas Stop and is a red line Luas stop.

Bus

Numerous bus services are accessible from the site including:

- Bus Eireann: serve city centre destinations in Dublin, Cork, Limerick, Galway, Sligo and Waterford, as well as significant business facilities around the country.
- Dublin Bus: covers a region from Newcastle in County Wicklow to the south, Balbriggan in north County Dublin and Maynooth in County Kildare to the west. Dublin Bus operates nitelink services as well.
- Go Ahead: is a public transport provider, running services under contract to the National Transport Authority since September 2018.

The closest bus stops are approximately a 5-minuyte walk from the site; these stops are Steeven's Lane (Stop ID: 1941) and James Street (Stop ID: 1996) and serve the G1, G2, S2, 13 and 123 bus routes. These bus routes are described in Table 4-1.

Table 4-1- Bus Timetable

Operator	No.	Route	No. of services		
			Monday to Friday	Saturday	Sunday
Dublin Bus	G1	Spencer Dock– Red Cow Luas	Starts 4:58 service every 30 mins. From 6:13 – 23:28 service every 15 mins From 23:28 – 4:23 service every hour	Starts 5:23 – 6:58 service every 30 mins. From 6:58 – 22:38 service every 15 mins From 22:38 – 00:23 service every 30 mins From 00:23 – 4:23 service every hour	From 5:23 – 7:23 service every hour From 7:23 – 20:28 service every 20 mins From 20:28 – 23:28 service every 30 mins From 23:28 – 04:23 service every hour

	G2	Ormond Quay– Liffey Valley Shopping Centre	Starts 5:13 – 00:53 service every 15 mins. From 00:53 – 3:53 service every 15 mins	Starts 5:43 – 00:53 service every 15 mins. From 00:53 – 3: 53 service every hour	Starts 4:53 – 00:53 service every 20 mins. From 00:53 – 3:53 service every hour
	13	Grange Castle – Harristown	Starts 5:50 – 17:18 service every 12 mins. From 17:30 – 23:30 service every 15 mins	Starts 6:10 – 8:30 service every 20 mins. From 8:45 – 23:30 service every 15 mins	Starts 7:00 – 11:00 service every 30 mins. From 11:00 – 23:30 service every 15 mins
	123	Walkinstown –Marino	Starts 6:10 – 19:00 service every 12 mins. From 19:00 – 20:00 service every 15 mins From 20:00 – 23:00 service every 30 mins	Starts 7:00 – 19:00 service every 15 mins. From 19:00 – 23:30 service every 20 mins	Starts 9:10 – 20:00 service every 20 mins. From 20:00 – 23:30 service every 30 mins
	S2	Heuston Station - Sean Moore Road	Starts 5:20 – 5:50 service every 20 mins. From 5:50 – 23:00 service every 15 mins From 23:00 – 23:30 service every 30 mins	Starts 6:00 – 9:00 service every 20 mins. From 9:00 – 19:00 service every 15 mins From 19:00 – 23:00 service every 20 mins From 23:00 – 23:30 service every 30 mins	Starts 7:20 – 23:25 service every 35 mins.

4.4.2 Proposed Public Transport Infrastructure

There are various Bus, Luas and Metro improvement plans. The BusConnects programme will directly increase the accessibility of the site. The Luas extension and Metro stations will not directly impact the sites accessibility; however, it will indirectly impact by allowing further connectivity throughout Dublin and hence the development site.

Bus

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus services in Irish cities. BusConnects is included in the Government's National Development Plan 2021 – 2030 and the Climate Action Plan 2023. The redesign of the bus network is one of the key elements of BusConnects, the other elements include:

1. Sustainable Transport Corridors
2. Cashless payment system
3. Simpler fare structures
4. New bus livery
5. New Park and Ride facilities
6. Zero emissions bus fleet
7. New bus stops and shelters

The Bus Corridors project involves the development of on-going bus priority infrastructure, as well as improved pedestrian and cycling facilities on key corridors across the Dublin region. Its objective is to increase the capacity of the public bus system by improving the speeds, reliability and punctuality of buses by providing bus lanes and other measures to prioritise the movement of buses over general traffic movements and to increase cycling

capacity through the provision safe cycle infrastructure, where feasible separated from general traffic. The new services and routes will utilise these corridors.

As illustrated below in Figure 4-8, the subject site is located close to Spine D and Spine G which are 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.

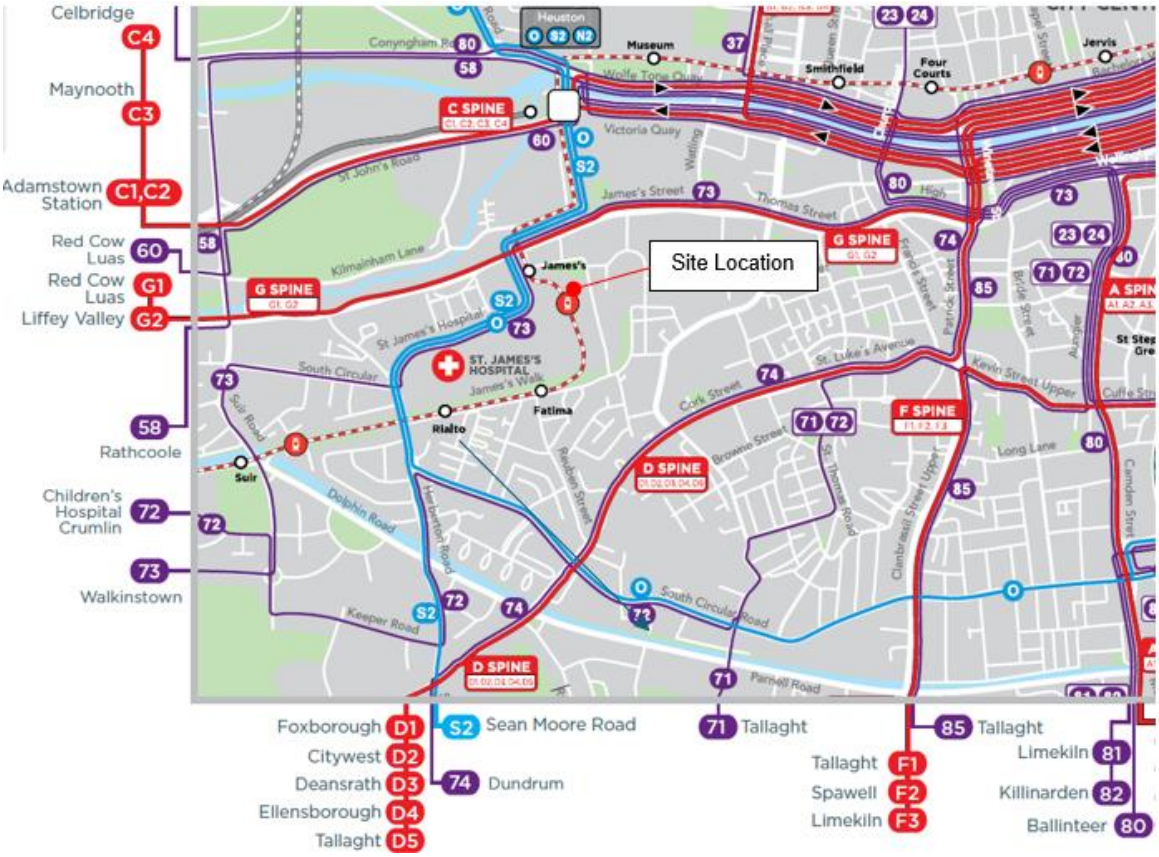

Figure 4-8 - Proposed BusConnects Service Redesign Dublin City Centre

Luas Finglas

Luas Finglas is the extension of the Luas Green Line from Broombridge to Charlestown via Finglas. It will add four new stops to the line and create a key public transport connection between the communities of Charlestown, Finglas Village, Finglas west, St Helena's and Tolka Valley and the city centre. The Luas extension is anticipated to open from 2028.

Metro

The Metro will comprise of a high-capacity and high-frequency railway, with 16 stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services. Much of the 18.8km route will run underground. When operations commence there will be trains every three minutes during peak periods. Construction is projected to begin in 2025 and completed in the early 2030s.

4.5 Shared Mobility

Shared mobility as transportation services and resources that are shared among users, either concurrently or one after another. The provision of shared mobility is becoming more common and popular within cities. Dublin currently offer many bicycle and vehicle shared mobility services.

4.5.1 Bicycle Sharing

There are various bicycle sharing facilities throughout Dublin:

Dublin Bikes

Dublin Bikes is a public bike rental scheme facilitated by numerous stations around Dublin City primarily within the Canal Cordon. Bikes are available from 5am to 12.30am daily but can be returned 24/7. Dublin bikes offers both pedal and E-bikes with various subscription options from a 1-day ticket to an annual subscription. As detailed in Figure 4-9, there are many Dublin Bike stations within the vicinity of the site; with the closet's stations being St James Hospital (No. 80) and Market Street South (No. 76).

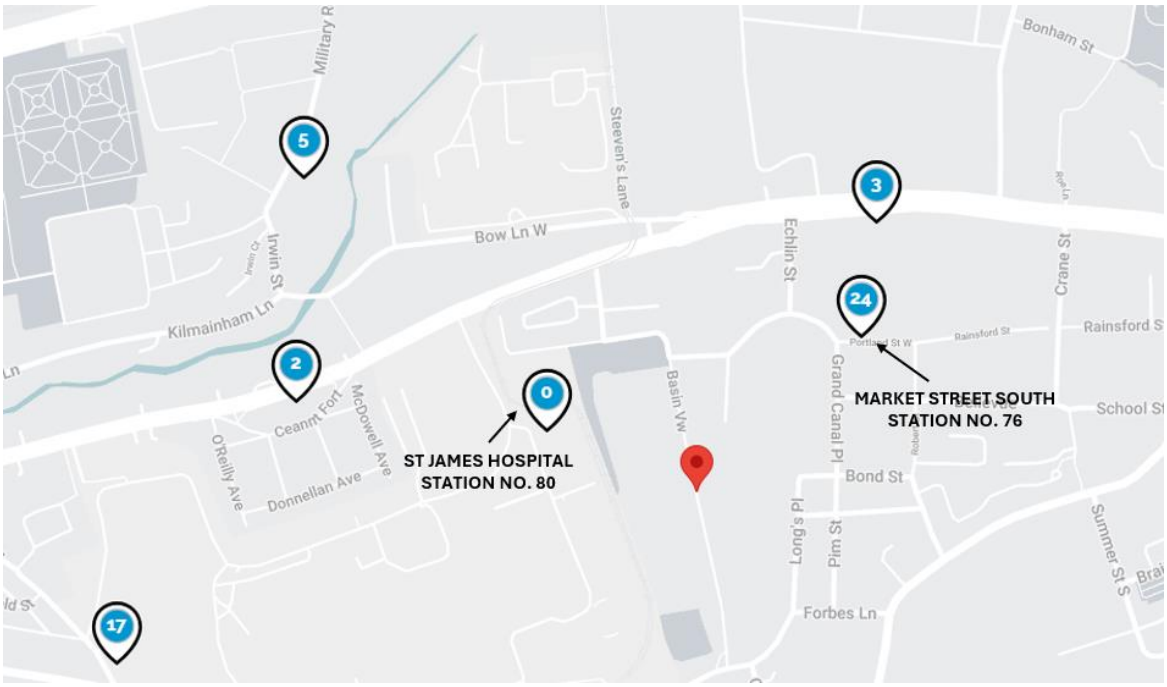

Figure 4-9 – Dublin Bikes near Site

Bleeper

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 Dublin city. Bleeper operates pay as you go for both pedal and electric bikes, as well as offering a monthly pass.

Since Bleeper bikes are station-less, the bike availability in the vicinity of the site cannot be quantified. However, Figure 4-10 displays the operating region and the bike availability on the day of the search.

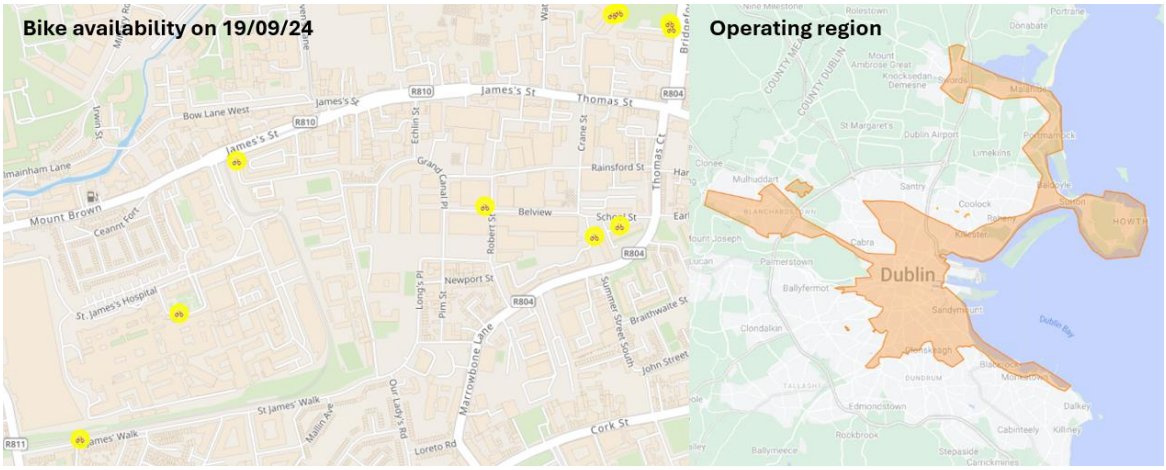

Figure 4-10 – Bleeper Bikes near Site and operating zone

Moby

Moby Move Dublin is a 'marked hub' bike sharing scheme where users park and lock the bicycle at a public bike parking stand within the geofence (the geofence covers most of Dublin city centre and smaller areas in south Dublin).

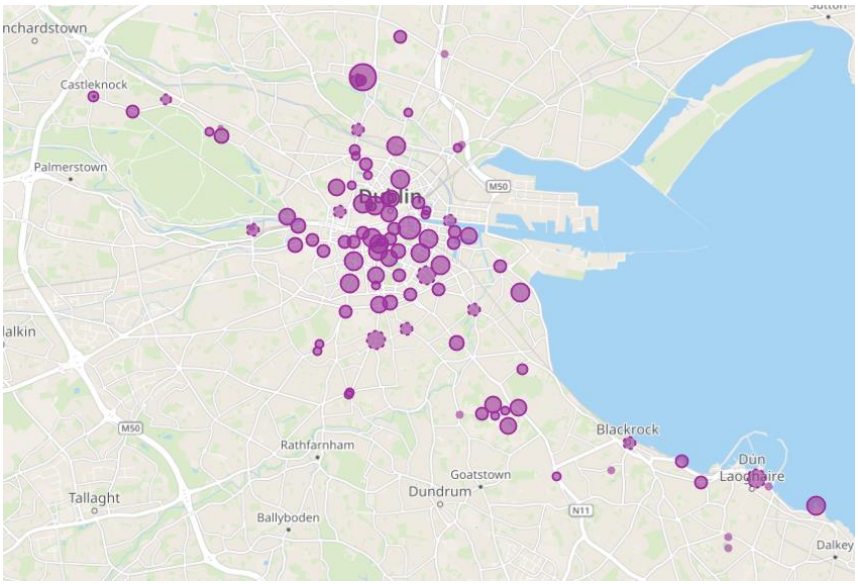

Figure 4-11 – Moby Bike Marked Hubs

4.5.2 Car Sharing

There are various car-sharing facilities within the site vicinity:

Driveyou

Driveyou is a 24-hour 7 day a week station-based car sharing service. The service is drive by the hour. The steps include the user signing up to become a member, book and collecting the car from a nearby location and bring the car back to the same area when the user is finished. All expenses including insurance, tax and fuel are included in the hourly cost of the car and you receive up to 75km free. The car can be hired for as little as 1 hour or up to a few weeks. Each shared car replaces approximately 15 private cars and helps to reduce car dependency, which helps to cut down on congestion, pollution, noise, and

costs. The closest Driveyou station is Dublin Castle (Dame St) which is a 25-minute walk from the development site.

Go car

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.

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.

There are 11 GoCar hire stations located within a 1km walk from the site. The locations of the GoCar bases are illustrated in Figure 4-12, with Table 4-2 providing additional details in relation to walking distance from the site and the type of GoCar vehicle available.

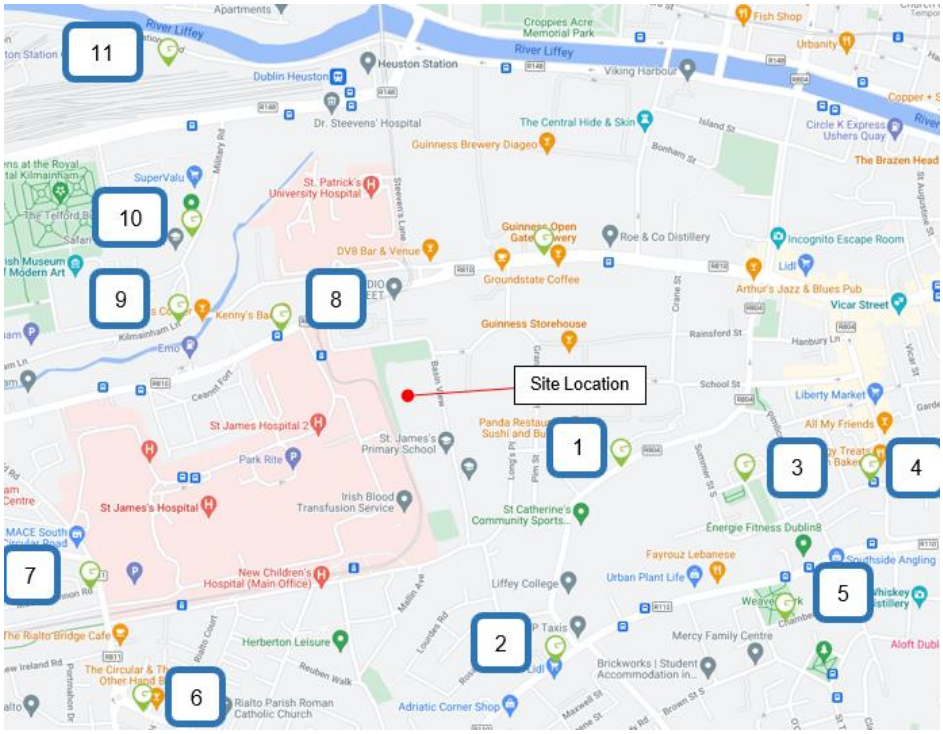

Figure 4-12 - GoBase locations in the Vicinity of the site (Source: www.gocar.ie/locations/)

Table 4-2 - GoBase Details

No.	GoBase Locations	Approximate Distance from the Development	Vehicle Class/ Cars Available
1.	Marrowbone Lane	400m to the east	GoTripper and Go Cargo  
2.	Cork Street	590m to the southeast	
3.	Braithwaite Street	630m to the east	
4.	The Coombe	900m to the southwest	
5.	Chamber Street	780m to the southeast	
6.	South Circular Road	780m to the southwest	
7.	Mountshannon Road	670m to the southwest	
8.	Mount Brown Road	220m to the north	
9.	Kilmainham Lane East	450m to the west	
10.	HSQ	450m to the west	
11.	Heuston Station Car Park	800m to the north	

Yuko

Yuko Share is a drive by the hour service which offers hybrid Toyota vehicles 24 hours a day. Prices start from €9 per hour or €52 per day; The minimum booking time is one hour, and you are charged in 15-minute blocks thereafter. There is a selection of ten vehicles and the price per hour varies depending on the vehicle type. As per Figure 4-13, there are numerous Yukio share vehicles within the vicinity of the site.

Figure 4-13 – Yuko Drive locations in the Vicinity of the site

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 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 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 several public transport 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.

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.

5.2 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
Education	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

The parking requirements are summarised in Table 5-1 on the next page.

Table 5-1 - Maximum Car Parking Requirements

Category	DCC Development Plan Requirements	Proposed development	Maximum parking spaces req. based on DCC Plan
Accommodation	0.5 per dwelling	171 apartment units	86
Community	1 per 350 sq.m GFA	1114 sq.m GFA	3
Creche/ Childcare	1 per 100 sq.m. GFA	294 sq.m. GFA	3
Total			92

According to the Development Plan the maximum residential car parking required are 86 parking spaces within the development. According to the Development Plan the maximum car parking spaces required for the Community Centre and the Creche are 6 spaces within the development. It is proposed to have 55 car parking spaces, which includes provision of 51 residential and 4 non-residential car parking spaces (2 creche and 2 community, arts and cultural car parking spaces).

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 5-2 - 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 stops are located along James Street which are within a few minutes walking of the site, with a number bus services that are as frequent as every 10 minutes.	Yes

	• The site is a 5-minute walk to the St. James Luas Red Line Stop. • The nearest train station is Heuston Station approximately 1.1km (15-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.	
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 adequate street lighting.	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. St. James Hospital is within a 10 – 15minute walk from the site. Cork Street is within a 15minute walk from the site. Dublin Heuston Station is within 15minute walk from the site. The Liberties is within a 20minute walk from the site. Smithfield, Oxmantown and Stoneybatter are within a 20 – 30minute walk from the site.	Yes
Availability of shared mobility	There are 11 GoCar hire stations located within a 1km walking catchment of the site. The nearest station is located 220m north of the site at Mount Brown Road. There are 5 Dublin Bike stations within walking distance from the site. The nearest station is located at St. James Hospital, approximately 10-15minutes walk from the site.	Yes
Impact on surrounding properties	The site is situated in Dublin 8 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."

Basin View is located in Dublin 8 which includes Dolphin's Barn, Inchicore, Islandbridge, Kilmainham, Merchants Quay, Portobello, South Circular Road, the Phoenix Park and the Liberties which are central and accessible urban locations with high order employment, recreation, cultural, education, commercial and retail uses.

The subject site is located close to Spine D and Spine G which are 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. Furthermore, as detailed in Section 6.2 Mode Share, the use of car for the site is below average for the country due to the convenient site location. The majority of those living within 1km of the development do not own a car.

SPPR 3(i) thereby gives justification for a substantial reduction in the quantum of car parking provision of 55 car parking spaces, which includes provision of 51 residential and 4 non-residential car parking spaces (2 creche and 2 community, arts and cultural car parking spaces).

5.2.2 *Bicycle Parking*

Bicycle parking standards are set out in Appendix 5, Section 4, Table 2 of the 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	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	
	Post Primary Schools	All Zones	1 per 5 staff 1 per 5 students	

Figure 5-2 -Maximum Bicycle Parking Standards based on DCC Development Plan 2022 – 2028

Consideration was given to the planned development of a 294m^2 creche. The table below is an assumed schedule of accommodation to the proposed creche.

The table below is an assumed schedule of accommodation to the proposed creche:

Table 5-3 - Creche Design Parameters

Age	m^2 per child	Area	No. of children	Adult : Children	No. of staff
0–1-year-old	3.5	34m2	10	1 adult: 3 children	4
1-2-year-old	2.8	38m2	14	1 adult: 5 children	3
2-3-year-old	2.35	27m2	11	1 adult: 6 children	2
3-6-year-old	2.30	26m2	11	1 adult: 8 children	1
Total			46		10

The bicycle parking requirements are summarised in Table 5-4.

Table 5-4 - 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 bedroom	1 per 2 apartments	171 apartment units (83 no. 1-bed, 71 no. 2-bed, 13 no. 3-bed and 4 no. 4 beds)	280	86
Community	1 per 5 staff	1 per 100 sq.m GFA	1114 sq.m GFA	6 (Assumed 40 sq.m per staff)	11
Creche/ Childcare	1 per 5 staff	1 per 10 children	294 sq.m GFA	2	5
Total				288	102

According to the Development Plan the maximum long term and short-term bicycle parking spaces required are 390 spaces within the development. The proposal of 382 bicycle parking spaces within the development is considered appropriate. The long stay parking will be secured in indoor bike rooms accessible by residents only.

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 5-5 - 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 5-6 - 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
5	9	14	13	9	22

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 5-7 - 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 5-8 - 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 171 apartment units and, with just 14 vehicle movements in the AM peak hour and 22 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 suburban 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

Mode share data plays a critical role in the development and implementation of a Traffic Mobility Management Plan (TMMP). By providing insights into the distribution of transportation modes—such as private vehicle use, public transit, cycling, and walking. Understanding mode share helps identify areas of high car dependency and traffic congestion, guiding the allocation of infrastructure to support more efficient and sustainable transportation options. By promoting a shift toward alternative modes, such as public transit or active transportation, the TMMP can reduce reliance on private vehicles, mitigate congestion, and improve overall mobility. Additionally, mode share data allows for targeted interventions.

The following sections details the NTA's Canal Cordon Report (2017) data and site specific mode share data obtained from the 2022 Census.

6.2.1 Canal Cordon

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 the figure 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 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.

6.2.2 2022 Irish Census

The 2022 Irish Census gathers various data from the population of Ireland. The data is collected in areas (counties, small areas, electoral divisions etc.), these areas allow specific locations census responses to be studied. The information is stored under sixteen themes, with themes 11 and 16 apply to the 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.**

A 1km radius around the site encompasses seventeen Electoral Division (EDs); as highlighted in Figure 6-2. The site is denoted by a red star, with the electoral divisions within 1km of the site being coloured beige. The EDs that are within a 1km buffer of the site include: Arran Quay C, D and E, Crumlin B and C, Merchants Quay A, B, C, D and F, Phoenix Park, Ushers A, B, C, D, E and F.

The total population of this area is 52787 persons and within land zoned as *"Z1: Sustainable Residential Neighbourhoods – To protect, provide and improve residential amenities"*.

Figure 6-2 – Electoral Divisions within 1km of the site

Figure 6-3 to Figure 6-6 displays the travel habitats of those living within 1km of the site development. The most common mode of transport is by foot (25.37%), followed by bus (13.44%), car driver (11.88%) and bicycle at (10.27%). Very few chose the mode of train/dart/Luas (6.47%), car passenger (3.53%), van (0.85%) or motorcycle/scooter (0.57%). Furthermore, only a small proportion of those living within the area work from home (9.32%). Both the cycle and walking rates are above average when compared to the canal cordon and are well on track to achieve the 2028 goals.

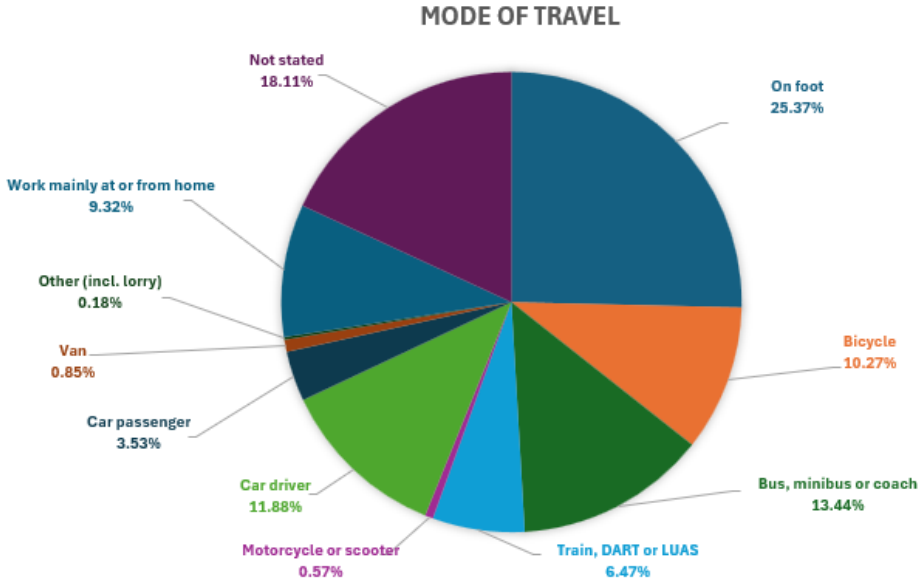

Figure 6-3 – Mode of Travel of those living within 1km vicinity of the site

The peak travel for those travelling within the area was between 08:01 and 08:30, followed by 07:31-08:00. 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. Only a small proportion of those within the area travelled before 06:30 and after 09:01.

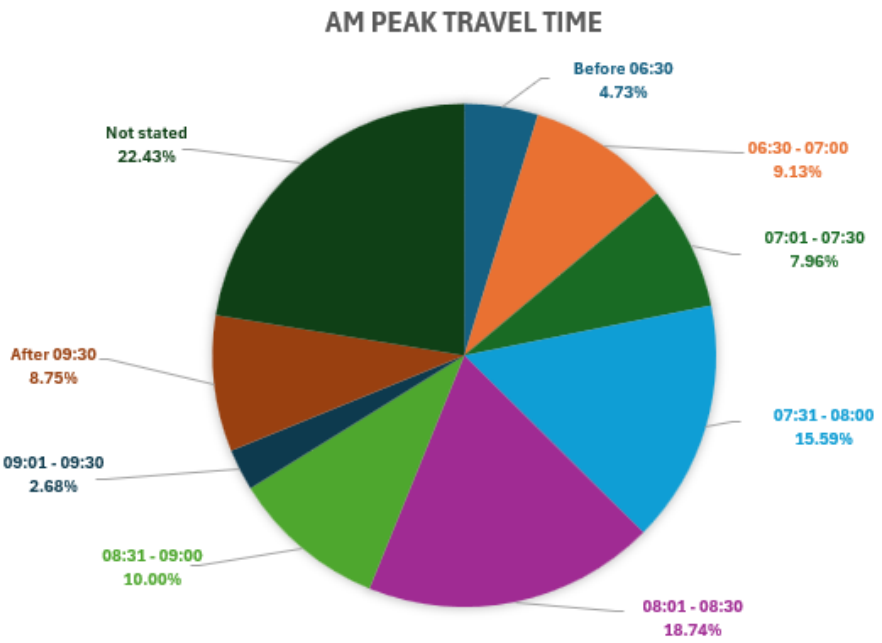

Figure 6-4 – Peak AM travel time of those living within 1km vicinity of the site

The most common commute time is between 15 and 30 minutes (28.90%), followed by 30 to 45 minutes (22.55%) and under 15 minutes (12.49%). Very few of the people living within the area travel for more than 45 minutes.

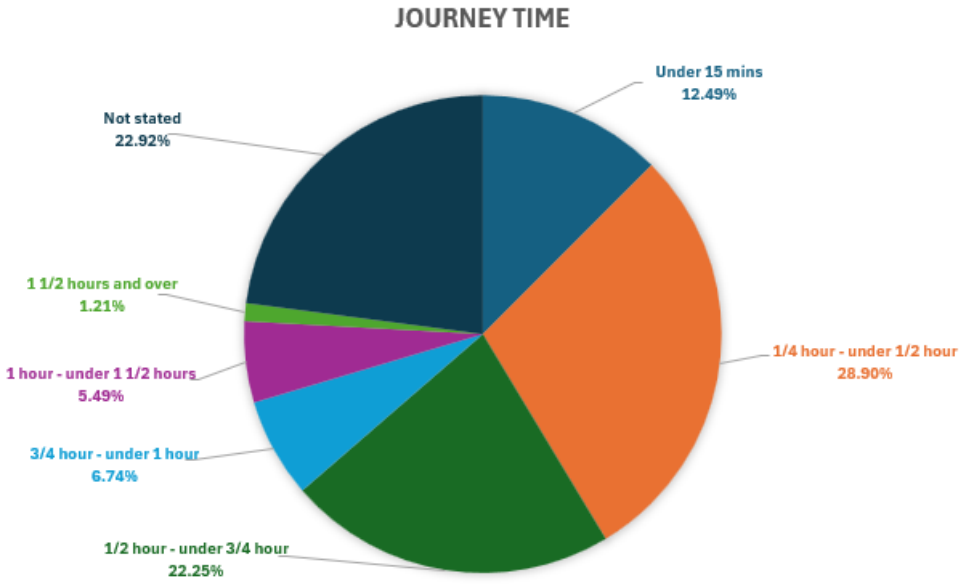

Figure 6-5 – Journey time of those living within 1km vicinity of the site

Similarly, to the modal share, the use of car is below average for the country due to the convenient site location. The majority of those living within 1km of the development do not own a car (42.92%), 32.58% do own one car and only 6.97%, 1.01% and 0.22% owning two, three and four or more cars respectively.

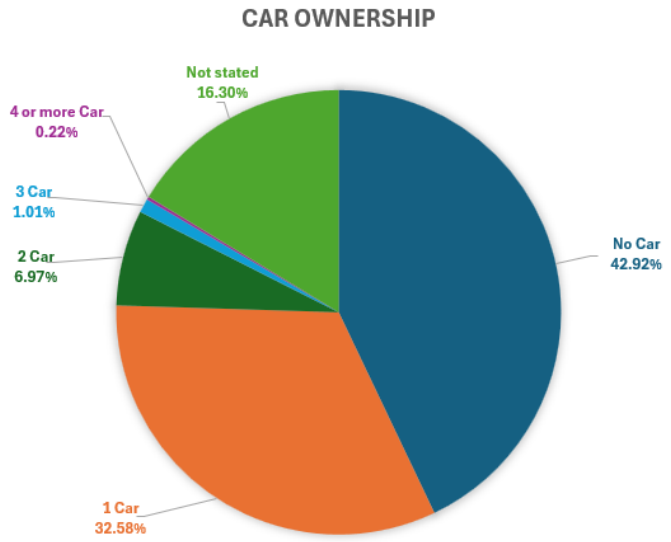

Figure 6-6 – Car ownership of those living within 1km vicinity of the site

The development is not expected to have a negative impact on the surrounding public transport facilities. Additionally, since there is limited parking on site, the development is expected to have no impact on the surrounding traffic conditions. Since car ownership levels are very low for the area and 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 to 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 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 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

The provision of on-site services or within reasonable walking distance to 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.

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 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 and bus routes, train stations.
- 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 driving 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 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 an 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, a number of 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 local area.
- Promotion of cycle security and bike marking schemes to reduce bike theft.
- Promotion of cycle safety.
- 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 up to date bus details including timetables/ contact information in the welcome packs.
- 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

To encourage lower levels of car use and private car ownership i.e. promote a car free lifestyle, the following measures can be considered:

- Designation of a section of car parking within the car parking area for priority use for those that car share and/ or low emission vehicles.
- Provision of details for the proposed car club and current car club operators within the vicinity of the site.

9 SERVICE DELIVERY MANAGEMENT PLAN

In addition to the residential units, the development includes the following facilities that require delivery vehicles to supply goods, services, foot etc. essential to the functioning of the following facilities on site:

- Provision of a childcare facility of 294 sq.m. at ground floor of Block A.
- Provision of 1,114 sq.m community, cultural and arts space comprising 516 sq.m internal space at ground floor of Block B and 598 sq.m external space, which includes a 468 sq.m amphitheatre and 130 sq.m space located externally at Block B.

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 n special circumstances, large vans will be discouraged.
- All service delivery trucks must attend outside the off-peak traffic times e.g. to avoid coinciding with the morning drop off and afternoon pick-ups at the creche.

It is not possible to accurately predict the volume of traffic that will be generated by each facility, but the current estimate is:

- 1114m^2 ground floor Community – 5 medium size vans per week and 5 small size vans per week.
- 294m^2 ground floor childcare/ creche – 5 medium size vans per week.

It is expected that persons using the non-residential facilities i.e. community use and childcare will travel by foot or cycle and will not require car parking spaces close to each facility.

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.