

AtkinsRéalis



## Mobility Management Plan

03/07/2024

0086174DG0033

# KILTERNAN VILLAGE DEVELOPMENT

# Notice

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This document has 28 pages including the cover.

## Document history

Document title: Mobility Management Plan

Document reference: 0086174DG0033

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For Planning	JK	JK	PD	PF	11/06/2024
1.0	Issued	JK	JK	PD	PF	04/07/2024

## Client signoff

Client	Liscove Ltd
Project	KILTERNAN VILLAGE DEVELOPMENT
Job number	0086174

Client  
signature/date



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# 1. Introduction

## 1.1 Overview

This Mobility Management Plan (MMP) has been prepared on behalf of Liscove Ltd in support of an LRD application to Dun Laoghaire Rathdown County Council. The development lands are located on a c. 14.2 hectare site at the lands at Wayside, Enniskerry Road, Kilternan, Dublin 18.

The western site principally comprises lands at Wayside, Enniskerry Road and Glenamuck Road, Kilternan, Dublin 18, which include a derelict dwelling known as 'Rockville' and associated derelict outbuildings, Enniskerry Road, Kilternan, Dublin 18, D18 Y199 and the former Kilternan Country Market, Enniskerry Road, Kilternan, Dublin 18, D18 PK09. The western site is generally bounded by the Glenamuck Road to the north; the Sancta Maria property to the north, west and south; a recently constructed residential development named "Rockville" to the north-east; the Enniskerry Road to the south-west; dwellings to the south; and the future GLDR to the east. The eastern site is generally bound by dwellings to the south; the future GLDR to the west; and greenfield land to the north and east.

The development will principally consist of: the demolition of c. 740 sq m of existing structures on site comprising a derelict dwelling known as 'Rockville' and associated derelict outbuildings (c. 573 sq m) and the former Kilternan Country Market (wooden structure) (c. 167 sq m); and the provision of a mixed-use development principally consisting of 487 No. residential units (196 No. houses, 201 No. duplex units and 90 No. apartments) and a Neighbourhood Centre. The western site will comprise 362 No. residential units and the Neighbourhood Centre, which will provide an anchor retail store (c. 1,310 sq m), retail/commercial (c. 3,284 sq m), a restaurant (c. 182 sq m), a creche (c. 691 sq m), café (c. 326 sq m), and a community facility (c. 332 sq m), and the eastern site will comprise 125 No. residential units. The 487 No. residential units will consist of 53 No. 1 bedroom units (35 No. apartments and 18 No. duplexes), 150 No. 2 bedroom units (38 No. houses, 16 No. apartments and 96 No. duplexes), 236 No. 3 bedroom units (110 No. houses, 39 No. apartments and 87 No. duplexes) and 48 No. 4 bedroom units (48 No. houses). The proposed development will range in height from 2 No. to 4 No. storeys (including podium/undercroft level in Apartment Blocks 1, 2 and 3 and Duplex Block T and U on the eastern site).

A full description of the proposed development is included in the Planning Report and full details of all pedestrian and cycle connections, road and street layouts, car parking and cycle parking are contained on the architects, landscape architects, engineering drawings and reports.

The MMP sets out a strategy designed to promote travel by active and sustainable modes to the proposed residential development at Kilternan. This MMP forms part of an LRD application and supports the Traffic and Transportation Assessment (TTA).

## 1.2 What is a Mobility Management Plan?

A Mobility Management Plan (MMP) is a robust package of measures aimed at encouraging a shift to sustainable travel modes such as walking, cycling and public transport. The plans are developed on a bespoke basis and may recommend improvements to infrastructure as well as behavioural change measures, such as improved provision of information or promotional campaigns and events.

An MMP is therefore a strategic management tool designed to accommodate a site's specific transportation needs. The MMP aims to educate and inform people regarding how, why and when they need to travel. It provides a forum to promote and support the use of alternative, active and sustainable transport modes such as walking, cycling, shared transport and mass transit such as buses and rail. Consequently, the MMP will also assist in reducing dependency on private car and mitigate against traffic congestion and its inherent environmental, social and economic impacts.



This MMP has been developed with specific reference to the site location, site context and proposed site layout. The MMP describes the self-regulating management of travel demand. As such this MMP could help reduce the amount of car travel to and from the proposed development site at Wayside. Not only will this bring benefits to those future occupiers of the development but also to the wider local community and environment.

This MMP is not a fixed plan but a dynamic and evolving document that can be updated and adjusted to reflect changing site characteristics, availability of transport infrastructure and attitude changes. The measures focus outlined in this MMP are aimed focused on promoting access to the site by alternative, active and sustainable modes of transport and reducing single occupancy car travel. In general, the ultimate occupiers will be encouraged to put these measures into practice themselves.

## 1.3 Accompanying Documents

An accompanying Traffic and Transport Assessment (TTA) reviews the potential transport impacts of the proposed development with respect to vehicular traffic and sets out the existing and proposed public transport, walking, and cycling infrastructure in the area. Please refer to the TTA (AtkinsRéalis Ref: 0086174DG0032) for further details.

The internal road network has been developed to be in accordance with Design Manual for Urban Roads and Streets (DMURS) that promotes walking and cycling through the design of low traffic low speed environments. Please refer to the DMURS Statement (AtkinsRéalis Ref: 0086174DG0034) for further details.

This MMP should be read in conjunction with the above documents and all planning, engineering and architectural reports and drawings.

## 1.4 Reference Documents

The following documentation has been referenced in the preparation of this MMP:

- Your Step By Step Guide To Travel Plans (NTA 2012);
- Traffic and Transport Assessment Guidelines (NRA, 2014);
- Making Residential Travel Plans Work: Guidelines for New Development (UK DfT 2005);
- Traffic Management Guidelines (DoELG, 2003);
- Transport Strategy for the Greater Dublin Area 2022-2042 (NTA);
- Dún Laoghaire Rathdown County Development Plan 2022 – 2028;
- Dún Laoghaire Rathdown County Council Standards for Cycle Parking and associated Cycling facilities for New Developments (DLRCC January 2018);
- Sustainable Urban Housing: Design Standards for New Apartments (DHPLG 2023).

## 1.5 Report Structure

The MMP report provides the basis for the implementation of the MMP. It sets out the objectives and measures to be put in place. Provisionally the MMP Report will be set out using the sections described below:

- Section 2 set out the high level policy context.
- Section 3 sets out the Existing Conditions in terms of local accessibility.
- Section 4 discusses details of future transport infrastructure in the area.
- Section 5 establishes Objectives and Targets for the MMP.
- Section 6 outlines the broad Strategy and Measures for the MMP.
- Section 7 outlines the process for Implementation, Monitoring and Review



## 2. Transport Policy Context

This section examines of the key national and local policy context pertinent to the proposed development. The policies positions outlined below that underpin the preparation of this MMP are as follows:

### 2.1 National Sustainable Mobility Policy

The Policy sets out a strategic framework for active and sustainable travel for the period up to 2030 to help Ireland meet its international and national climate obligations to achieve a 51% reduction in carbon emissions by end of this decade. The overall target is to “deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

To achieve this target there are a number of initiatives including:

- Integration of land use and planning;
- Improvement to walking and cycle infrastructure;
- Improved public transport capacity;
- Identifying and implementation of suitable demand management measures;
- Behavioural change programmes and measure; and
- Improved safe, accessible, comfortable, safe and affordable journey for all people and all trips.

The policy document is supported by Action Plan 2022-2025 to measure performance of the aims, targets or objective identified in the Policy. The proposed development incorporates the appropriate measures to enable the vision of both the Policy and Action Plan by ensuring the development is fully accessible for all modes, providing excellent connections to the existing and planned pedestrian, cycling and public transport links, both within the Kiltarnan Village LRD lands and on the external transport network.

### 2.2 Transport Strategy for the Greater Dublin Area 2022-2028

The overall aim of the Greater Dublin Area Transport Strategy is to provide a sustainable, accessible, and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth. The strategy identifies the following objectives that are relevant to the Kiltarnan Village Development:

- To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.
- To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- To support sustainable economic activity and growth by improving travel for work or business along with facilitating the efficient movement of goods.
- To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

The following Measures identified in the transport strategy are relevant to the Kiltarnan Village Development:



- **RPO 5.3:** Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists;
- **Measure CYC1 – GDA Cycle Network:** It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive, and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network;
- **Measure BUS1 – Core Bus3 – Orbital and Local Bus Routes** - It is the intention of the NTA to provide significant improvements to orbital and local bus services in the following ways: 1. Increased frequencies on the BusConnects orbital and local services; and 2. Providing bus priority measures at locations on the routes where delays to services are identified.
- **Measure LRT9 – Luas Green Line:** During the period of this strategy, it is intended to deliver significant additional capacity on the Luas Green Line through the provision of additional fleet and necessary infrastructure to meet forecast passenger demand.

## 2.3 Dun Laoghaire Rathdown County Development Plan 2022-2028

The Development Plan states that a holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport. The Plan notes that there has been a move away from the traditional approach of supplying ever more road space to meet increased transport demand and is facilitated by the adoption of the 'Avoid-Shift- Improve' approach. The 'Avoid-Shift-Improve' approach model is detailed below:

- Avoid – reduce or avoid the need to travel, i.e., Irish governments Remote Working Strategy;
- Shift – shift to more environmentally friendly modes, i.e., walking, cycling, e-bikes, e-scooters;
- Improve – improve energy efficiency of transport modes and vehicle technology, i.e., electrification of public transport vehicles;

The overall transport policy approach is:

- To adopt the 'Avoid-Shift-Improve Approach' to transport;
- To integrate land use and transport policies;
- To support the demand management approach which focuses on moving people from the private car to more sustainable modes;
- To improve permeability for the pedestrian and cyclist;
- To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs; and
- To adopt a balanced approach to road and street design in accordance with the four core principles of the 'Design Manual for Urban Roads and Streets' (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach resulting in a more place based/integrated street design.

This Plan sets out the following relevant objectives which are supported and facilitated by the Kiltarnan Village LRD Lands as outlined in Table 2-1.





**Table 2-1 - DLRCC County Development Plan Policy**

Policy Reference	Policy Description	Development Approach
Policy Objective T1: Integration of Land Use and Transport Policies	It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)	The development supports and provides opportunities for active and sustainable travel that links into current and future transport infrastructure opportunities.
Policy Objective T2: Local Transport Plans (Area Based Transport Assessments)	It is a Policy Objective to prepare Local Transport Plans (Area Based Transport Assessments (ABTAs)) in tandem with the preparation of Local Area Plans (LAPs) and also prepare ABTAs for key strategic land banks within adopted LAPs, if required, subject to the availability of funding and in accordance with the NTA and TII Guidance Note on Area Based Transport Assessments 2018 or any subsequent updates thereof (Consistent with RPO 8.6).	A Local Area Plan was prepared for the Kiltarnan – Glenamuck LAP area that covers the proposed site. This LAP has now expired. The scheme design and layout was cognisant of the expired LAP.
T3: Delivery of Enabling Transport Infrastructure	It is a Policy Objective to support the delivery of enabling transport infrastructure so as to allow development take place in accordance with the Core Strategy of this Plan and the settlement strategy of the RSES. (Consistent with RPO 4.40, 10.2, 10.3, 10.11, 10.16 of the RSES)	The proposed development links into the Glenamuck District Roads Scheme (GDRS) and Glenamuck Road – Enniskerry Part 8 junction improvement Scheme
T5: Public Transport Improvements	It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019- 2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations. (Consistent with NPO64 of the NPF, RPO 4.40, 5.2, 8.3 and 8.8 of the RSES)	The GDRS provides enhanced public transport opportunities including bus lanes, bus priority measures that will improve public transport in the area that will benefit the development. The subject site links up to the new roads which will enhance availability of public transport for the development. High quality cycling facilities and pedestrian/cycle paths are also provided through the site.

## 2.4 National Remote Working Strategy (2021)- Department of Enterprise Trade and Employment

In January 2021 the National Remote Work Strategy was published by the Department of Enterprise Trade and Employment which sets out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandates that 20% of the public sector workforce to move to home and remote working in 2021. The strategy notes that the Regional Working Analysis study carried out in 2020 shows that more



than 25% of the private sector workers in Ireland are capable of working remotely. A key aspect of the strategy is to implement legislation in Q3 of 2021 to provide employees the right to request remote work to ensure that work from home opportunities is available to employees after the removal of Covid-19 restrictions.

Therefore, it can be reasonably assumed that the remote working patterns that have developed from the Covid19 restrictions will continue to be substantial in the post Covid19 scenario. Indeed, it can be reasonably assumed that this will be the case regardless of any legislative provisions given the ability of organisations, both public and private, to adapt to remote working and the clear benefits that maintaining a remote working capability will bring to both employees and employers. In overall terms this longer-term change in working patterns will help achieve a longer-term fundamental change in travel behaviour by reducing the need travel to work on a daily basis.

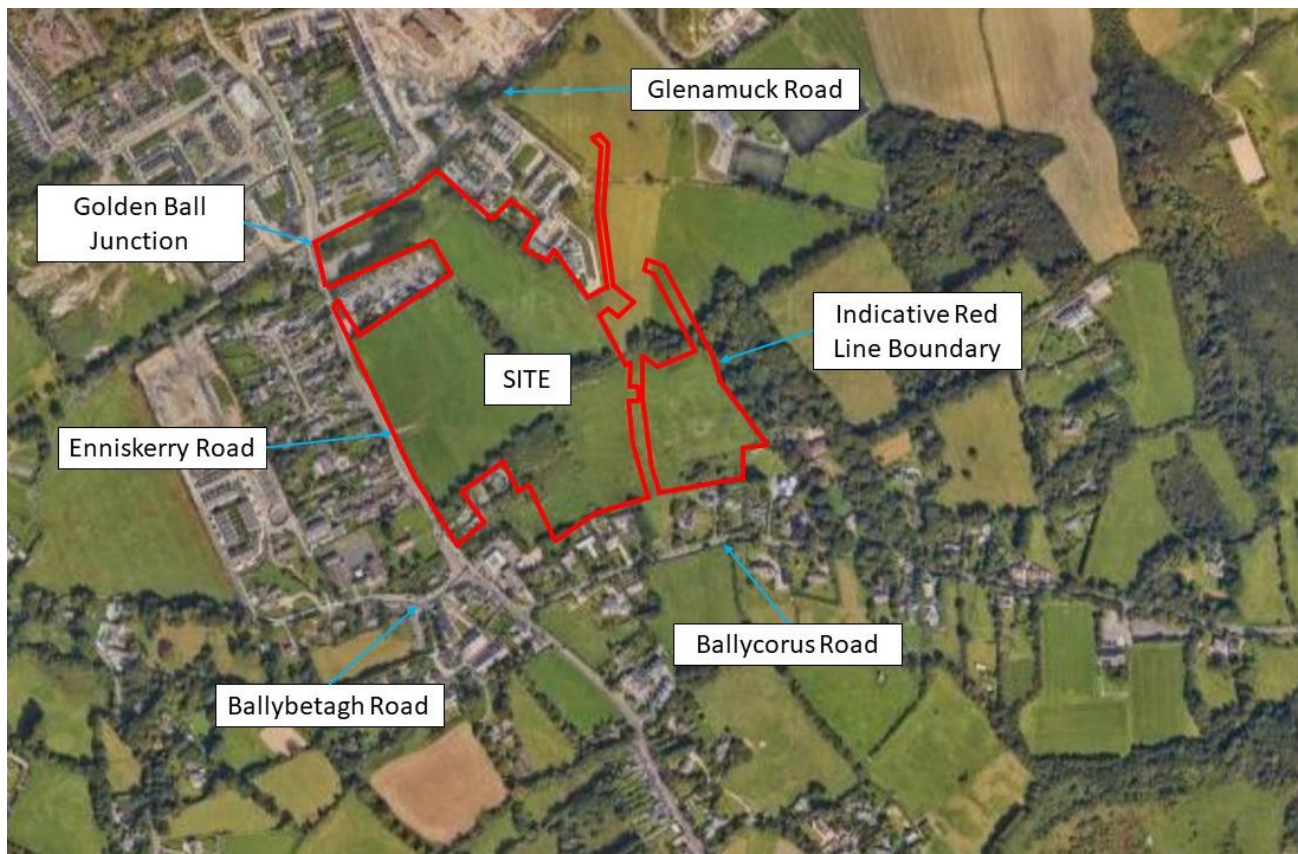
The residents of the Kilternan development will avail of the home and remote working opportunities including flexible working opportunities as promoted by the National Remote Work Strategy.

### 3. Existing Conditions

This section provides an overview of the existing site and its transport dynamics as well as future transport infrastructure that has the potential to alter travel patterns and promote sustainable travel by future residents and visitors to the site alike. Full details of the existing and future connections are set out in the accompanying TTA.

#### 3.1 Site Location and Layout

The location of the site is shown in Figure 3-1<sup>1</sup>. The site is located on Enniskerry Road to the west and to the north by Glenamuck Road and an existing built area, the south by existing residential dwellings fronting Ballycorus Road and to the east by existing agricultural lands.



**Figure 3-1 - Site Location**

The site layout can be seen in Figure 3-2.

<sup>1</sup> Red line is indicative only – refer to architects plans for redline boundary





**Figure 3-2 - Layout of Proposed Development**

## 3.2 Existing Walking and Cycling Infrastructure

### 3.2.1 Walking

Footpath provision in general is adequate on surrounding roads with most roads offering footpaths of ample width on both sides of the carriageway including on Enniskerry Road and Glenamuck road in the vicinity of the development. There are a number of formal and informal crossing points provided including a controlled pelican crossing at the junction of Glenamuck Road and Enniskerry Road at the Golden Ball Pub. Figure 3-3 shows walking isochrones radiating outwards from the site in 5-minute journey time intervals.

From the centre of the Kiltarnan site, one can walk to any other point within the development in under 5 minutes. Several bus stops are accessible in less than 5 minutes as well as the church, convenience shop, restaurant/ pub. The majority of the surrounding area can be accessed in under a 10 minute walk including the primary school and sports pitches. Within a 15 minute walk of the development childcare facilities and a broad range of sports facilities can be accessed.

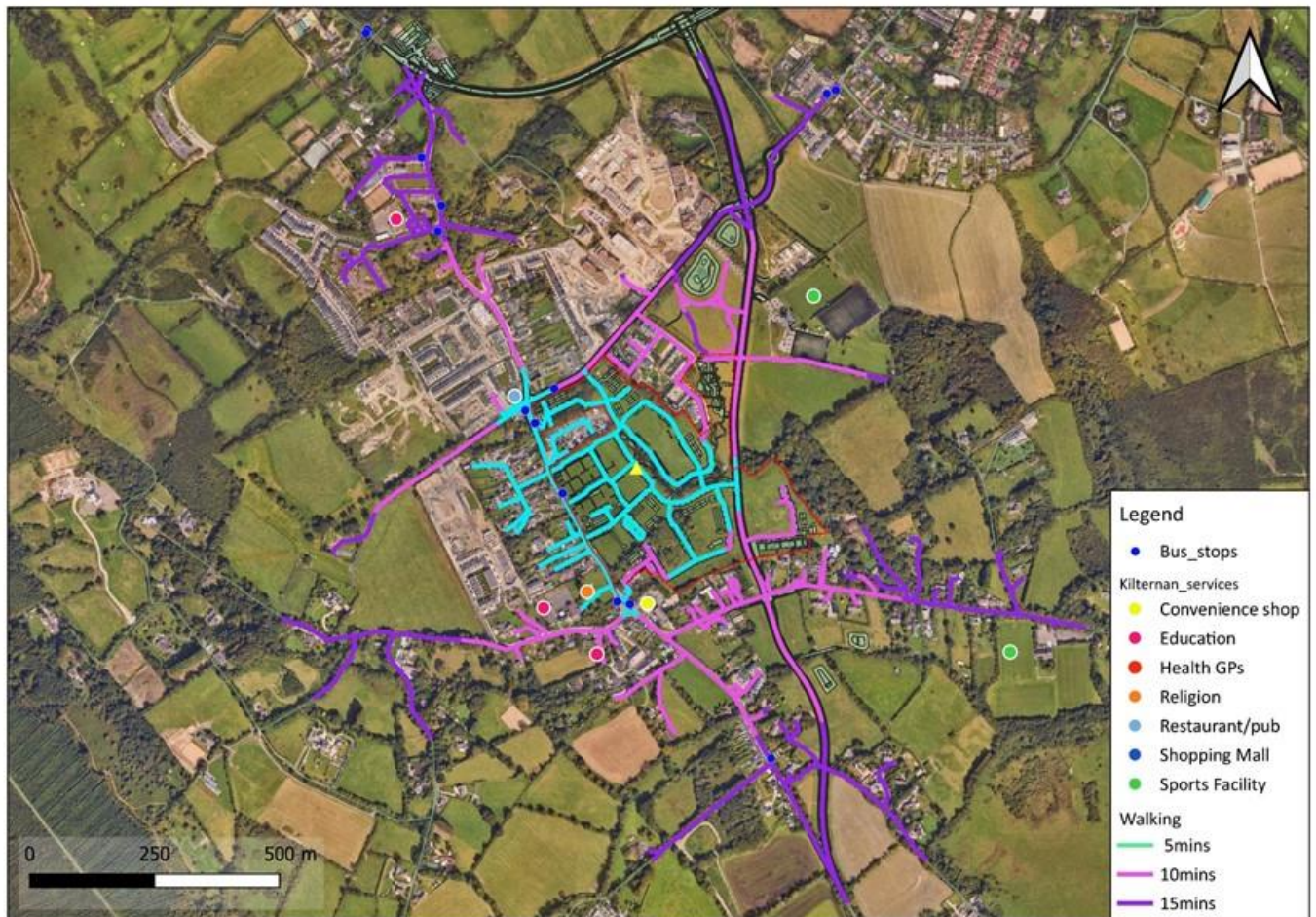


Figure 3-3 - Walking Isochrones

### 3.2.2 Cycling

In general cycle facilities provision is provided on the road network shared with vehicles traffic (i.e., Not segregated). Figure 3-4 shows cycle isochrones radiating out from the site in 5-minute journey time intervals.

Cyclists can access a broader range of services than pedestrians, within the same timeframes. Cyclists can access all the facilities listed within the pedestrian section in 5 minutes. Within 10 minutes cyclists can access the Luas green line, Carrickmines, a secondary school, an industrial estate, sports facilities, and several parks. Sandyford, Cherrywood, Shankill and Enniskerry are all with a 15-minute cycle of the site, opening access to a range of services and facilities.



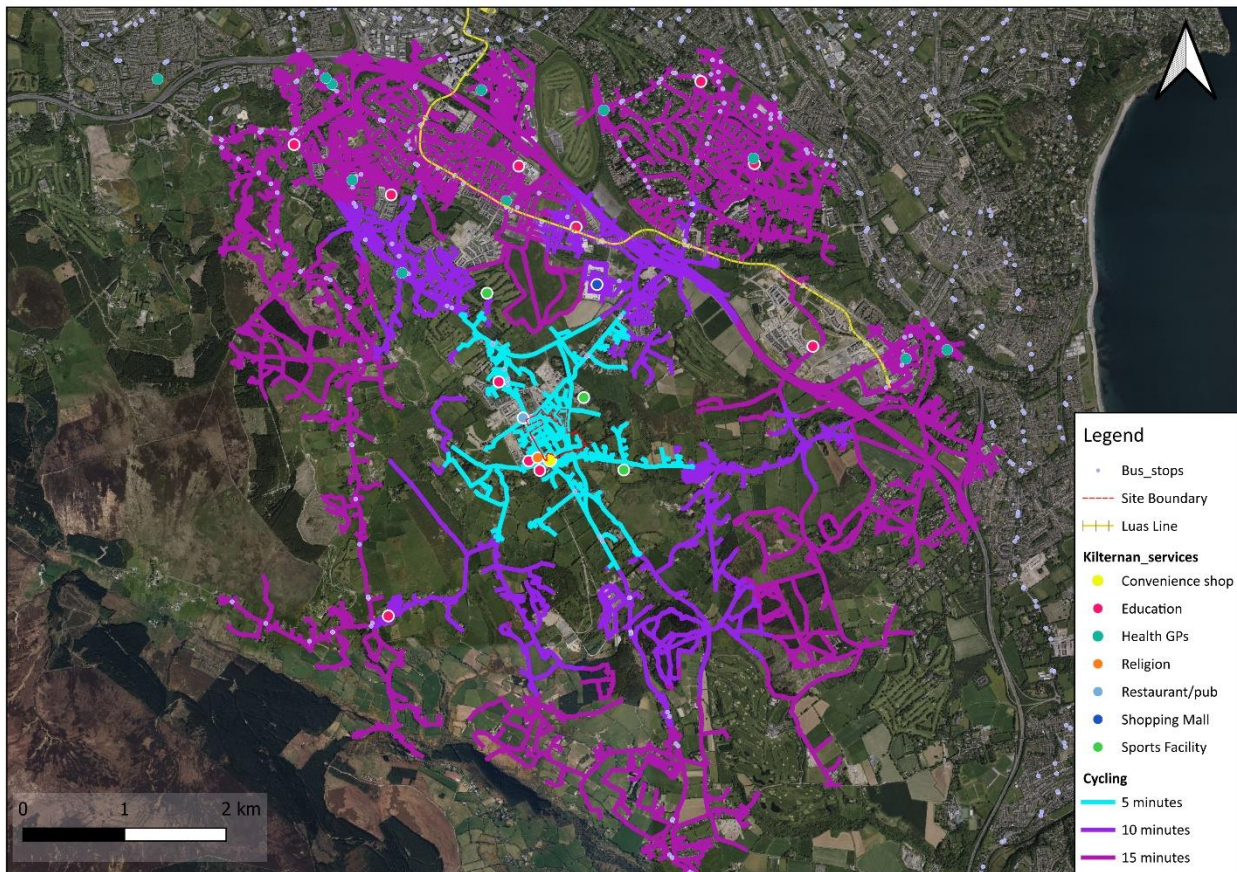


Figure 3-4 - Cycling Isochrones

### 3.3 Public Transport

The following section outlines the existing public transport facilities in the vicinity of the site. Figure 3-5 shows the location of existing bus and Luas services in relation to the development site.



Figure 3-5 - Existing Public Transport Facilities in the Vicinity of the Site

### 3.3.1 Bus Services

The following bus services operate within vicinity of the proposed development site and Table 3-1 outlines the specific operational details associated with each service.

- The 63 Dun Laoghaire to Kilternan
- The 44 Townsend Street to Enniskerry;
- The 118 Eden Quay to Kilternan.

**Table 3-1 - Existing Bus Services**

Bus Stops	Route			Services Per Day		
	Number	Start	Destination	Mon-Fri	Sat	Sun
2039 (Dun Laoghaire Station)	63/63A	Dun Laoghaire	Kilternan	35	34	30
3282 (Kilternan Village)		Kilternan	Dun Laoghaire	34	34	30
3283 (Kilternan Village)						
7571 (DCU Helix)	44	DCU	Enniskerry	19	16	14
4095 (Enniskerry Village)		Enniskerry	DCU	18	17	15
7823 (Enniskerry Village)						
3283 (Kilternan Village)	118	Kilternan	Eden Quay	1	0	0
303 (Eden Quay)		Eden Quay	Kilternan	0	0	0

### 3.3.2 LUAS Services

The Luas green line operates from the City Centre to Carrickmines and provides a high-quality public transport linkage with key stops at Dundrum and Sandyford. The Ballyogan Wood stop is within circa 2km-3km distance from the proposed development site. This stop is within walking distance of the site and is served by the 63 bus service. Weekday peak hour tram frequencies range from 4 to 14 minutes while Saturday and Sunday frequencies range between 6- and 27-minute intervals. The approximate daily number of trams is shown in Table 3-2.

**Table 3-2 - Existing LUAS Services**

Northbound			Southbound		
Mon-Fri	Saturday	Sunday	Mon-Fri	Saturday	Sunday
91	72	73	103	76	78



## 3.4 Local Road Network

The proposed development site is located adjacent to a comprehensive road network consisting of motorways, regional roads and local roads as shown in Figure 3-6. The Key Roads include:

- Enniskerry Road (R117)
- Glenamuck Road (R842)
- Ballycorus Road (R116)
- Ballybetagh Road (R116)
- M50

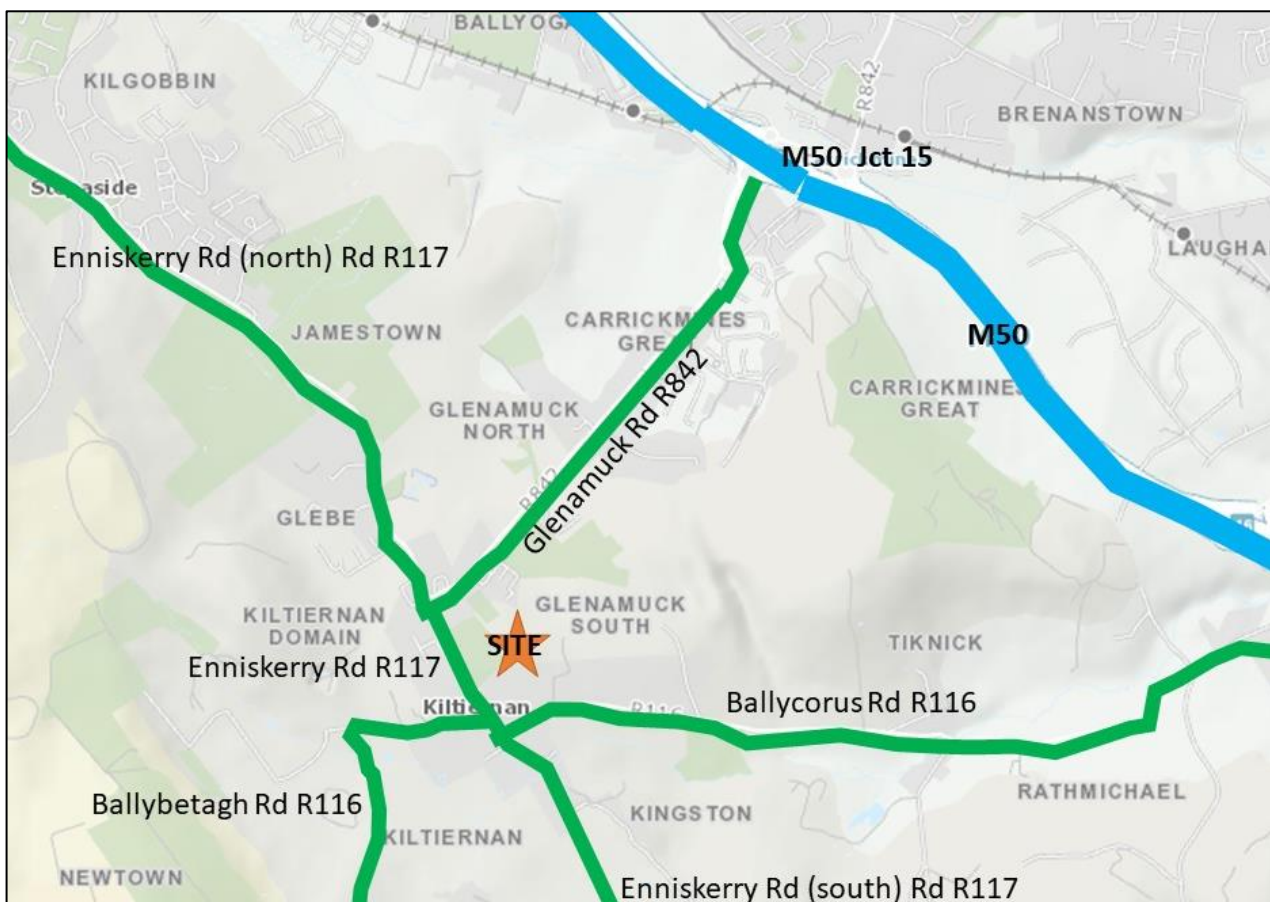


Figure 3-6 - Strategic Road Network Serving the Site



## 4. Future Transport Proposal

There are a number of planned and programmed future transport infrastructure and transport services in the vicinity of the development that will significantly improve access to sustainable transport choice, they include:

- Glenamuck District Roads Scheme (GDRS)
- Public Transport services
- Pedestrian and Cycle Network

Further details of these are set out below.

### 4.1 The GDRS

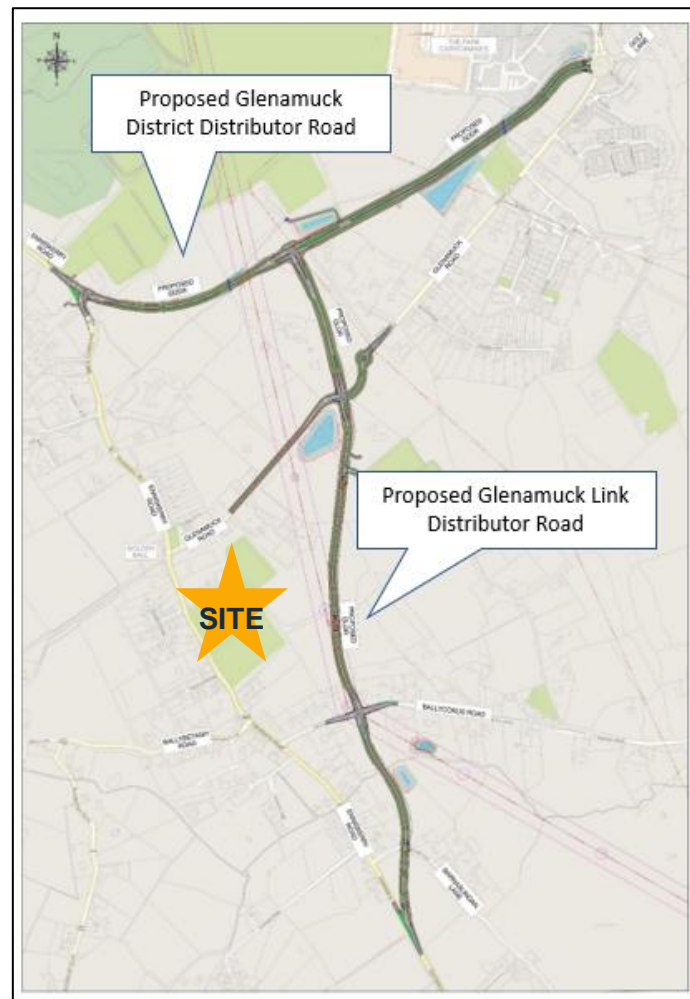
The development of all of the LAP lands will be accommodated by the completion of the Glenamuck District Roads Scheme (GDRS) which is made up of the Glenamuck District Distributor Road (GDDR) and the Glenamuck Link Distributor Road (GLDR). As well as accommodating the traffic volumes associated with the development of all of the LAP lands, these roads will incorporate the provision of the future bus service improvements. The roads also incorporate footpath and cycle track provision which will be linked directly to the proposed development site.

The completion of the Distributor Roads will result in a significant reduction in traffic along Enniskerry Road and Glenamuck Road. Specific proposals including bus gates on Enniskerry Road and Glenamuck Road will copper fasten this reduction in traffic which will result in these roads become more conducive to pedestrian and cycle movement. In particular the provision of footpaths and cycle tracks along the full extent of Glenamuck Road as far as the Link Distributor Road and the upgrading of Enniskerry Road as a traffic calmed street, incorporating widened footpaths, to facilitate local pedestrian, cycle, bus and other vehicular movements will result in a significant change in the function and form of these roads and the reduction in volume and speed of traffic travelling on these roads. The GDRS scheme is shown in Figure 4-1. The key benefits of the scheme are as follows:

- Improved connectivity and capacity
- Bus priority measures, improving the efficiency of services
- Segregated cycle facilities, encouraging an uptake in active travel



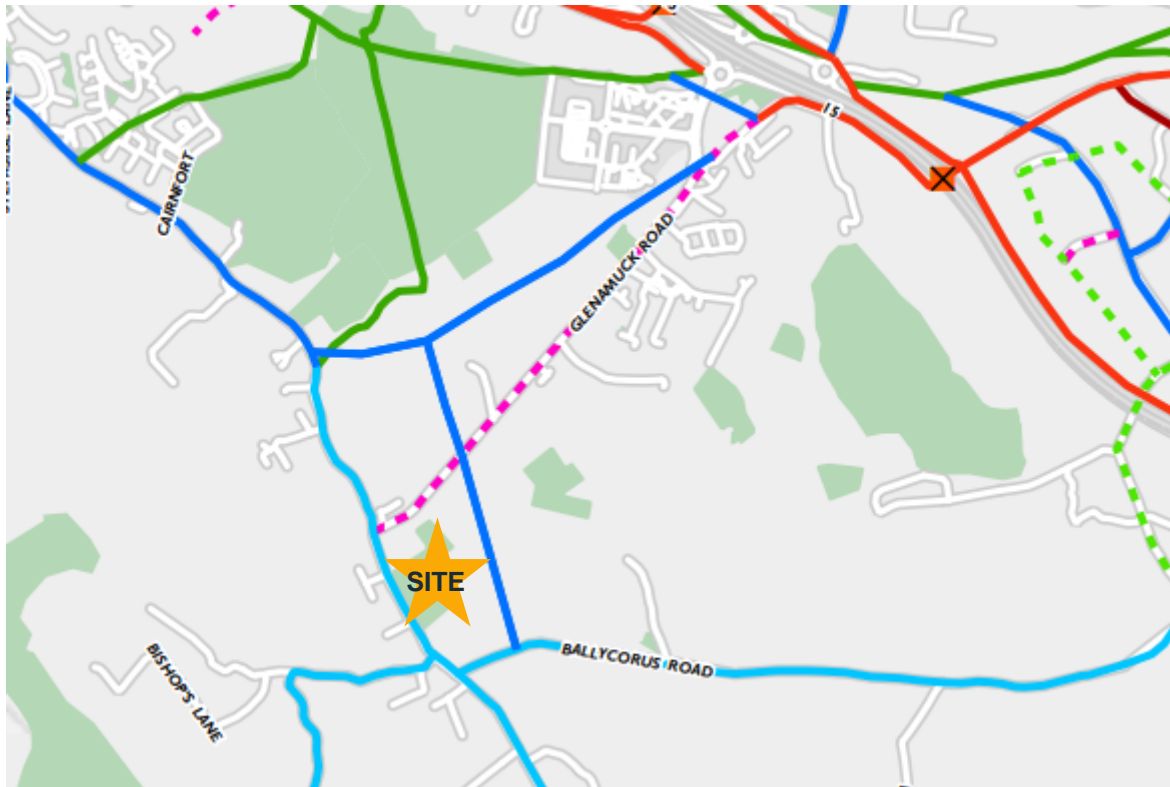
- Improved pedestrian network, increasing safety



**Figure 4-1 - GDRS Scheme in Wider Context**

## 4.2 Pedestrian and Cycle Network

Sitting within the heart of the LAP lands, the site will benefit from the development of the wider walking and cycling network in accordance with the relevant objectives set out in the County Development Plan and the LAP through the delivery of the GDRS as outlined previously. The GDRS will provide a very high level of service to encourage and facilitate walking and cycling. As displayed in the 2022 Greater Dublin Area Cycle Network Plan, the site is located along designated inter urban routes found on the Ballycorus Road and the Enniskerry Road. The Glenamuck Road is designated as a feeder route and the GDRS is labelled as secondary route as shown in Figure 4-2.



**Figure 4-2 - Greater Dublin Area Cycle Network**

On the completion of the Glenamuck District Roads Scheme (GDRS) the proposed development site will be directly connected to these improvements and the wider footpath and cycle track improvements along the distributor roads. In overall terms therefore the site is centrally located within the LAP lands so as to be fully integrated into the comprehensive walking and cycling network that will link the development to local amenities and to the wider amenities, services and public transport provision.

## 4.3 Public Transport

At a regional level the National Transport Authority (NTA) the 'Transport Strategy for the Greater Dublin Area 2022–2040 provides the overall strategy for the sustainable development of the GDA region. This strategy sets out the transport objectives for the region in terms of bus, rail, walking, cycling and roads objectives.

### 4.3.1 Bus Routes

The New Dublin Area Bus network was published by the NTA in September 2020 with implementation of the network commencing in 2021. Under this new network there are a number of proposed routes that pertain to the proposed development. They are listed below:

- L13: Kilternan - Ringsend Bus garage – weekday frequency every 60 minutes
- L26: Kilternan – Blackrock – weekday frequency every 30 minutes
- P13: Kilternan – UCD – 2 trips in both AM (0700-0900) and PM (16:00-1800) peak hours
- 88: Enniskerry - Mountjoy Square - weekday frequency every 60 minutes

The proposed local bus network under the New Dublin Area Bus network is shown in Figure 4-3.

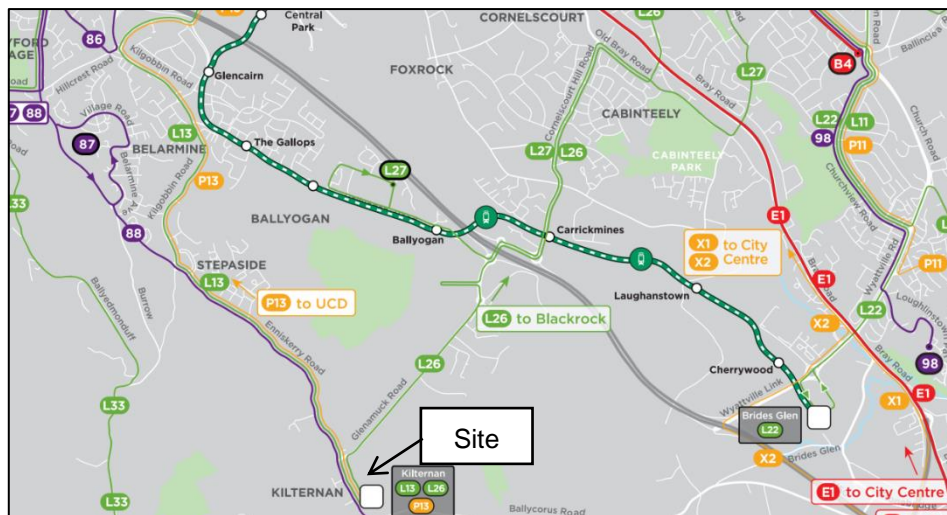


Figure 4-3 - Proposed Local Bus Network Under the New Greater Dublin Area Bus Network

### 4.3.2 LUAS and Metro

The current NTA approach for the upgrading the existing Luas Green Line to MetroLink involves a three-stage proposal as outlined below:

- First stage: This would comprise the development of MetroLink from Swords to Charlemont without connecting to the Green Line but continuing the required tunnel boring works to allow the future connection to the existing Luas line.
- Second stage: Incremental improvements to the Green Line to increase its capacity up to 30 trams per hour (55 metre long)
- Third stage: the connection made from the MetroLink tunnel termination point onto the Green Line.

## 4.4 Summary of Future Transport Proposals

As set out in the above section the delivery of the above transport infrastructure in the Kilternan area will radically transform the way people move about by providing significantly enhanced active and sustainable travel opportunities that has the potential to reduce single occupancy car journey with positive implications for mode share and the environment. The provision of a new Neighbourhood Centre at the heart of the development will also provide a wide range of facilities within walking distance from the proposed units.

## 5. Objectives and Targets

### 5.1 Objectives and Targets

The objectives of the Mobility Management Plan are developed with the overall aim of promoting sustainable travel and reducing the number of single occupancy car trips associated with the residential development. The objectives of Kiltarnan Outline Mobility Management Plan are as follows:

- Achieve a high level of Community Awareness of the MMP.
- Encourage the development of a healthy, sustainable and vibrant local community through promotion of travel by sustainable modes.
- Ensure a high level of Community Participation in the development of the travel surveys to indicate participation.
- Improve conditions for pedestrians and cyclists travelling to and from the site.
- Develop on good urban design principles to enhance the connectivity of the site and maximise accessibility by sustainable modes.

Table 5-1 outlines tangible targets to be achieved in relation to the key objectives.

**Table 5-1 - Objectives and Targets**

Objectives	Residential Travel Plan Targets
Awareness	To provide information on sustainable travel to each resident upon occupation.
Participation	To develop a detailed residential travel plan within 9 months of first occupation.
Accessibility	measures implemented to encourage walking, cycling, public transport and car sharing from first occupation.
Maximise the Potential for Sustainable Travel	To promote and encourage physical measures implemented as part of the site layout to encourage sustainable modes of travel from first occupation.
Reduce Car Related Travel	To identify mode Share Targets to be agreed with Dun Laoghaire Rathdown County Council following travel surveys.

### 5.2 Mode Share Targets

Post occupation, following an initial survey of residents a set of identified targets will be set including a site mode share target.

A timeframe will be set within which the targets should be achieved; however, the plan will be a lifelong document evolving with the development of the site and addressing any changes in travel behaviour.



## 6. Strategy and Measures

### 6.1 Introduction

This section of the MMP sets out the Strategy and Measures proposed for the mixed-use development at Kiltarnan.

Clearly, as the users of the development are currently unknown at this stage the MMP can only commit to promoting alternative modes of transport and providing the means for active and sustainable travel choices to be made.

The starting principle is that the design and layout of the development is based on DMURS principles that facilitates and encourages active and sustainable travel. This leads the adoption of more sustainable modes for travel. The MMP will develop on the physical interventions of the development proposals for the site layout. The physical interventions will be supported, and active and sustainable modal shift encouraged through the development of 'softer' measures.

This section describes the services to be provided and the 'in built' infrastructure measures (as part of the layout and design of the development) which are intended to encourage use of active and sustainable travel modes and complement the strategic aspects of the MMP.

The complementary measures will address the objectives, as set out in Section 5. These are to be delivered through a co-ordinated strategy delivered by the Management Company and involving the distribution of Travel Information Packs.

### 6.2 Strategy

Travel Information Packs will form part of the marketing material for the site and will be distributed to all new residents within the development at point of sale. These will be distributed by the Management Company. The details of the Travel Information Packs would be provided to Dún Laoghaire-Rathdown County Council (DLRCC). The Travel Information Packs would ideally contain the following information:

- Information about public transport and locations of bus stops;
- Information about walking and cycling routes;
- Information on active and sustainable transport measures facilitated by the development (i.e., bicycle parking, car sharing scheme, EV charging, etc.);
- Information on future public transport infrastructure; and
- Information on future walking and cycling infrastructure.

Through a monitoring and review process, the Management Company will also be responsible for ensuring that the measures proposed are implemented in the most effective way possible. As a preliminary measure until such time as the Management Company is set up Philip Assaf, from the client company will act as the Travel Plan / Mobility Management Plan Coordinator. DLR will be notified of any changes to the Travel Plan / Mobility Management Plan Coordinator if or when this arises.





## 6.3 Measures

The following measures should be promoted to encourage walking as a mode of travel by future residents of the development.

### 6.3.1 Walking

- W - Wake Up! - Studies have shown that individuals who walk to work, school or elsewhere are more awake and find it easier to concentrate;
- A - Always one step ahead - Walking makes people more aware of road safety issues and helps them develop stronger personal safety skills;
- L - Less congestion - If you leave the car at home and walk, there are fewer cars on the road which makes it safer for those who walk and cycle;
- K - Kinder to the environment - By leaving the car at home you are reducing the amount of CO2 produced and helping to reduce the effects of climate change and air pollution;
- I - Interpersonal skills - Walking can be a great way to meet other walkers, share the experience, and develop personal skills;
- N - New adventures - Walking is a great way to learn about your local environment and community. It's also a fun way to learn about the weather, landscape, and local ecosystems; and
- G - Get fit and stay active - Walking helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

Walking has the capacity to replace car based journeys of up to 3.5km. A high proportion of walking journeys may form the start or end of larger journeys comprising of bus or rail links; hence an attractive walking experience can play a large part in encouraging public transport patronage.

The site offers opportunities in terms of facilitating local trip making on foot, including access to public transport services.

### 6.3.2 Cycling

Research indicates that cycling is a viable mode of transport for residents wishing to undertake journeys of up to 10km. Some positive aspects of cycling are listed following:

- C - Cycling is a life skill - Cycling is a sustainable way of travelling but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community;
- Y - You save time & money - cycling reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists;
- C - Confidence building - travelling as an independent cyclist can give people increased confidence proving beneficial in all aspects of life;
- L - Less congestion - If you leave the car at home and cycle, there are fewer cars on the road which makes it safer for other cyclists;
- I - Interpersonal skills - Cycling can be a great way to meet other cyclists and share the experience;
- N - New adventures - Cycling is a great way to learn about your local environment and community. It helps residents to understand where they live and how their actions affect their local environment; and
- G - Get fit and stay active - cycling helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

The provision of cycle facilities at the site will play a role in promoting residents to cycle to work, school, or elsewhere. The following initiatives and incentives will encourage cycling within the development and within the wider area:

- The development will provide high quality, secure and sheltered cycle parking which will be easily accessible to residents;
- The development will provide cycle parking for visitors and publicise in welcome Travel Information Packs;



- Publicise the Government Bike to Work Scheme ([www.biketowork.ie](http://www.biketowork.ie)) in welcome travel packs;
- Provide information on walking and cycling distance, routes and journey times by bike or walking to key destinations in welcome travel packs for residents;
- Highlight the direct savings gained due to reduced use of private vehicles in welcome travel packs; and
- Publicise National Bike Week in welcome travel packs, see [www.bikeweek.ie](http://www.bikeweek.ie)

### 6.3.3 Public Transport

There are many benefits to taking public transport, some of which include:

- Personal Opportunities – Public transportation provides personal mobility and freedom;
- Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion;
- Reducing congestion – The more people who travel on public transport, especially during peak periods, the less people travelling by private car;
- Saving money – Taking public transport can work out to be cheaper than travelling by car and, in some instances, can save the cost of buying, maintaining and running a vehicle;
- Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car;
- Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car;
- Get fit and stay active - Walking to and from public transport helps residents incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind; and
- Less stress – Using public transport can be less stressful than driving, allowing time to relax, read, or listen to music.

The following initiatives and incentives can be used to encourage residents to take public transport:

- Encourage public transport use by publicising the benefits of smart travel cards to all residents in welcome Travel Information Packs;
- Publicise the availability of Real Time Information on the Bus Service Providers website and Bus Service Providers mobile app in welcome travel packs. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately;
- Publicise the availability of a National Journey Planner, which provides journey planning, timetable, and travel information from all licenced public transport providers across Ireland, in welcome travel packs. This Journey Planner is available on the Transport for Ireland website and as a mobile app;
- Provide maps in welcome travel packs of local bus routes, the nearest bus stops, and the length of time it takes to walk to them; and
- Promote Tax Saver Commuter tickets, which offer significant savings to individuals in marginal tax rate and levies on the price of their ticket, in welcome travel packs.

### 6.3.4 Travel Apps

The [Journey Planner App](#) from [Transport for Ireland](#) provides journey planning, timetable and travel information from all licenced public transport providers across Ireland. Download the [Real Time Ireland App](#), which integrates all real-time arrival information services from Dublin Bus, Bus Éireann, DART, Iarnród Éireann and Luas services.

For travel by bus, Luas, or DART, a [Leap Card](#) can be used for convenience and to save money. Using a child Leap Card up to the age of 19 or a young adult/ student card up until the age of 26 (or until graduation for those over 25) allows commuters to pay even lower fares. The Leap Card Top-Up App can be used to instantly check your balance and to top up your card.





All Irish taxis can be verified by using the [TFI Drive Check app](#) to make sure the taxi you are taking has been registered. The app also allows you to share trip details with a friend.

### **6.3.5 Car Sharing**

Car sharing will be encouraged within the Kiltarnan development and 2 car sharing spaces are to be included, one to the west and one to the east of the GLDR. Car sharing clubs allow members to reserve communal cars for their own personal use, removing the issues associated with car ownership, for example, costs and maintenance. Car sharing facilitates a reduction in car ownership which helps the environment and reduces carbon emissions.



## 7. Implementation, Monitoring and Review

The MMP **strategy and measures** outlined will be implemented over a period of time which will be continuously monitored to ensure the MMP continues to deliver on its **objectives and targets**.

A key aspect of the MMP is the provision of Travel Information Packs for residents of the development. This will be undertaken by the Management Company acting as Travel Plan co-ordinator. The Travel Information Packs will contain at a minimum the information below:

- Information about public transport and locations of bus stops;
- Information about walking and cycling routes;
- Information about walking bus and cycling bus options for adult chaperoned active travel for school children;
- Information about car parking management;
- Information about local services and facilities that are within comfortable walking distance;
- Information on active and sustainable transport measures facilitated by the development;
- Information on future public transport infrastructure; and
- Information on future walking and cycling infrastructure.

Monitoring of the MMP will be important in understanding the changing nature of staff and resident travel habits and the effectiveness of the MMP initiatives. The monitoring process, which will be carried out by the Management Company, will involve annual travel surveys undertaken, starting one year from the initial post occupation travel surveys to assess changes to the mode share of trips to the development site over a three-year period. This will have a particular focus on the level of usage of the bicycle parking to determine whether and when additional spaces are required.

An annual monitoring report can be produced for the site by the Management Company, setting out the results of the travel surveys and highlighting any issues arising from the review of the MMP initiatives. The report would set out appropriate changes to existing initiatives if required in order to meet the MMP objectives.



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