

**LRD Planning Amendment**

**Beach Road Apartments, Sandymount, Dublin 4**

**Mobility Management Plan**

**September 2024**

## Document Control

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## 1.0 Introduction

This report is provided in support of a planning amendment, planning retention application as part of an LRD application for a development previously approved under SHD ABP-310299-21.

The development is substantially equivalent to the original application and the development description should be taken from architectural documentation. The development includes a multi storey apartment development with basement parking, ancillary internal uses, and external substation. Vehicular and pedestrian access to the site will be from Beach Road with additional pedestrian access via Church Avenue.

It should be noted that a previous planning application (Planning Reference no. 2001/18) was submitted for the subject site for 90 no. dwellings and was granted planning (Decision Order no. P2857) on 19th June 2018.

Vehicular access to the development is available via a new proposed entrance ramp on Beach Road. The proposed works are outlined in a series of architectural drawings prepared by Plus Architecture and engineering drawings prepared by PUNCH and supplied as part of the planning documentation.

This report was prepared for Dublin City Council in relation to the planning amendment for the proposed development and deals specifically with the Mobility Management Plan (MMP) for the development.



**Figure 1-1: Location of the proposed development.**

## 2.0 Mobility Management Plan (MMP)

### 2.1 Introduction

This section outlines the provisions that the applicant proposes to put in place as a means of reducing car dependency associated with this proposed development in the interest of compliance with the following sustainable transport initiatives:

1. Department of Transport National Policy,
2. National Investment Framework for Transport in Ireland (NIFTI) Smarter travel - a Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020
3. The National Climate Mitigation Plan and Climate Adaptation Framework
4. Cycle Design Manual 2023
5. The National Energy Efficiency Action Plan
6. National Sustainable Management Policy
7. The need to reduce transport emissions to meet EU greenhouse gas reduction targets.
8. The need to reduce traffic congestion, particularly at peak commuting times.
9. Dublin City Council Development Plan (2022-2028).
10. NTA Transport Strategy for the Greater Dublin Area (2016-2035).
11. Greater Dublin Area Transport Strategy (2022-2042).

MMPs are developed for enhancing travel via more sustainable modes of transport. MMPs are conducted to identify travel demand strategies to reduce single occupancy private car travel which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents and users of the site are informed of the alternatives to the private car and are given the required advice, support and encouragement to travel in a sustainable way. The MMP will also include proposed future transport improvements to those already available.

For this development a site-specific MMP can only be fully developed and implemented once the occupier/user and their travel behaviour is known and when the development is occupied. This initial MMP sets out the key infrastructural proposals and modal split targets for the development in general terms and will be further developed when the development is occupied.

The MMP can lead to benefits, such as offering substantial savings to residents by suggesting alternatives to travelling to work (other than by car), allowing commuters to avail of a healthier lifestyle by incorporating exercise into the daily commute and reducing stress experienced by residents caused by lack of alternatives in commuting to work.

The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an ongoing basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are therefore retained while others are not supported and are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful. Based on the 2022 Census, it is evident that a significant percentage of residents in the Dublin City area do not own a car (22.5%) or own a single car (43.4%). Residents are thus likely to travel to work, school or college by walking, cycling and public transport (52.6%), motor car usage for both driver and passenger-shared accounts for much of the remainder (31.4%) (*Census 2022, Commuting Small Area - A268111006*).

The MMP specific to the nature and location of the development will consist of a package of sustainable measures aimed at increasing sustainable travel. These measures can include facilitating walking, cycling and car sharing schemes. Soft measures such as education, information and awareness can also be used. The MMP will be developed once the development is fully occupied.

The new development will cater for both vehicular and pedestrian traffic and includes provision of bicycle parking. Measures laid out in the MMP will aim to reduce the number of people travelling to and from the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling.

In order to establish an effective MMP, the development once occupied should submit the following information:

1. Residents travel survey information to establish the origin and destination of trips to and from the development,
2. Outline specific schemes/measures implemented to encourage a shift from car dependant transport to and from the site
3. Results of resident's comments
4. Targets to be set out in accordance to approved NTA guidelines and documents
5. An outline of the various schemes that the development, plan to make available to its residents to encourage the desired change in their travel patterns to and from work; such as shared parking facilities, cycle facilities, public transport subsidies, car-pooling, walking groups, cycle groups, communication, consultation, promotion and tax saver schemes.

The success of the MMP depends on the co-operation of all parties. The appointment of a co-ordinator and a steering group is vital for the success of the plan. This MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

## 2.2 Objective of the Plan

The objectives of the MMP for the proposed development are as follows:

1. To encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and train.
2. To reduce the overall number of single occupant vehicles trips for journeys to and from the development.
3. To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
4. To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development
5. To increase car-pooling amongst residents.

## 2.3 Transport Services

Table 2-1 below describes the approximate transport times from the proposed development site to various transport hubs and significant areas. Please note for bus and train/Luas journeys these times include walking, connections etc. Traffic conditions will vary, and the times may be different for car and bus times shown. The locations of the significant existing Transport Features are shown in Figure 2-1 below.

Table 2-1: Approximate Transport Times from the Proposed Development Site

| Destination                                  | Distance | Approx. time taken (minutes) |     |       |     |                               |
|----------------------------------------------|----------|------------------------------|-----|-------|-----|-------------------------------|
|                                              | (km)     | Walking                      | Car | Cycle | Bus | DART<br>(From Lansdowne Road) |
| Bus Stop 390<br>(Tritonville Road)           | 0.2      | 3                            | 2   | 3     | -   | -                             |
| Bus Stop 393<br>(Tritonville Road)           | 0.3      | 3                            | 2   | 3     | -   | -                             |
| Bus Stop 371 (Irishtown<br>Road)             | 0.3      | 4                            | 3   | 4     | -   | -                             |
| Bus Stop 414<br>(Lansdowne Road)             | 1.5      | 18                           | 6   | 7     | -   | -                             |
| Bus Stop 2806<br>(Sandymount Avenue)         | 1.1      | 13                           | 3   | 5     | -   | -                             |
| Lansdowne Road DART<br>Station               | 0.9      | 11                           | 3   | 5     | -   | -                             |
| Sandymount DART<br>Station                   | 1.4      | 17                           | 4   | 6     | -   | -                             |
| Grand Canal Dock DART<br>Station             | 1.4      | 19                           | 5   | 7     | 13  | -                             |
| Charlemont Luas Stop                         | 2.8      | 36                           | 10  | 12    | 34  | -                             |
| Harcourt Street Luas<br>Stop                 | 3.1      | 39                           | 11  | 15    | 27  | -                             |
| Connolly Station<br>(*Dublin Area Trains)    | 3.1      | 39                           | 10  | 13    | 20  | 25                            |
| Busáras Central Station                      | 3.0      | 38                           | 8   | 13    | 21  | 25                            |
| Dublin City Centre (St<br>Stephen's Green)   | 2.7      | 34                           | 10  | 13    | 26  | 25                            |
| Dublin Heuston Station<br>(*Regional Trains) | 5.3      | 66                           | 20  | 25    | 32  | 68                            |
| Dublin Airport                               | 12       | 146                          | 16  | 47    | 46  | 47                            |



Figure 2-1 - Overview of Local Transport Links

### 2.3.1 Cycling

Cycling is to be significantly encouraged as part of the 112 apartment development.

The Dublin City Development Plan (2022-2028) Section 3 and Table 1 of Appendix 5 indicates that 1 no. long term cycle space should be provided per bedroom. This same table indicates that 1 no. short term cycle space should be provided per every 2 apartments. Please refer to the Traffic and Transportation Assessment for cycle parking assessment.

The proposed provision of cycle parking spaces for the proposed development is outlined below in Table 2-2.

**Table 2-2: Proposed Cycle Parking Quantum for the Proposed Development.**

| Location                         | Standard<br>Parking | Cycle<br>Parking | Cargo<br>Parking | Bicycle<br>Parking |
|----------------------------------|---------------------|------------------|------------------|--------------------|
| Ground Level - Sheffield stand   | 26                  |                  | 2                |                    |
| Basement - two tier Bike storage | 164                 |                  | -                |                    |
| Basement - Sheffield stand       | 44                  |                  | 2                |                    |
| <b>Total</b>                     | <b>234</b>          |                  | <b>4</b>         |                    |

In the case of the proposed development, the quantum of cycle spaces is in compliance with the Dublin City Development Plan (2022-2028) as outlined in the Traffic and Transportation Assessment.

The development is located at a reasonable distance from the town centre (circa 2.7 km away), which means that the trip to commute from Dublin City centre to the proposed development is around 13 minutes by bicycle. The city centre and local region has many cycle lanes and designated paths for the use of cyclists along with proposed development plans to provide more throughout the city.

### 2.3.1.1 Dublinbikes

The proposed development is located c. 950m from the South Dock Road NOW TV dublinbikes station. This is a subscription service for short-term bike rentals in Dublin, which has stations scattered throughout the city. For further information, please refer to [www.dublinbikes.ie](http://www.dublinbikes.ie).

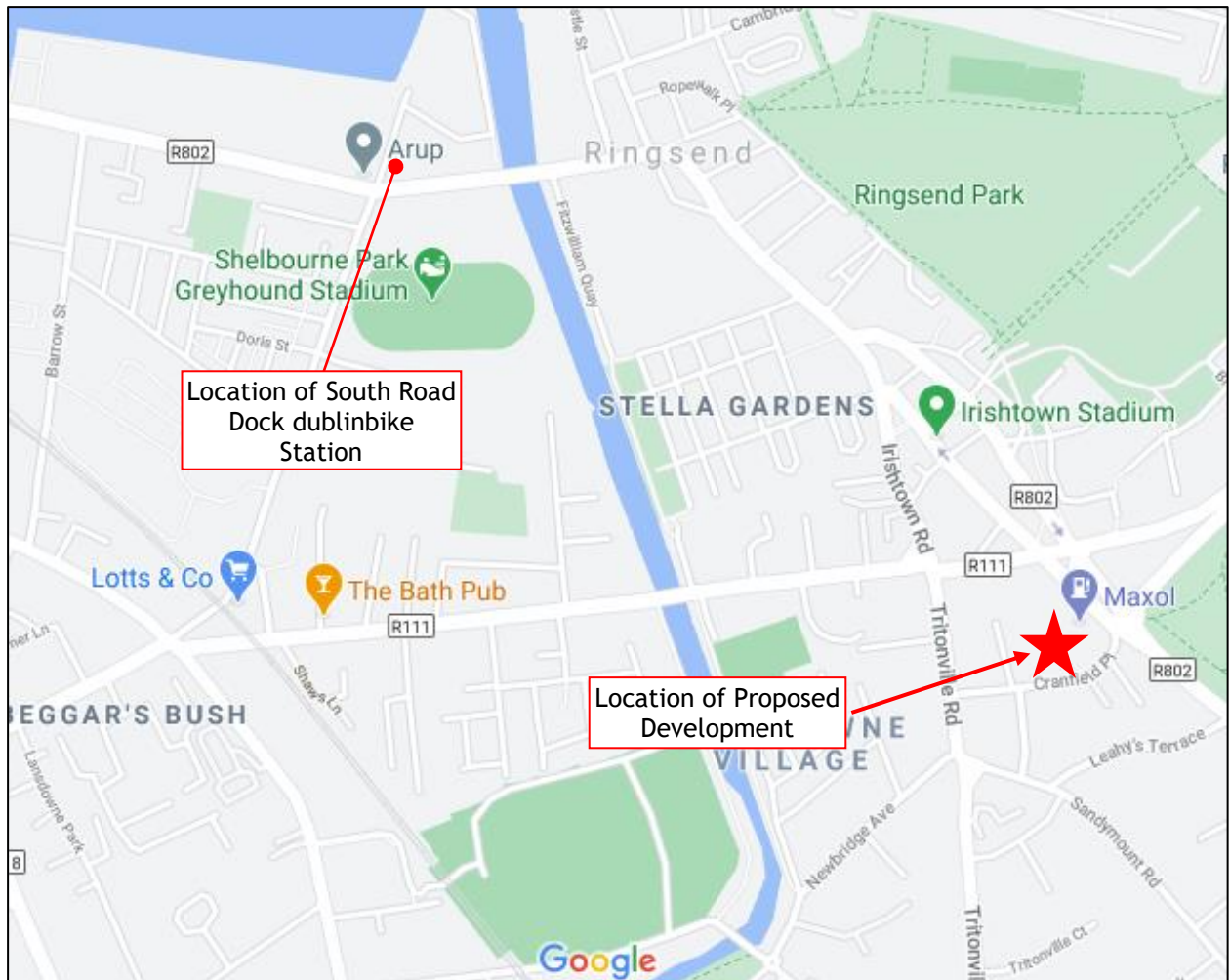


Figure 2-2 - Location of nearby 'NOW TV' Bike Station

### 2.3.2 Car and Motorcycle Parking

Car parking serving the subject development is provided within the on-site basement level car park, located below the proposed building. A total of 70 no. car parking spaces will be provided, with a breakdown of the car parking space types outlined in Table 2-3.

**Table 2-3: Breakdown of Proposed Car Parking Spaces**

| Element                                     | Quantity provided |
|---------------------------------------------|-------------------|
| <i>Number of Dwellings</i>                  | 112               |
| <i>Total quantity of Car parking spaces</i> | 70                |
| <i>Disabled Car parking Spaces</i>          | 4                 |
| <i>Car share parking</i>                    | 2                 |
| <i>E charging car parking</i>               | 8                 |
| <i>Standard Car parking Spaces</i>          | 64                |
| <i>Motorcycle parking spaces</i>            | 4                 |

For further information relating to the management of car parking spaces, please refer to the ‘Car Parking Management Plan’, which is included as part of this planning application. For assessment of parking please refer to the Traffic and Transportation Assessment.

The following section outlines the proposed vehicular and cycle parking quantum associated with the new development designed to facilitate and encourage a positive modal shift at the development towards alternative sustainable modes of transport.

The general objectives are as follows:

1. Reduce and discourage the reliance on the use of private car travel.
2. Increase and facilitate the use of alternative sustainable forms of transport such as walking, cycling or traveling by public transport to/from the development.
3. Develop an integrated and unified approach to traffic management for the site which will include public transport, private vehicles, cycle facilities and car sharing services.
4. Engage with Dublin City Council (DCC), the National Transport Authority (NTA), Irish Rail, Dublin Bus, Transport Infrastructure Ireland, Transdev, Bus Éireann and all other relevant stakeholders in a partnership model to promote an increased uptake in public transport.

It is an objective of this plan to limit the level of parking available on-site wherever possible in order to minimise and discourage dependency on private car travel. This will also continue to take into consideration the necessary demand to prevent overspill parking issues in nearby locations.

The Department of Housing, and Local Government and Heritage's Guidelines for Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2022) Section 4.21 states the following:

"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity."

The Department of Housing, and Local Government and Heritage's Guidelines for Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2022) defines three categories of locations. In the case of the proposed development at Beach Road, Sandymount can be accurately identified as a 'Central and/or Accessible Urban Location', defined as follows:

"These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART; commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services."

The conclusion that the site can be defined as a central accessible site is demonstrated by its location 0.9km from Lansdowne Road DART Station, 1.5km from the South Docklands and availability of the high frequency bus routes.

In the case of the proposed development, the Dublin City Development Plan (2022-2028), it is located within Zone 2 and therefore, the maximum parking standard equates to 1 car parking space per residential dwelling. This is achieved in the proposed development, which includes the provision of 70 no. car parking spaces for 112 no. residential dwellings, which equates to 0.625 no. car parking spaces per dwelling.

2 No. parking spaces dedicated for car club use only are proposed for inclusion in this car space provision. Please note that GoCar advise that 1 No. GoCar vehicle can replace up to 15 private cars. Applying this rationale results in an 'equivalent provision' of  $30+79 = 109$  no. private car spaces.

The 'equivalent parking provision' also equates to essentially 1.0 car parking spaces per residential unit (i.e.  $109/112$ ).

This parking provision must be viewed in relation to the Guidelines for Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2022) as advised above.

Therefore, the proposed provision of parking facilities is considered sustainable and balanced in terms of adequate provision of parking and promotion of more sustainable transport options.

As outlined in Section 2.3.1 above, it is currently proposed to provide a total of 238 no. cycle parking spaces including 4 cargo bicycle spaces. The cycle parking facilities and their utilisation will be monitored to determine actual vs forecast demands and amendments to the cycle parking arrangements will be actioned as required as part of the on-going mobility management strategy for the development.

### **2.3.3 Pedestrians**

The proposed development is located in the suburban area of Sandymount, Dublin. As the potential for pedestrian trips to and from the development is high, it is important that the development is properly integrated into the existing footpath network. There are existing footpaths on both sides of Church Avenue and on the southwestern side of Beach Road. These footpaths are DMURS compliant with widths in excess of 1.8m.

The pedestrian network provides routes to/from surrounding public transport network, including the nearby Lansdowne Road DART station, Sandymount DART Station, as well as the bus routes serving Tritonville Road, Lansdowne Road and Sandymount Avenue. Refer to section 2.5 below for further details regarding public transport network.

The site is also in close proximity to several schools at various education levels. These are all within walking distance for parents and their children. Marian College is located c. 800m from the site (10-minute walk) and Trinity College Dublin (TCD) is 3km (37-minute walk) from the site and would take only 13 minutes to cycle.

### **2.3.4 Public Transport**

In order to facilitate the use of public transport consideration will be made to provide information on location of stops, routes, timetables, walking times to main public transport facilities, etc. Also to advise residents of the availability of the national Taxsaver Scheme refer to Transport for Ireland web site (<https://www.transportforireland.ie/fares/taxsaver/>) for more details. High frequency public transport is available in the area of the development, as described below and shown in Figure 2-3.

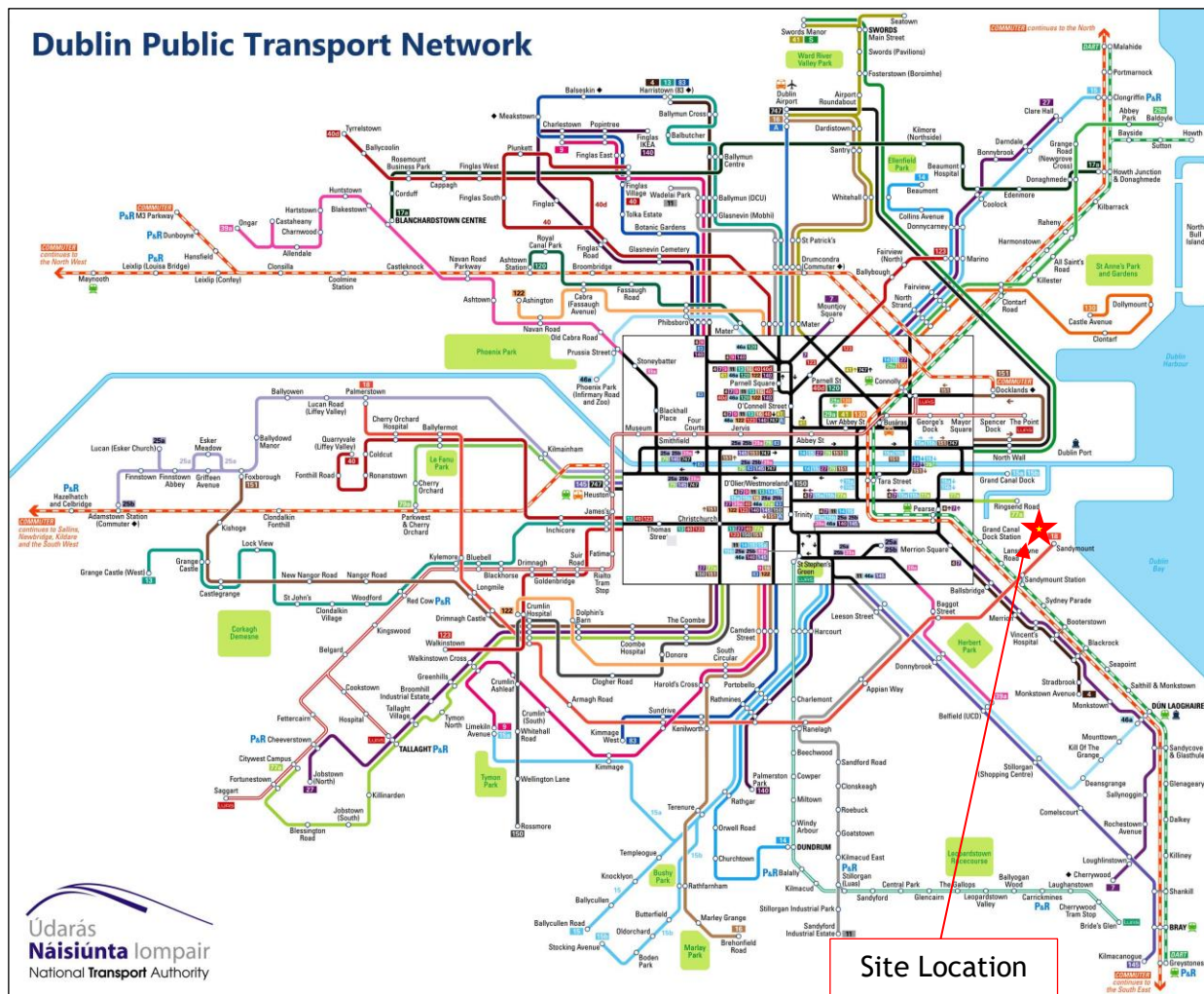


Figure 2-3: Dublin Public Transport Network (Ref: National Transport Authority)

### 2.3.4.1 Dart/Train Services

The site is located 0.9km from Lansdowne Road DART Station (11-minute walk) or alternatively 1.4km from Sandymount DART Station (17-minute walk). This will allow residents easy, quick and reliable transport northbound to Dublin City Centre, and southbound to Dun Laoghaire, Bray and Greystones. The DART services provide access to regional transportation rail connections for travellers across Ireland and provide a service directly to Connolly Station and Heuston Station.

There are also regular Commuter train services between Connolly Station, Heuston Station and key surrounding areas, as follows:

- i. Dublin - Sligo
- ii. Dublin - Rosslare Europort
- iii. Dublin - Belfast,
- iv. Bray - Dublin - Dundalk,
- v. Dublin - Maynooth/Longford/M3 Parkway

Leap cards can be purchased which can reduce fares by 20-27% on the DART, Luas, Commuter and Bus services. Transport for Ireland also has a free Leap card phone application for download which allows you to top up your leap card and view previous journeys and fares.

### 2.3.4.2 Bus Services

The local area surrounding the development is served by existing public Dublin Bus services, as well as private operators Go-Ahead and Air Coach services. Note: These services are subject to change by their respective operators.

On Tritonville Road (Stop nos. 390 & 393)

- a) Route C1: From Adamstown Station towards Sandymount
- b) Route C2: From Adamstown Station towards Sandymount
- c) Route No. 47 From Poolbeg Street towards Bellarmine

On Lansdowne Road (Stop no. 414)

- a) Route No. 4 From Monkstown towards Harristown
- b) Route No. 7 From Brides Glen towards Mountjoy Square
- c) Route No. 7a From Loughlinstown towards Mountjoy Square
- d) Route S2 From Heuston Station towards Sean Moore Road

On Sandymount Avenue (Stop no. 2806)

- a) Route S2 From Heuston Station towards Sean Moore Road

Timetables are available online.

Transport for Ireland provide a phone app and a useful website called 'Journey Planner' this can be used to easily plan routes to and from work using bus routes and other forms of Transport. It is available as a free download and is highly recommended.

### 2.3.4.3 Taxi Services

There is a constant flow of taxis along both Beach Road and Sean Moore Road collecting and depositing passengers. This will facilitate taxi use by providing a safe and convenient means of accessing this form of transport. The objective is to encourage lift sharing in taxis to help reduce the demand on parking and congestion at peak times.

### 3.0 Implementation / Consultation / Monitoring

The MMP is a document that evolves over time and requires ongoing implementation, management and monitoring, and for successful implementation requires organisational support, an internal Mobility Manager and financial resourcing.

To implement the MMP the following inputs are required:

1. Senior Management support and commitment
2. A Mobility Manager as the plan coordinator
3. A Steering group to oversee the plan
4. Working groups on various related issues

To ensure effective results from any initial sustainable travel investment it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners like the Local Authority, public transport operators, etc. Ideally the MMP will be managed by a Mobility Manager or travel plan coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager will also be best suited to monitor the results of the plan.

The MMP will endeavour to influence the modal split from the outset of the completed development. Due to the location of the site and the alternatives transport modes available then the historic reliance on the car can be challenged. The issuance of welcome packs to the initial residents containing e.g. timetables of public transport and details of nearby facilities can be considered.

The document: National Transport Authority Workplace Travel Plans - A Guide for Implementers may be used as a reference. There is also a UK document: Making Residential Travel Plans Work: Guidelines for new development published by the UK Department of Transport 2005 which is relevant.

Residents travel surveys should be carried out in the early stages and annually to monitor the initial success of the travel plan and to gain a better understanding of the residents' travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the mobility management plan is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.