

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

Z040: BLACKGLEN ROAD LRD

MOBILITY MANAGEMENT PLAN

For
Zolbury Ltd

17 December 2024

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1 INTRODUCTION

1.1 APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Zolbury Ltd. to prepare this Mobility Management Plan (MMP) with respect to the proposed residential development comprising the design of 192 no. residential units, associated resident amenity facilities and a childcare facility at Blackglen Road, Sandyford.

1.2 ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction of Dun Laoghaire Rathdown County Council (DLRCC).

1.3 STUDY AREA

The subject site is located at lands at Blackglen Road in Sandyford, Co. Dublin as shown in the figure overleaf. The proposed development site is immediately bound by:

- Blackglen Road to the north;
- Residential properties to the east, south, and west; and
- Woodside Road to the west and south.



Figure 1: Site Location

1.4 DEVELOPMENT DESCRIPTION

Zolbury Ltd., intend to apply to Dun Laoghaire Rathdown County Council for permission for development for a Large Scale Residential Development (LRD) on a site of approx. 3.86ha on lands at Blackglen Road, Sandyford, Dublin 18.

The development will consist of 192 no. residential units ranging from 2-5 storeys in height, associated resident amenity facilities, a childcare facility, all boundary treatment and landscaping works, site services connections and all site development works to include:

(a) Construction of 192 no. residential units, in the form of 6 no. new apartment buildings (A1 – B4), 40 duplexes (C1, C2, C2A) and 14 houses (D1 & D2), to include 33 no. 1-beds, 84 no. 2 -beds, 61 no. 3-beds and 14 no. 4-beds as follows:

- Block A1 (4 storeys) comprising 15 no. apartments (3 no. 1 bed units, 6 no. 2 bed units & 6 no. 3 bed units); a crèche facility of approx. 378.2 sq. m with associated outdoor play space of approx. 170 sq. m; and resident amenity facilities of approx. 31.6 sq. m.
- Block A2 (3-4 storeys) comprising 26 no. apartments (2 no. 1 bed units, 20 no. 2 bed units and 4 no. no. 3 bed units) and resident amenity facilities of approx. 353.6 sq. m.
- Blocks B1 and B2 (2-5 storeys) comprising 51 no. apartments (15 no. 1 bed units, 29 no. 2 bed units, 7 no. 3 bed units).
- Blocks B3 and B4 (2-5 storeys) comprising 46 no. apartments (13 no. 1 bed units, 23 no. 2 bed units and 10 no. 3 bed units).
- Duplex Units C1 (4 storeys), C2 and C2A (3 storeys) comprising 40 duplexes (6 no. 2 bed units, 20 no. 3 bed units and 14 no. 4 bed units).
- House Units D1 and D2 (2 storeys) comprising 14 houses (14 no. 3 bed units).

(b) Total Open space (approx. 10,854 sq. m) is proposed in the form of public open space (approx. 8, 686 sq. m), and residential communal open space (approx. 2,168 sq. m). Each residential unit is afforded with associated private open space in the form of a garden/terrace/balcony.

(c) The development will be served via a new vehicular access via Blackglen Road. This will be designed as a priority junction with pedestrian and cycle crossings where required to tie in with the Blackglen Road Improvement Scheme.

(d) A new toucan crossing is proposed across Blackglen Road just to the east of the new vehicular access. This toucan crossing has been designed as per TL607 of the Cycle Design Manual to allow crossing of pedestrians and cyclists to the northern side of Blackglen Road for improved public transport access.

(e) Emergency access only is proposed via Woodside Road.

(f) A dedicated wildlife corridor is proposed to the east/south-east side of the site and a public open space (approx. 307 m in length) tree trail to the west/north-west side of the site.

(g) Basement/Podium car park areas are proposed below Blocks B1, B2, B3 and B4. A total of 226 no. car parking spaces are proposed, which includes 2 no. car club spaces, 12 no. accessible spaces and 47 no. EV charging spaces (198 no. long-stay spaces, 18 no. visitor space & 10 no. car parking spaces for creche use), in addition to 9 no. motorcycle spaces.

(h) A total of 484 no. bicycle spaces are proposed in the form of 442 no. long stay bicycle spaces 42 short-term stay visitor parking.

(i) 2 no. ESB substations at surface level.

(j) Bin Storage areas for the Duplex blocks are proposed at ground level adjacent to the Duplex blocks.

(k) All associated site and infrastructural works to include provision for water services; foul and surface water drainage and connections; internal roads, attenuation proposal; permeable paving; all landscaping works including green infrastructure zones; green roofs; and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.

1.5 DEVELOPMENT OVERVIEW

The proposed LRD development will consist of the following elements:

192 no. residential units, associated resident amenity facilities and a childcare facility as follows:

- 138 no. apartments;
- 40 no. duplexes;
- 14 no. houses; and
- A crèche facility of approx. 378 sq. m.

The proposed site layout plan is shown in the figure below.



Figure 2: Proposed Site Layout

2 CONTENT OF THE PLAN

The MMP targets set out herein will take account of future potential improvements in public transport provision over and above those currently in operation. In this context, the MMP will set targets for the future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.

There are generally considered to be two types of MMP, dictated by the stage of development and whether or not the final occupants are known at the time of its development. In this instance, the final occupants are not known and given the residential nature of the development, there is considered to be significant potential variation in their travel habits. As a result, based on best practice, this MMP is intended to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available;
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling;
- Set out the anticipated targets with respect to modal choice; and
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns.

Based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support the modal shift.

However, at this stage, the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.

Given the nature of the development, it is expected that the majority of trips will be by commuters during the normal peak travel hours of 08:00 – 09:00 and 17:00 – 18:00.

3 EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

3.1 RAIL SERVICES

The northern boundary of the site is located approximately 1.9km (27 min) walk, 9 min cycle) from Glencairn Luas Station (Green Luas Line). This station provides access to Brides Glen in the east and Broombridge in the north. This forms part of the wider Luas network throughout the Greater Dublin Area and links the site directly to Dublin City Centre and the Red Luas, as set out in the following figure.

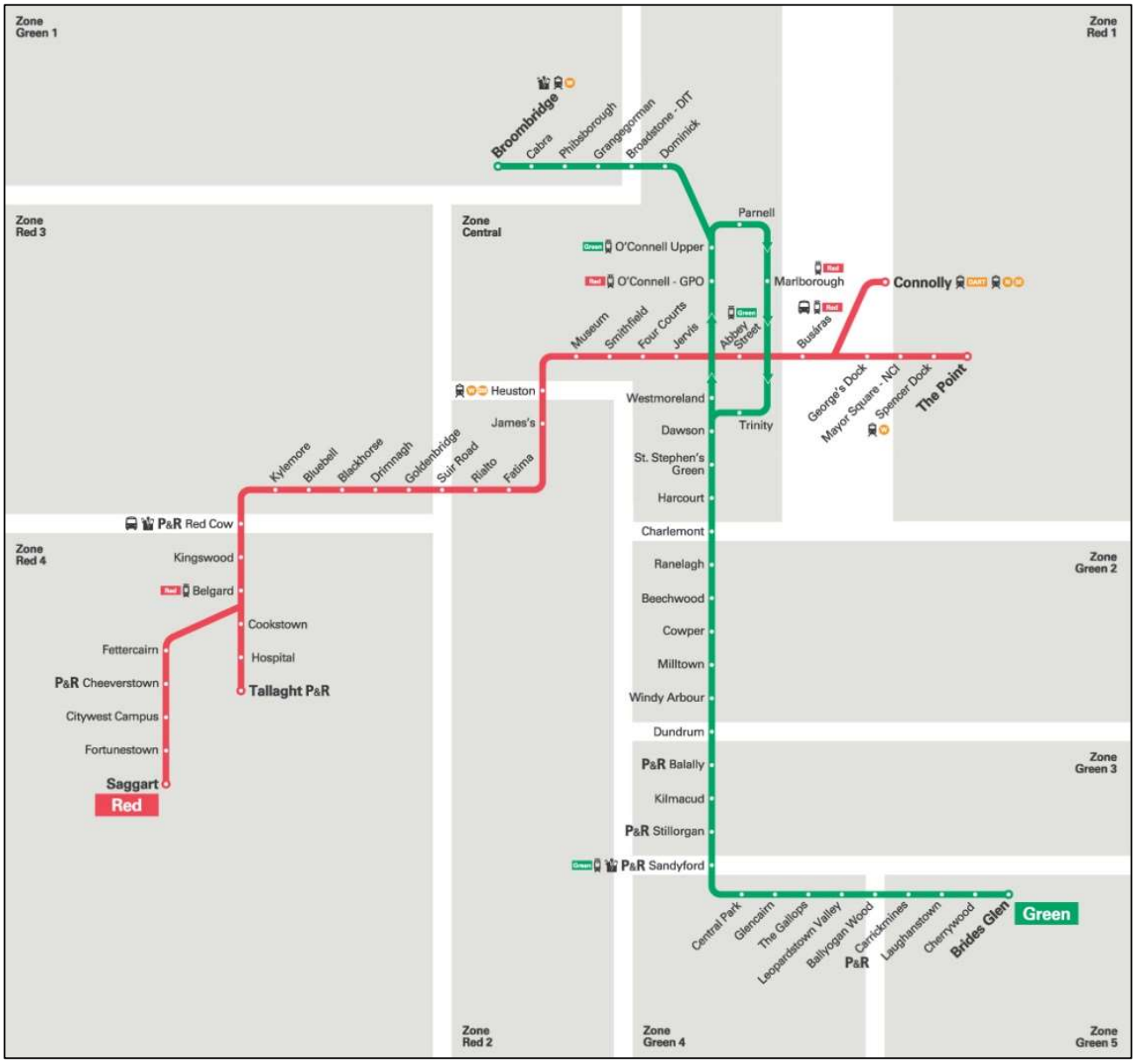

Figure 3: Luas Map

The frequency of the Luas Green Line at the Glencairn Station is shown in the tables below:

Period	Northbound			Southbound		
	Min	Avg	Max	Min	Avg	Max
05:44 – 07:00	10	16	20	6	12	21
07:00 – 10:00	6	9	14	4	9	14
10:00 – 16:00	12	13	14	13	13	15
16:00 – 19:00	6	10	16	6	10	14
19:00 – 00:14	12	13	15	10	13	19

Table 1: Glencairn Luas Frequency - Monday – Friday

Period	Northbound			Southbound		
	Min	Avg	Max	Min	Avg	Max
06:44 – 10:00	15	16	20	6	16	27
10:00 – 16:00	14	14	15	8	14	23
16:00 – 19:00	14	14	14	14	14	14
19:00 – 00:14	7	14	15	13	14	15

Table 2: Glencairn Luas Frequency – Saturday

Period	Northbound			Southbound		
	Min	Avg	Max	Min	Avg	Max
07:14 – 12:00	12	14	20	5	14	27
12:00 – 19:00	12	12	12	12	12	12
19:00 – 23:14	12	13	15	12	13	17

Table 3: Glencairn Luas Frequency – Sunday & Bank Holidays

3.2 BUS SERVICES

The northern boundary of the site is located approximately 120m (2-minute walk, 1 min cycle) from the nearest bus stop, Blackglen Court Stop 3533 East and stop 3494 West, which is served by Dublin Bus Service No. 44B and Go ahead service 114.

These services operate during peak hours, every 30 minutes, and provide connections to the following nearby urban centres:

- Dublin Bus 44b provides a connection between the Dundrum Luas Station, Dundrum, Sandyford and Glencullen.
- Go Ahead service 114 provides access to Blackrock Station, Stillorgan Road, Ravenscourt Park and Rockview.

Neither bus route currently provides connections to the city centre. It is noted that BusConnects' plan for the area includes the introduction of bus services 86, 87, 88 and L33. Although these services will provide connections to the city centre, they are not expected to be “high frequency”.

The exact location of the stops in relation to the development can be seen in the figure below.



Figure 4: Bus Stops in Vicinity of the Development

3.3 CYCLING AND WALKING

The local cycle facilities within DLR currently consist of Radial and Orbital Cycle Routes, which span most of the county. The radial routes mainly service north-south movements, while the orbital routes service east-west movements. The closest connection with the DLR cycle route is on the R117, which is approximately 450m (1 min cycle) from the northern boundary of the site.

The recently completed Blackglen Road Improvement Scheme has significantly improved walking and cycling infrastructure in the area by adding cycle tracks and footpaths to Blackglen Road. Internal active travel infrastructure at the development will tie in with the newly constructed cycle tracks and footpaths to ensure residents have a high degree of accessibility via these modes.

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

There are a number of proposals which will further enhance the sustainable transport infrastructure serving the site, be it directly or indirectly. These are discussed in further detail below.

4.1 BUSCONNECTS

With the planned implementation of the BusConnects network, additional routes will be added in the vicinity of the development. These are:

Other City-Bound Routes:

- Route 86: Ticknock – Goatstown – Mountjoy Square
- Route 87: Belarmine – Dundrum – Mountjoy Square
- Route 88: Enniskerry – Bellarmine – Dundrum – Mountjoy Square

Local Routes

- Route L33: Glencullen - Dundrum

Orbital Routes

- Route S8: Tallaght – Sandyford – Dún Laoghaire

The extent of these routes relative to the site location is shown in the figure below:

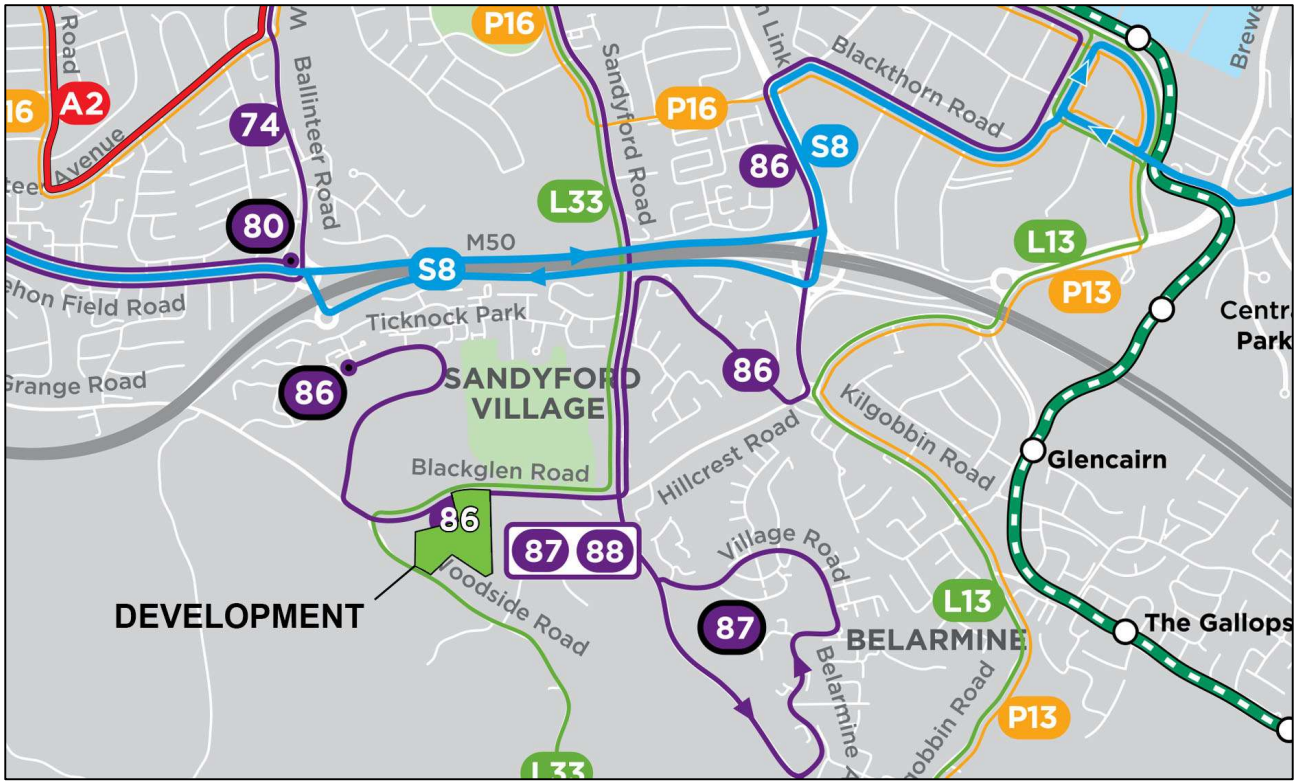

Figure 5: Location of Planned BusConnects Routes Relative to the Development

The planned frequency of these routes is shown in the table below:

Table 4: Peak Time Frequency of Routes

Route	Peak	
	Weekday (mins)	Weekend (mins)
86	30	30
87	60	60
88	60	60
L33	60	-
S8	15	30

From the above table, it can be surmised that in the vicinity of the development, a total of 5 local BusConnects services will be added to the area and replace the existing routes (44B & 114) during peak hours. This addition will significantly increase access to the main areas from the development. It should be noted that these three City Bound Routes will also connect with the Luas Station at Glencairn.

In addition to this, the Orbital Route will add another 4 services within peak hours. This service will offer enhanced access to and from the area of the development and the coast, although it should be noted that the closest bus stop for this route is likely to be outside of comfortable walking distance. This could potentially change should pedestrian access to this route be added through the Ticknock Park area. This would create a

1.5km (17-minute) walk from the development to this stop. However, at this stage, it is unclear if such an addition is planned.

4.2 RAIL IMPROVEMENTS

The only projected rail-related upgrade discussed in the County Development Plan is the progression of the development of the Blue Line Bus Rapid Transit Service, which will link the DART line at Sydney Parade Avenue to Sandyford/Dundrum Town Centre. This will provide integration between DART, bus and Luas services.

4.3 CYCLING AND WALKING

According to the County Development Plan, the Council has the following cycling and walking-related upgrades planned for implementation:

Six-year objectives Cycling and Walking:

- Leopardstown Link Road from South County Business Park;
- E.S.B. Roundabout on Leopardstown Road to Arena Road and Blackthorn Road;
- Leopardstown Roundabout Re-configuration to a signalized junction;
- Sandyford Pedestrian and Cycle Bridge, linking Kilgobbin Road to the Drummartin Link Road on the west side of the M50 junction 13.

Long-term objectives Cycling and Walking:

- Central Park to South County Business Link Road;
- Blackthorn Drive/Drummartin Link Road Grade Separation;
- Murphystown Road, over the M50 Motorway, to Central Park and South County Business Park;
- Cycle/pedestrian link, via the exiting, M50 access bridge, from Ballyogan Road into Horse Racing Ireland property and connecting Central Park and South Country Business Park.

The planned upgrades are shown in the figure overleaf.

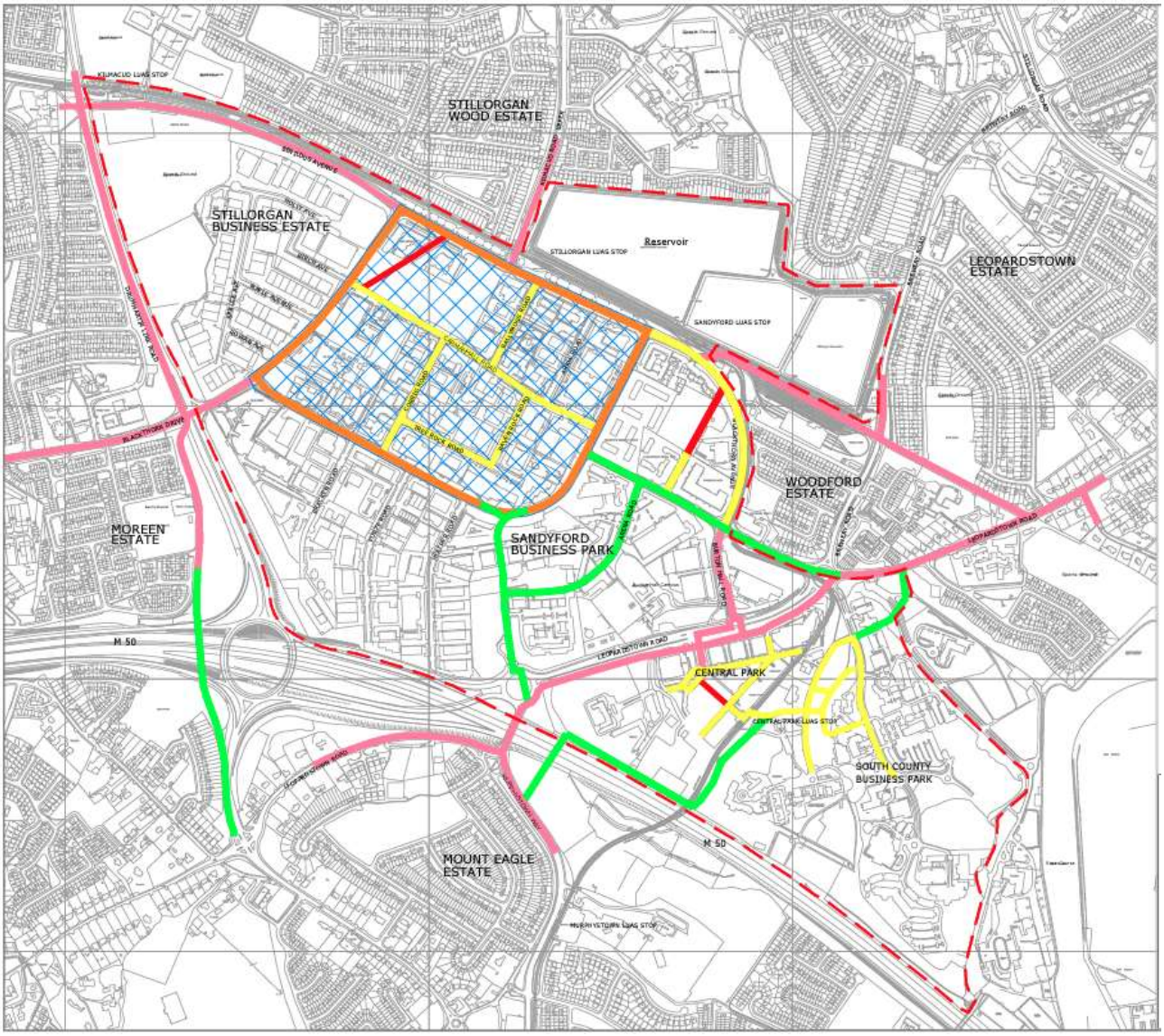

Figure 6: Walking & Cycling Routes (source: dlrcoco.ie)

The Council also plans to improve permeability and connectivity within the Sandyford Business District by creating a low-speed environment for cyclists and pedestrians, and by implementing circulation routes and traffic management measures. This should promote the use of non-motorised transport.

5 OBJECTIVES OF THE PLAN

The primary goal of this MMP is to both facilitate and encourage a positive modal shift towards more sustainable modes of transport. With this in mind, the objectives of this MMP are as follows:

- to reduce the dependence on the private car as a means of travel;
- to discourage the use of the private car in those circumstances where car use does occur;
- to increase and facilitate the number of people choosing to walk, cycle or travel by public transport;
- to develop an integrated and unified approach to traffic management for the site which will include public transport, private vehicles, business fleet management and suppliers of commercial services;
- To appoint a Mobility Manager to oversee the implementation of the plan, act as a point of feedback and ultimately update the plan on a continual basis through experience gained;
- to work closely with the Local Authority, the National Transport Authority, Irish Rail, Dublin Bus, the Railway Procurement Agency and Bus Éireann in a partnership model to promote an increased uptake in public transport.

In order to achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in light of ongoing experience gained from the implementation of this plan.

5.1 PARKING PROVISION

The following parking is proposed at this development:

- 226 no. car parking spaces (216 no. residential and 10 no. creche);
- 12 no. accessible spaces;
- 9 no. motorcycle spaces;
- 47 no. EV spaces;
- 2 no. car club spaces; and
- 484 no. bicycle spaces (442 no. long-stay and 42 no. short-stay).

The above provision, which has been developed in order to promote sustainable travel, is in line with the requirements of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, the Sustainable Urban Housing: Design Standards for New Apartments July 2023 and the Dun Laoghaire Rathdown Development 2022 – 2028. For more information on how this provision aligns with these documents, as well as the wider parking strategy for this development, please refer to the *Traffic and Transportation Assessment (TTA)* submitted under separate cover.

5.2 CAR TRAVEL & OCCUPANCY

It is an objective of this plan to minimise the number of people using private cars, particularly during peak commuting hours, and in cases where it does occur, to increase the number of people travelling as passengers.

5.3 BUS USAGE

There are currently two routes which serve stops within a 120m (2 minutes) walk of the development site. It is an objective of this plan to increase awareness of such services and encourage their use as a viable and convenient alternative to private car travel where possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

5.4 RAIL USAGE

The commuter service provides direct access via the Green Luas Line and a number of key employment areas. It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travelling by private car wherever possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come online.

5.5 CYCLING AND WALKING

It is an objective of this plan to promote cycling/walking as a viable means of transport and to facilitate their use wherever possible during both the construction and operational stages.

5.6 MODAL SPLIT TARGETS

As previously noted, there is no information available regarding the ultimate occupier of the development. Therefore, it is envisaged that within 6 months of opening of the development, following a survey of the occupiers, the existing modal split of the development will be established and at this stage, it will be possible to set out a target modal split.

These target modal splits will consider the types of development and infrastructure locally.

6 SPECIFIC MEASURES

In order to achieve the objectives, set out in Section 5, a number of specific measures are proposed to be put in place.

6.1 BLACKGLEN ROAD CONTROLLED CROSSING

To facilitate the south-north movement of pedestrians across Blackglen Road, and also provide improved and safer accessibility to eastbound public transport services, a toucan crossing is proposed just east of the access junction. The crossing has been designed as per TL607 of the Cycle Design Manual, as shown below.

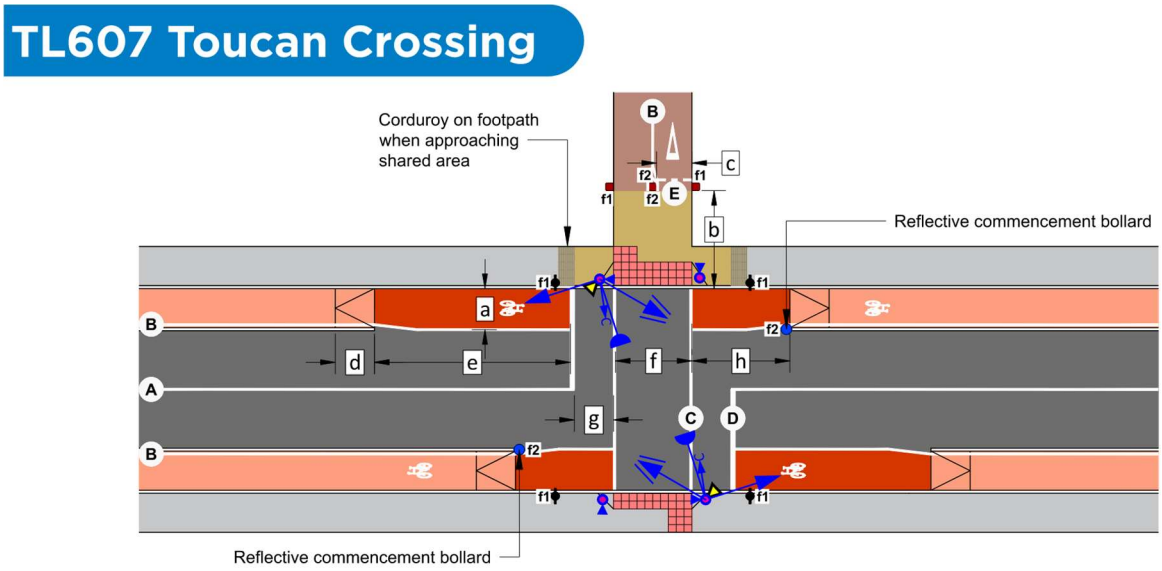

Figure 7: TL607 Toucan Crossing (Source: Cycle Design Manual)

6.2 CAR CLUB

The Mobility Manager will engage with an operator with a view to locating a car club base at the development which would also be of benefit to the wider community. For planning purposes, 2 no. car club spaces are proposed.

This would facilitate access to a vehicle for occasional use without a need to own and store a car on-site. However, it would not be suitable for commuting purposes as the associated usage fee is charged until the car club vehicle is returned to the base.

6.3 CRECHE SPECIFIC MEASURES

A separate Mobility Manager/Travel Coordinator will be appointed at the creche. It is expected that the role will be fulfilled by a member of the Management Company staff. The specific details of the Coordinator will be determined at a later stage of the development. The duties of the Mobility Manager will include inter alia:

- Conduct travel surveys at regular intervals once the creche is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point and posting information in common areas;
- Negotiating with public transport companies and other service providers;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in light of experience.

It is however anticipated that the majority of the utilisation of the creche will be by residents of the development. As such, it is not anticipated that the creche will generate any specific vehicular trips aside from the small number of staff members. Most vehicular trips will be pass-by trips. Trips with the creche as an end destination will likely be by means of walking/cycling.

Most of the measures listed below, related to the development, will also be relevant to the creche.

6.4 MANAGEMENT AND COORDINATION

A separate Mobility Manager/Travel Coordinator will be appointed at the development during both the construction and operational stages. For the operational stage, in particular, it is expected that the role will be fulfilled by a member of the Management Company staff. The specific details of the Coordinator will be determined at a later stage of the development. The duties of the Mobility Manager will be similar to that of the Creche Mobility Manager. Frequent communication between the various Mobility Managers will also be required.

The duties of the Mobility Manager will include inter alia:

- Conducting surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;

- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point;
- Negotiating with public transport companies and other service providers;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.

6.5 CAR SHARING

The appointed Mobility Manager will ensure that car sharing will be promoted throughout the development via schemes such as establishing a car-sharing database. The residents will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

6.6 BUS USE

The appointed Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times for residents. The appointed Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis for the residents.

The appointed Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

6.7 CYCLE/PEDESTRIAN FACILITIES

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work';
- Cycle safety training;
- Site visits from trained mechanics to check/repair resident bikes;

- Discounts on bikes and accessories from various stores;
- Provision of high visibility vests.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

6.8 WELCOME PACK

The residents of the development could likely be provided with a simple Welcome Pack upon moving into the proposed development. The Welcome Pack will contain a high-quality map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities, plus current timetables for local bus and rail services. A key role of the welcome pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- *Promotion of key services and facilities* – Full details of the key services and facilities provided by the travel plan will be included within the Welcome Pack;
- *Promote Cycling* – Full details of the local cycle network to be included within the Welcome Pack
- *The promotion of additional schemes* – There are a number of additional schemes which could be hugely beneficial with regard to encouraging travel by more sustainable means. These include, but are not limited to:
  - Bike Week which includes a number of events designed to cater for all cyclists regardless of experience;
  - World Environment Day, which is an annual event, aimed at educating people about environmental issues and positive actions that can be taken in that regard;
  - Car Free Day, which focuses on raising the awareness of urban dwellers with respect to nuisances caused by the use of private cars while also promoting the rights of pedestrians and cyclists and the need for improved public transport.

The Welcome Pack will also invite those persons wishing to raise specific transport-related matters to discuss them with the appointed Mobility Manager for consideration. The appointed Mobility Manager will also be able to provide personalised travel planning advice to residents if required.

6.9 USE OF TECHNOLOGY

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP, residents at the development will be informed of a variety of potentially useful tools including the following:

- *The TFI Journey Planner* – Available on the TFI website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- *TFI Live App* – TFI has its own app that can be used to access live departure information and plan journeys across TFI buses, trains and trams. The key features of this app include:
  - Access real-time departure information for Bus Éireann, Dublin Bus, Go Ahead Ireland, Luas and Iarnród Éireann Irish Rail services
  - Select your origin and destination to find the best route for your journey
  - Search for timetables and maps
  - Save your favourite journeys, departures and timetables
- *Transit* – Transit is an app that encompasses all public transport in Ireland, including Dublin Bus, Luas, Irish Rail, DART, GoAhead, Bus Éireann, Dublinbikes, TFI and more.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted to residents on a regular basis and information on any new services that become available will also be provided.

6.10 SUMMARY

The objectives and measures set out in this plan will allow the development's sustainable transport objectives to be achieved and further facilitate travel by public transport, by bicycle or by walking as a preferred alternative to travel by private car for the residents. Awareness of these measures will be improved through the appointed Mobility Manager for the development.

7 MARKETING AND MONITORING

The Mobility Management Plan will need to be carefully marketed to residents to ensure its success. Lack of information about the alternatives to single occupancy car use such as walking, cycling, public transport and car sharing is often the most significant barrier to their use. This information must be made available to residents in a variety of 'user-friendly' formats.

The bullet points below provide a summary of the key communication and marketing measures for the Mobility Management Plan:

- A comprehensive marketing and communication strategy will need to be produced to ensure that marketing and promotion of the plan occur regularly, including updates, newsletters, information leaflets and a dedicated internet page.
- Sustainable transport information will be supplied directly to residents via leaflets and through information displayed in general circulation areas.
- A Mobility Management Plan Co-ordinator will be appointed to monitor the implementation of the Mobility Management Plan, coordinate, and supervise surveys to monitor the success of the plan and work in partnership with the Local Authority, to effectively promote sustainable transport options.

It is important that all activities undertaken, and information distributed as part of the plan, are recognised as being part of the Mobility Management Plan. The development of a clear marketing strategy will help improve awareness of the Mobility Management Plan and assist in the communication process.

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular, the demand for cycle parking at the site will be closely monitored to increase the number of parking facilities as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

Regular Assessment, Monitoring and Evaluation of the Mobility Management Plan proposals, impact, participation levels and achievements should be undertaken and reported back to the residents.

The Assessment of the Impacts can be obtained by comparing successive Travel Surveys and "snap-shot" surveys. Evaluation of the results will allow barriers and opportunities to be identified.

8 SUMMARY

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car for both the construction and operational stages.

This Mobility Management Plan (MMP) Framework Document has been developed to promote active and sustainable travel and to reduce car journeys to the development.

The Mobility Management Plan contains marketing measures, infrastructure measures and policy measures which the development should adopt for residents.

For the Mobility Management Plan to be effective, its implementation will be overseen by the designated Mobility Management Plan Co-ordinator who will be responsible for the ongoing marketing and monitoring of the Mobility Management Plan.

Mode share targets will be one of the key methods through which the effectiveness of the Mobility Management Plan is monitored.

9 VERIFICATION

This report was compiled and verified by:

Wian Marais BEng (Civil), BEng Hons (Transportation), CEng MIEI
Chartered Civil Engineer
O'Connor Sutton Cronin & Associates

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

Head Office

9 Prussia Street
Dublin 7
Ireland
D07KT57
T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Civil | Structural | Mechanical | Electrical | Sustainability | Environmental