

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

G538: BAKERS FORGE STUDENT ACCOMMODATION

MOBILITY MANAGEMENT PLAN

For

Bakers Forge Properties Ltd.

21 January 2026

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DOCUMENT CONTROL & HISTORY

OCSC Job No: G538	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	G538	OCSC	XX	XX	RP	C	0005	S3	P04

Rev.	Status	Authors	Checked	Authorised	Issue Date
P02	S3	Natasha Crudden	Wian Marais	Shaun Doody	23/09/2025
P03	S3	Natasha Crudden	Wian Marais	Shaun Doody	16/01/2026
P04	S3	Natasha Crudden	Wian Marais	Shaun Doody	21/01/2026

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1 INTRODUCTION

1.1 APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bakers Forge Properties Ltd. to carry out a Mobility Management Plan (MMP) with respect to the proposed Strategic Housing Development comprising the design of student accommodation at Baker's Corner, Deansgrange, Co. Dublin.

1.2 ADMINISTRATIVE JURISDICTION

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

This assessment has given due consideration to the relevant guidelines and resources including:

- Dún Laoghaire-Rathdown County Development Plan 2022-2028;
- Transport for Ireland – Smarter Travel.

1.3 SITE LOCATION

The subject site is located approximately 13 km southeast of Dublin City Centre, as shown in Figure 1.

It is situated on the southeastern corner of the intersection between the R828 (Rochestown Avenue) and the R830 (Kill Lane). The development occupies the site of the former Baker's Corner pub and is bound by the R830 Kill Lane to the north, residential and amenity space to the south, the Holy Family Church to the east and the R828 Rochestown Avenue to the east.

The site is fully serviced with all utilities abutting the site perimeter including services for water, surface water & foul water network.

The indicative location of the development can be seen in the figure overleaf.

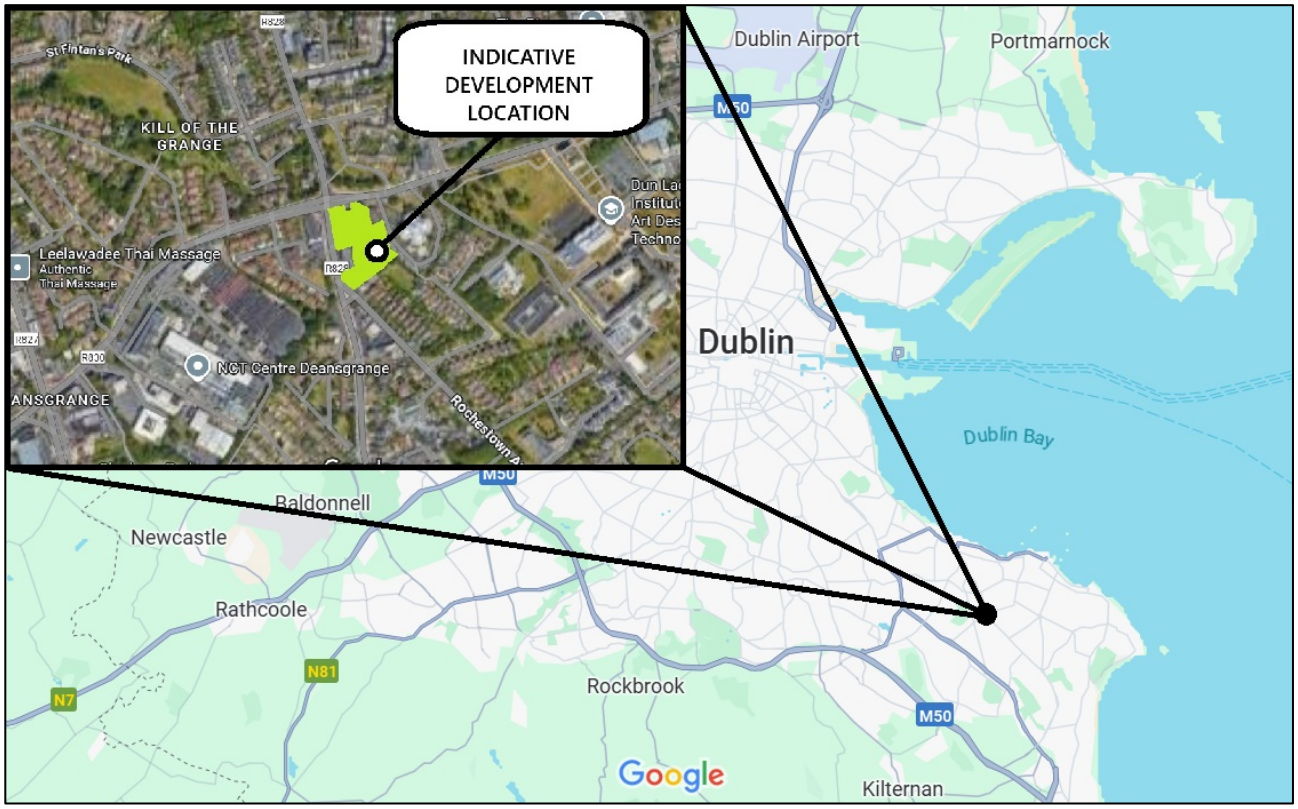


Figure 1: Site Location

The development site is located in a reasonably accessible area within the jurisdiction of Dun Laoghaire - Rathdown County Council, with active travel facilities, and public transport services. The proposed development consists of 300 no. bedspaces, 2 no. commercial units and a public house.

1.4 DEVELOPMENT DESCRIPTION

Baker's Forge Properties Limited intend to apply for permission for a Large-Scale Residential Development comprising amendments to the permitted Strategic Housing Development Ref. ABP-311411-21 on a site of 0.483 ha at a site 'Baker's Hall', (formally known as Baker's Corner), Rochestown Avenue and Kill Avenue, Dun Laoghaire, Co. Dublin.

The proposed development comprising amendments to the permitted Strategic Housing Development consists of:

- A 4 storey over ground extension of c. 436 sqm to the rear / courtyard elevation of Block A to provide for an additional 12 no. student accommodation units.
- The reconfiguration of permitted internal circulation and communal amenity spaces to provide for 10 no. additional student accommodation units within Block A.
- The internalisation of an overhanging roof canopy on the roof terrace of Block A to provide 2 no. additional student accommodation units.

- The total number of additional student accommodation units proposed is 24 no. providing a total of 300 no. units on site. 276 units are permitted on site.

The proposed development amendment works to Block A also comprise of the :-

- Removal of the permitted building overhang at 5th floor level of Block A.
- Relocation of a switch room and substation to the north-eastern corner of Block A.
- Provision of additional window and escape door to permitted licenced premises on northern elevation.
- Amendment of the permitted entrance to provide for a recessed entrance arrangement to the permitted licenced premises in Block A.
- Omission of the roof terrace to the south of Block A, and the increase in size of the permitted roof terrace to the east of Block B from c. 60sqm to c. 95sqm.
- Minor amendment of fenestration at 1st-5th floor level on the southern elevation of Block A to accommodate proposed internal rooms.
- Additional plant space within permitted commercial units in Block A with a reduction in net internal floor space.
- Omission of louvred plant screen on roof level of Block A.
- Changes to the design treatment of the permitted elevation of Block A at Rochestown Avenue, minorly changing the total permitted floor area of Block A.

The proposed development amendment works to Block B also comprise of the:-

- Reduction in size of the screened roof-top terrace area to Block B (from 450 sqm to 150 sqm).
- Reduction in height of stair core and lift shaft to western stair core of Block B.
- Relocation of the permitted bike shelter to the east elevation of Block B. The number of bicycle parking spaces remains unchanged.
- Minor elevation alterations to eastern and western elevations of Block B to account for relocation of permitted internal building services.
- Additional plant space within permitted commercial unit in Block B with a reduction in net internal floor space

The proposed amendments to the development will also include a minor increase to the overall height of both permitted blocks (of c. 550 mm) due to building structure design; as well as minor changes to the scheme as agreed at compliance stage including inter alia the reconfiguration of the central open space area to provide for 30 no. car park spaces (unchanged from agreed compliance); and all associated elevational changes, site development and landscape treatment works necessary to facilitate the proposed development and consequent amendments proposed.

Figure 2, below, illustrates the proposed site layout.



Figure 2: Proposed Site Layout

2 POLICY BACKGROUND

Several sustainable travel policies apply to this development. These are:

- National Sustainable Mobility Policy and Action Plan 2022 - 2025; and
- Smarter Travel: A New Transport Policy for Ireland 2009 – 2020.

These are discussed in more detail below, along with other applicable policy documents.

2.1 NATIONAL SUSTAINABLE MOBILITY POLICY AND ACTION PLAN 2022-2025

The National Sustainable Mobility Policy sets out a strategic framework for 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan for 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. The policy is available as *Appendix A* of this document.

This Policy is primarily focused on measures to promote and facilitate active travel and public transport for all and, in doing so, encourage less private car usage nationally and particularly to, from, and within the towns and cities. As noted within the Policy, it is guided by three key principles which are underpinned by 10 high-level goals.

- *Safe And Green Mobility*
  - Goal 1: Improve mobility safely.
  - Goal 2: Decarbonise public transport.
  - Goal 3: Expand the availability of sustainable mobility in metropolitan areas.
  - Goal 4: Expand the availability of sustainable mobility in regional and rural areas.
  - Goal 5: Encourage people to choose sustainable mobility over the private car.

- *People Focused Mobility*
  - Goal 6: Take a whole of journey approach to mobility, promoting inclusive access for all.
  - Goal 7: Design infrastructure according to Universal Design Principles and Hierarchy of Road Users Mode.
  - Goal 8: Promote sustainable mobility through research and citizen engagement.

- *Better Integrated Mobility*
  - Goal 9: Better integrate land use and transport planning at all levels.
  - Goal 10: Promote smart and integrated mobility through innovative technologies and the development of appropriate regulation.

To achieve these three principles and ensure a sustainable transport future by 2030, the Policy has set the following key targets:

To deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil-fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

Figure 9: *Policy hierarchy and Sustainable Mobility Policy*

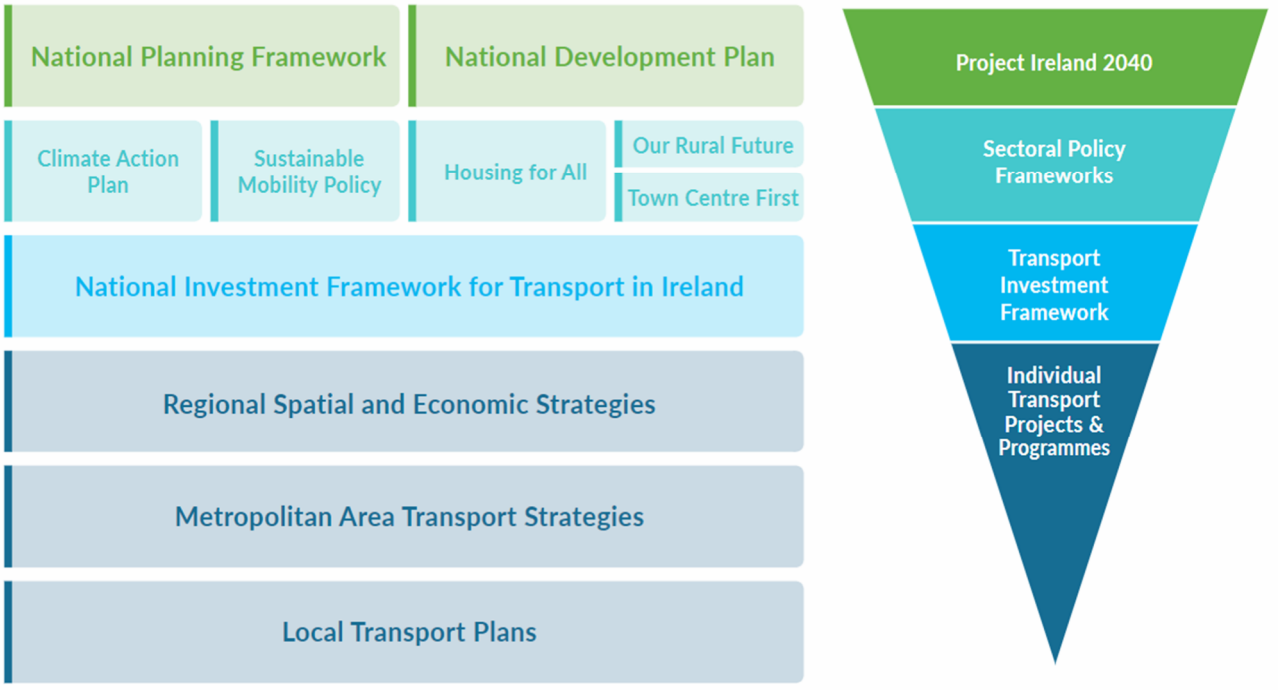


Figure 3: Policy Hierarchy and Sustainable Mobility Policy (source: National Sustainable Mobility Policy)

2.2 SMARTER TRAVEL: A NEW TRANSPORT POLICY FOR IRELAND 2009 - 2020

'Smarter Travel: A New Transport Policy for Ireland 2009-2020 was launched in February 2009 by NTA and brought sustainable travel to the forefront of public policy. As noted within the policy, the five key goals are:

- To reduce overall travel demand
- To maximise the efficiency of the transport network
- To reduce reliance on fossil fuels
- To reduce transport emissions
- To improve accessibility to transport

To achieve these five goals and ensure a sustainable transport future by 2020, the NTA has set the following key targets:

- Future population and employment growth will predominately take place in sustainable compact forms, which reduce the need to travel for employment and services;
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels;
- A reduction will be achieved in the 2005 figure for greenhouse gas emissions from the transport sector.

The policy document, comprising 49 specific actions, provides the framework by which these goals and targets will be realised. The policy document is not just about the implementation of measures but promotes a cultural change of smarter travel throughout all areas of life. The document recognises the need for an integrated approach towards the delivery of these goals and targets, with a balance between the provision of infrastructure improvements and softer measures such as education, marketing, and community engagement at the core of creating this cultural change.

Action 8 of the policy document relates to workplace plans and notes that the policy will work towards "a requirement on organisations with over 100 staff to develop and implement workplace Mobility Management Plans".

3 CONTENT OF THE TRAVEL 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;
- 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 a modal shift.

However, at this stage, the plan is intended to be a live document 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.

4 EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The site is located in close proximity to a number of public transport services including both rail and bus as discussed following.

4.1 BUS SERVICES

The development site is served by the following Dublin Bus routes:

Table 1: Dublin Bus Routes near Development Site

Direction	Route	Destination	Alighting Stop	Frequency (Peak)	Frequency (Off-Peak)
Eastbound	E2	Dun Laoghaire	Kill Avenue (4565)	9 mins	60 mins
Eastbound	7D	Dalkey	Kill Avenue (4565)	Once daily	Once daily
Westbound	E2	Harristown	Holy Family Church (4570)	9 mins	60 mins
Northbound	7B	Mountjoy Square	Abbey Road (2023)	25 mins (AM)	None
Northbound	7D	Mountjoy Square	Abbey Road (2023)	Once daily	Once daily
Northbound	L27	Dun Laoghaire	Abbey Road (2023)	30 mins	30 mins
Southbound	7B	Shankill	Casement Villas (2055)	10 mins (PM)	None
Southbound	7D	Dalkey	Casement Villas (2055)	Once daily	Once daily
Southbound	L27	Leopardstown	Casement Villas (2055)	30 mins	30 mins

Further information is available at **www.dublinbus.ie**.

4.2 CYCLE FACILITIES

The local cycle facilities in the Baker's Forge area are variable in quality at present. The R828 Rochestown Avenue, which runs north-south on the western boundary of the site, provides a one-way cycle track from the intersection with the R830 Kill Lane at Baker's Corner to the intersection with Pottery Road further south. This arrangement continues south along the entire length of Pottery Road, up to its junction with Johnstown Road, at which point the arrangement becomes at-grade cycle tracks on either side of the road, separated from the carriageway at key locations and crossing points by pencil cone bollards and buffer strips. There are no dedicated cycle facilities further south on Rochestown Avenue. Similarly, there are no dedicated cycle facilities on the R828 Abbey Road, north of the intersection at Baker's Corner.

The dedicated cycle facilities along the R830 Kill Lane consist of at-grade cycle facilities on either side of the road, separated from the carriageway at key locations and crossing points by pencil cone bollards and buffer strips. This cycle facility is provided along the entire length of Kill Lane, from its junction with N11 Stillorgan Road to the southwest, to its junction with the R829 Glenageary Road to the northeast.

The proximity of a high quality cycle network in the immediate vicinity of the development will likely encourage an uptake of cycling among the residents and facilitate a modal shift among those that would traditionally have made short journeys by car.

The following 5-, 10- and 15-minute isochrones detail the locations and facilities available within cycling distance of the development.

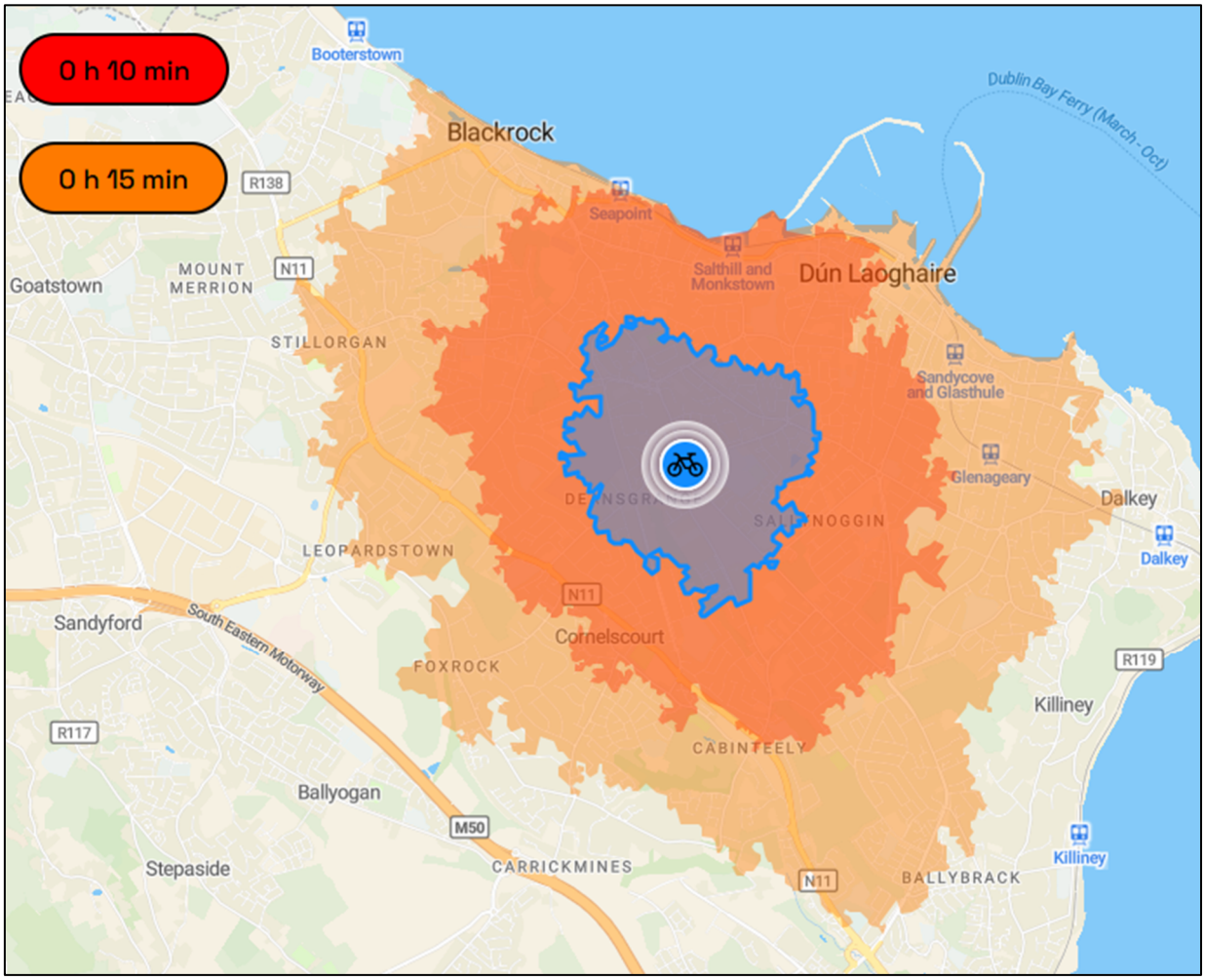


Figure 4: 5-, 10- & 15-Minute Cycle Isochrone – Baker's Corner

Within a 5-minute cycle of the development, residents can find public transport links to Dublin Bus services, as well as Deansgrange village, Dun Laoghaire Institute of Art Design and Technology, retail facilities such as SuperValu, Boots and Lidl, as well as Park Pointe Shopping Centre, healthcare services at the National Rehabilitation Hospital and religious services at Kill O' The Grange Church and the Holy Family Church.

A 10-minute cycle of the development links cyclists to a wider array of amenities and services. Dun Laoghaire town centre is within a ten-minute cycle of the development, as are three separate DART stations (Seapoint, Salthill & Monkstown, and Dun Laoghaire). Cornelscourt Shopping Centre, to the southwest, is also within a ten-minute cycle, as is Sallynoggin Village, and a wide array of gyms and sporting facilities. Additionally, the N11 is within a ten-minute cycle of the development, facilitating access to onward travel both towards the city centre and to Shankill/ Bray.

Finally, it is evident from the figure above that a vast area of the southeastern coastal region is accessible within a 15-minute cycle of the development. As such, key destinations such as Blackrock, Dalkey, Stillorgan and Leopardstown are within a 15-minute cycle. Several DART stations connecting to major rail interchanges serving the regions are also located within this area, providing a connection for onward travel outside the Dublin area.

4.3 PEDESTRIAN FACILITIES

In terms of pedestrian infrastructure, the existing footpaths on the nearby public roads are well-lit and in good condition, accessible for wheelchair users where required. Dedicated crossing points are located at key points along Kill Lane and Rochestown Avenue, with well-maintained tactile paving at each junction. Signalised pedestrian crossings are in place at all arms of the Kill Lane/ Rochestown Avenue intersection, as well as at the junction of Rochestown Avenue and Pottery Road.

The below isochrone gives a comprehensive illustration of the amenities, transport links and services within a ten, twenty and thirty-minute walk of the location.

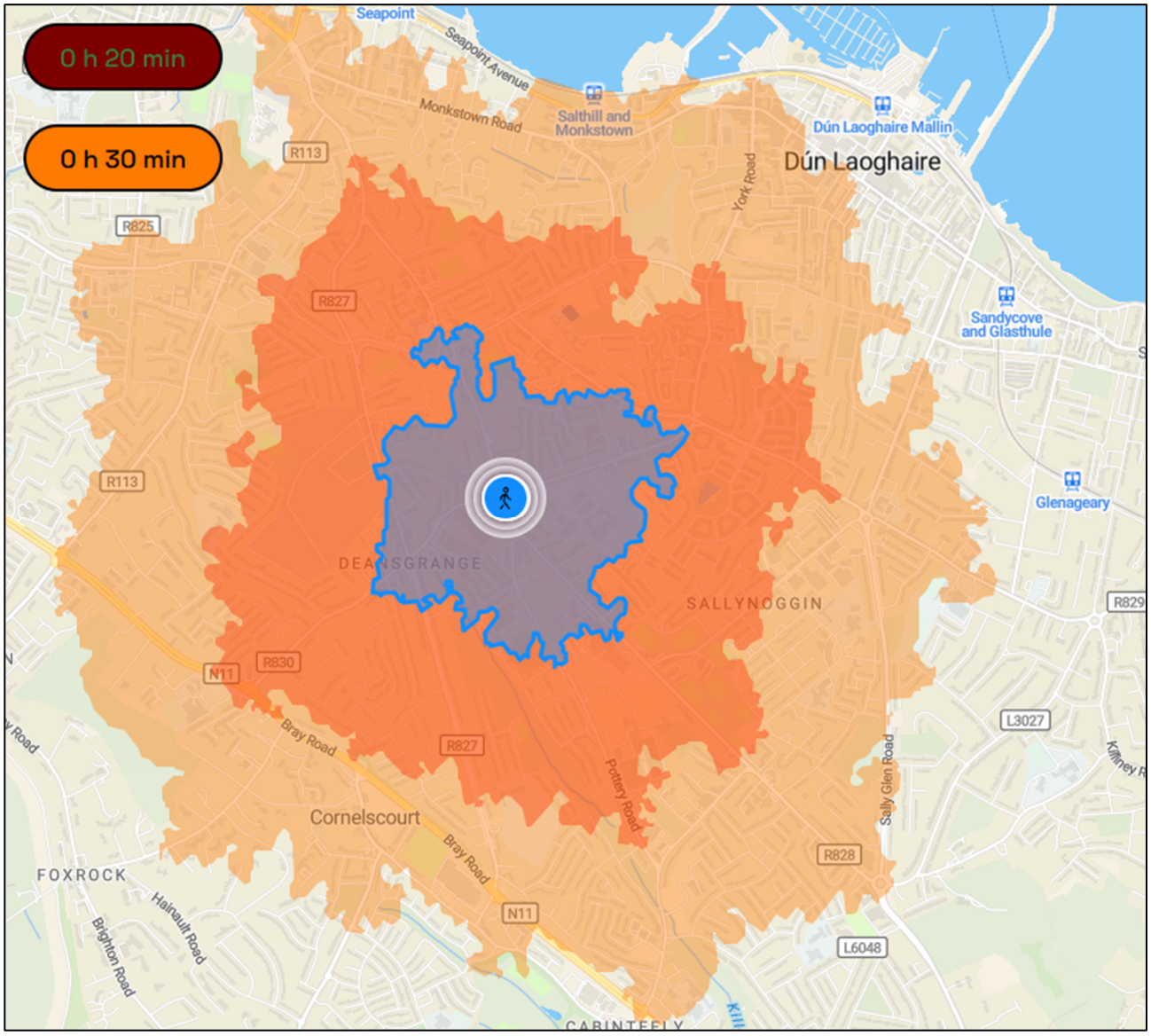


Figure 5: 10-, 20- & 30-Minute Walking Isochrone – Baker's Corner

As per the above isochrone, a 10-minute walk of the development site brings one within reach of public transport links such as Dublin Bus services, as well as Deansgrange village, Dun Laoghaire Institute of Art Design and Technology, retail facilities such as SuperValu, Boots and Lidl, healthcare services at the National Rehabilitation Hospital and religious services at Kill O' The Grange Church and the Holy Family Church.

A 20-minute walk of the development provides links to such amenities as Park Pointe Shopping Centre, Sallynoggin AFC, Monkstown Pool and Fitness Centre and Clonkeen Park, as well as Sallynoggin and Monkstown Villages.

Finally, a 30-minute walk will bring the pedestrian within reach of retail, healthcare, hospitality and leisure facilities in local population centres such as Dun Laoghaire, Cornelscourt and Cabinteely. Salthill & Monkstown

DART station also falls within this area, providing links to the city centre as well as to the Irish Rail southbound commuter service to Rosslare.

The foregoing illustrates the wide array of amenities and ease of reach through active travel by residents, making cycling and walking from the development to the main road network an attractive alternative to driving.

5 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.

5.1 METROLINK PROJECT

The long-planned Metrolink project, which consists of an automated partially underground light rail system, is expected for planning approval in late 2024 and to be operational in the early 2030s.

Figure 3 indicates the planned location of the Charlemont Station of the Metrolink service, which is the southbound terminus of the line and connects with the Luas Green Line. Residents of the development will be connected to the Luas Green Line at Leopardstown Valley via a 20-minute bus journey on the L27 Dublin Bus service. This connection with the Metrolink service station will connect commuters to Dublin Airport and the Swords/ Airside commercial areas, opening up a greater range of employment opportunities to the residents of the development.

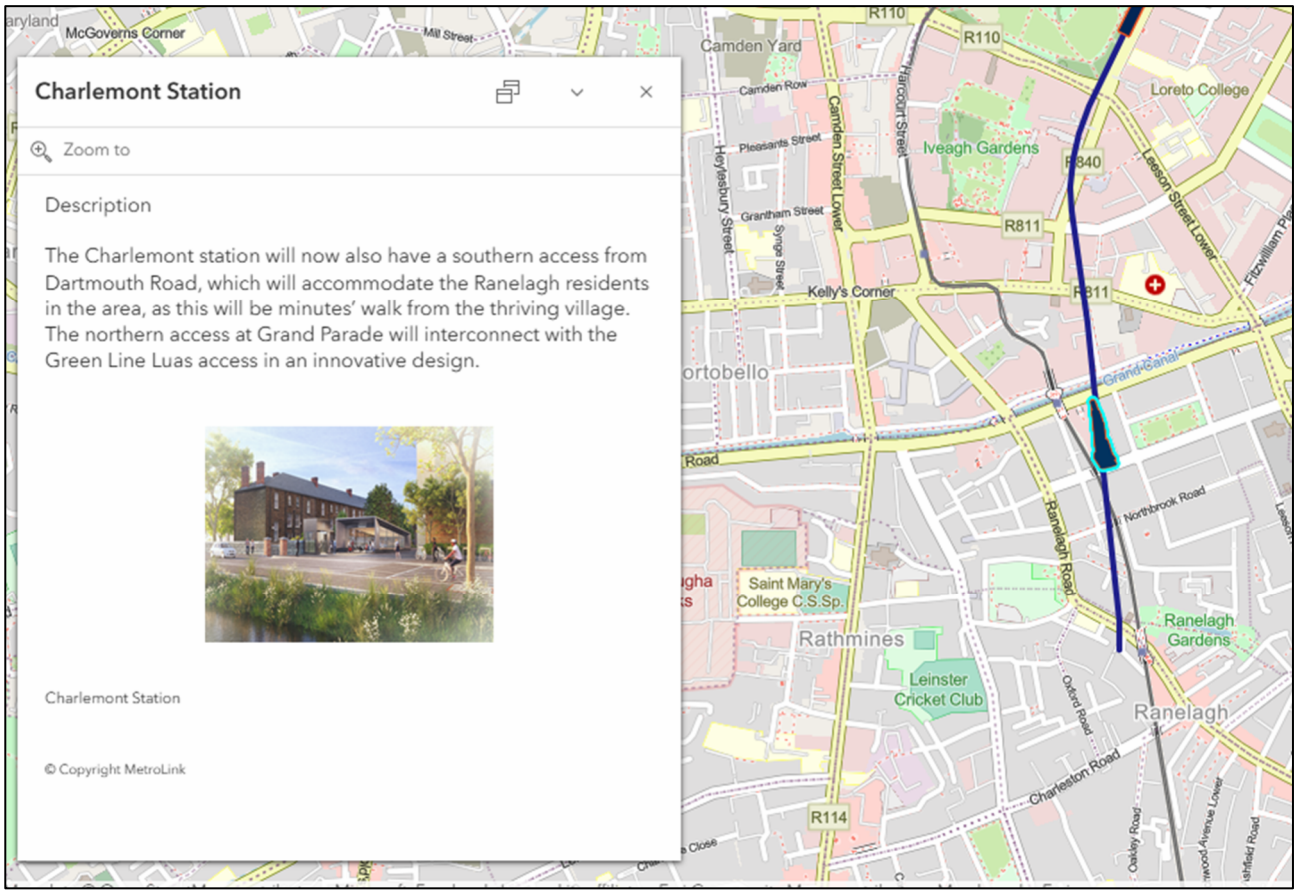


Figure 6: Charlemont Metrolink Station - Metrolink Map

5.2 DART+ COASTAL SOUTH PROJECT

The DART+ Coastal South Project proposes to improve infrastructure on the existing DART network between Connolly Station and Greystones, in order to increase passenger capacity on the South Coastal line. Such an increase would enhance connectivity between the city centre and coastal towns such as Dun Laoghaire, Dalkey and Bray, as well as providing links from the development to further educational, retail and amenity services within the south-eastern region of Dublin, as well as to regional centres such as Wicklow, Wexford and Drogheda.

The emerging preferred option for the project is currently in development, and public consultation is expected to commence later in 2025.

5.3 GREATER DUBLIN AREA NATIONAL CYCLE NETWORK

Further proposals to improve the cycling infrastructure within Deansgrange are set out in the National Transport Authority's Greater Dublin Area Cycle Network Plan published in 2022. The proposed future network under this plan is shown below.

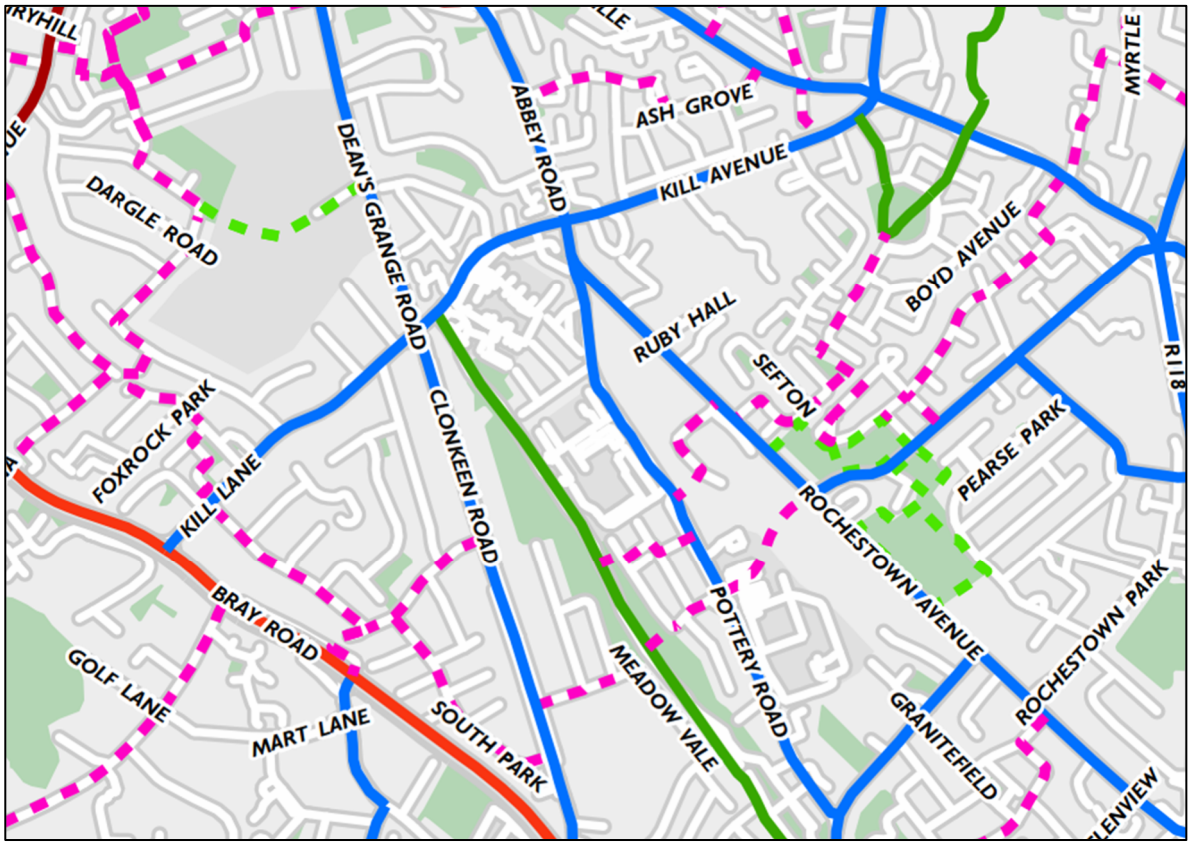


Figure 7: Proposed Future Cycle Infrastructure (Source: www.nationaltransport.ie)

Kill Lane, Rochestown Avenue, Abbey Road and Pottery Road are designated as Secondary Routes for the entirety of their lengths. The Dublin City Centre Transport Plan includes a commitment to the provision of segregated cycle lanes on Secondary routes, on a case-by-case basis. As there is no dedicated facility along Abbey Road, or Rochestown Avenue south of its junction with Pottery Road, at present, this would represent a significant improvement in infrastructure.

Taking the above into consideration, the site is accessible by a wide variety of transportation options which will facilitate a modal shift away from private car travel.

6 OBJECTIVES OF THE TRAVEL 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 and suppliers of commercial services;
- 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.

6.1 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.

6.2 BUS SERVICES

From the northern end of the site, the nearest bus stop is approximately a 550m walk along the road network. 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.

6.3 CYCLING/WALKING FACILITIES

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.

6.4 MODAL SPLIT

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.

The 2022 Census data for the Electoral Division of *Cabinteely – Pottery,* which has a survey population of over 5,106, in which the development site is located, has been interrogated to get an accurate estimate for modal share targets. Based on this, the estimated modal share for the development is as follows:

Mode	Modal Share
Walking	12%
Bicycle	6%
Bus	16%
Rail	2%
Work From Home	11%
Car Driver	33%
Car Passenger	18%

Table 1: Modal Share Targets

This target modal split will take into account the types of development proposed here and the level of public transport, cycle & pedestrian infrastructure locally.

7 SPECIFIC MEASURES

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

While not a place of work, it is nevertheless intended that the development will give due consideration to information available as part of the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

7.1 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 duties of the Mobility Manager will include inter alia:

- Conducting travel 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 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 the light of experience.

7.2 CAR PARKING PROVISION

As mentioned previously, this area is highly accessible with the majority of residents utilising sustainable travel for daily trips. In order to encourage this behaviour at the development, and discourage the use of private cars, there is no dedicated parking provision proposed for the student accommodation development.

It should be noted that, whilst a quantum of 30 no. car parking spaces will be provided to serve the public house and commercial section of the development; these are provided for staff and patrons of these establishments only and are not available for use by residents of the student accommodation. To prevent

misuse of these spaces, and automated barrier and code system will be in place, whereby customers will be issued with a code for exit on their purchase receipts by the businesses to release the exit barrier. Clamping and/ or penalties will also be in operation within this car park. Students will be only permitted to use these spaces whilst unloading and loading their belongings whilst moving in or out at the start and end of the college term. Students will be prohibited from parking in these spaces at all other times, with clamping and penalties in operation by the management company.

It is envisaged that the provision of this quantum will aid in achieving local, regional and national sustainable transport goals.

For the full parking strategy, please consult the Car Parking Management Plan submitted as part of this planning application under separate cover.

7.3 BUS USE

The Mobility Manager for each stage will encourage and facilitate the use of the existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made readily available. The 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, particularly in relation to any changes/disruptions to services.

The 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.

7.4 CYCLE/PEDESTRIAN FACILITIES

During the construction stage, temporary on-site cycle parking facilities will be provided in a safe and secure area, as agreed with the contractor. The demand for cycle parking will be monitored by the Mobility Manager for this stage and increased as necessary.

The completed development units will include the provision of cycle parking spaces for use by residents to avoid the need for storage within the residential units. The demand for cycle parking will be monitored by the Mobility Manager for this stage and increased as necessary.

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

- 'Bike to Work Week';
- cycle safety training;
- discounts on bikes and accessories from various stores;
- provision of high-visibility vests;
- regular cycle clinics.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people who choose to begin cycling can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted.

Similarly, walking will also potentially be promoted by increasing awareness of various schemes such as the Pedometer Challenge, which forms part the Smarter Travel Work Place programme.

7.5 SUMMARY

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

8 PHASING & MONITORING

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 general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

9 VERIFICATION

This report was compiled and verified by:

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