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Project

Clongriffin Wider Lands

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RESIDENTIAL TRAVEL PLAN

CLONGRIFFIN WIDER LANDS

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by the Land Development Agency (LDA) to prepare a Residential Travel Plan (RTP) for the masterplan-led development of LDA lands at Clongriffin, Dublin 13.

In preparing this report, CS Consulting has made reference to the following:

- Dublin City Development Plan 2022–2028
- Cycle Design Manual (NTA, 2023)
- Greater Dublin Area Cycle Network (NTA, 2022)
- Transport Strategy for the Greater Dublin Area, 2022-2042 (NTA)
- CSO 2022 Census data
- Department of Transport, Tourism and Sport Smarter Travel guidelines
- A Platform for Change (Dublin Transportation Office, 2001)
- Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020 (Department of Transport)
- Transport Strategy for the Greater Dublin Area 2016-2035 (NTA)

The RTPF is to be read in conjunction with the engineering drawings and documents submitted by CS Consulting and with all other documentation submitted by other members of the project design team. In particular, the RTP should be read in conjunction with the accompanying Traffic and Transport Assessment (TTA), which 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.

2.0 SITE LOCATION, CONTEXT, AND PROPOSED DEVELOPMENT

2.1 Site Location

The overall site comprises zoned development lands in Dublin 13. It is an undeveloped site of 3.47ha at Main St, Clongriffin, Dublin 13. The site is bound by Main St to the south, Friar St to the west, Park St and the under-construction Blocks 5 & 6 and Market St to the north and Station Square and Clongriffin Road to the east. The subject site is in the administrative jurisdiction of Dublin City Council (DCC), adjacent to the City Council's boundary with Fingal County Council.



Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.



Figure 2 – Subject lands extents and environs
(sources: NTA, GoCar, Toyota, OSi, OSM Contributors, Microsoft)

2.2 Existing Clongriffin Development

Development of the wider Clongriffin area has thus far been carried out largely in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27th of June 2003 under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058). This provided for development consisting of a total of 3,576no. dwellings and 80,600m² of mixed retail, commercial, leisure, and community uses, associated car parking and engineering works, and provision for a new railway station.

These previously permitted development proposals (referred to hereafter as the 'masterplan parent permission') comprised:

- Services infrastructure including water supply, foul drainage, surface water drainage, and internal roads.
- A new access road to the development from the Hole in the Wall Road through Father Collins Park [Main Street] and a new east-west access road parallel to the Mayne River [Marrsfield Avenue].
- An underground town carpark and park and ride carpark (420no. spaces), taxi rank, drop off points, and a bus interchange associated with the railway station.

- Civic town squares and spaces, and a linear park along the south side of the Mayne River with attenuation pond.

Much of this development has been constructed in the intervening years, whether under the original masterplan parent permission, amendments thereto, or separate planning permissions for individual sites within the masterplan area. Infrastructure so far completed includes:

- Clongriffin Railway Station and its associated infrastructure.
- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

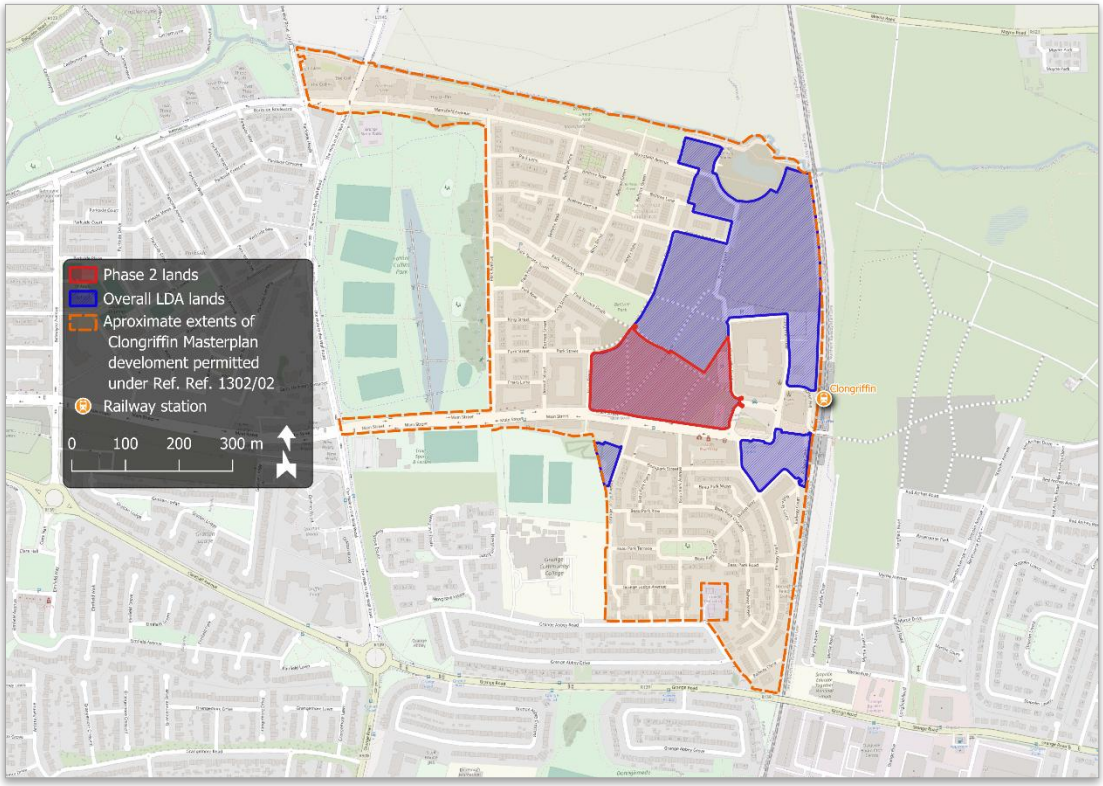


Figure 3 – Clongriffin masterplan extents and neighbourhoods
(sources: OSi, OSM Contributors)

2.3 Existing Subject Site Condition

The subject development site itself is generally greenfield, although parts of it have been used for access and storage to facilitate construction on adjacent lands.

2.4 Description of Proposed Development

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans (RTPs) are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Development occupants are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The RTP also includes reference to proposed future improvements to those transport options already available.

The aim of the RTP is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The RTP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

4.1 Road Infrastructure

The masterplan parent permission granted under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058) provided for a comprehensive network of internal roads for the masterplan area, with two principal link streets (Main Street and Marrsfield Avenue) that connect this network to the Hole in the Wall Road, to the west. All other roads within this network function as local streets.

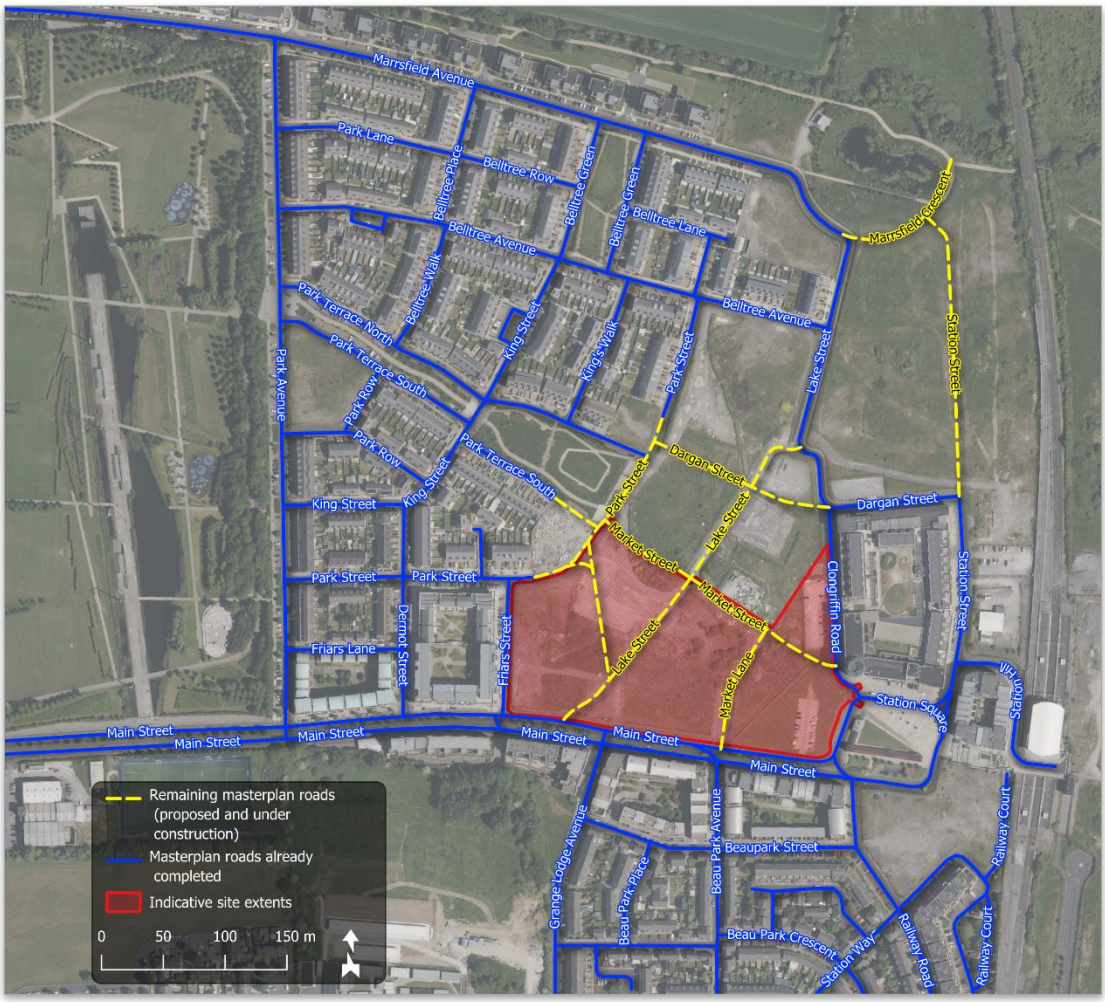


Figure 4 – Clongriffin masterplan road network
(sources: CCK Architects, OSM Contributors, Microsoft)

As shown in **Figure 4**, the majority of this Clongriffin road network has already been constructed. Planning permission was granted in 2019 for completion of all main outstanding elements of the masterplan road network, under the SHD proposals with ABP reference nos. 305319 and 305316 (in conjunction with a concurrent application to DCC under Reg. Ref.

3894/19, which was also granted permission). These outstanding road elements are for the most part within the subject lands and include:

- The northern section of Clongriffin Road.
- The western section of Dargan Street.
- The southwestern section of Lake Street.
- Market Street and Market Lane.
- The remaining sections of Park Street and Park Terrace.

The above-mentioned SHD permissions also include provision for new junctions on Main Street, at the ends of Lake Street and Market Lane. As proposed and permitted, these junctions permit only left-in and left-out movements to/from Lake Street and Market Lane.

The existing Clongriffin internal road network comprises local streets with carriageway widths of between 5.0m and 6.0m. The majority of car parking is within dwelling curtilages, with some parallel on-street parking spaces. Extensive on-street parking is however provided along Marrsfield Avenue, Park Avenue, and Park Terrace. Raised footpaths are in place along all completed streets, with a minimum width of 2.0m generally. On-road cycle lanes are in place on Marrsfield Avenue only, terminating where this becomes Lake Street.

Alignments for the outstanding elements of the Clongriffin road network have been permitted under the above-mentioned SHD applications (ABP refs. 305319 and 305316).

4.2 Active Travel Infrastructure

4.2.1 Existing cycling facilities

Within the Clongriffin area, the cycle infrastructure is generally limited to discontinuous cycle tracks and bus lanes along Main Street, with some facilities provided through Father Collins Park. On-road cycle lanes are in place on Marrsfield Avenue, terminating where this becomes Marrsfield Crescent.

For further detail, refer to the Baseline Transport Map provided as **Appendix A**.

4.2.2 Permitted cycling facilities

Under the SHD proposals permitted under ABP refs. 305319 and 305316, it was proposed to provide 1.75m-wide on-road cycle lanes along the new sections of Marrsfield Crescent and Clongriffin Road.

4.2.3 Cycling time catchments

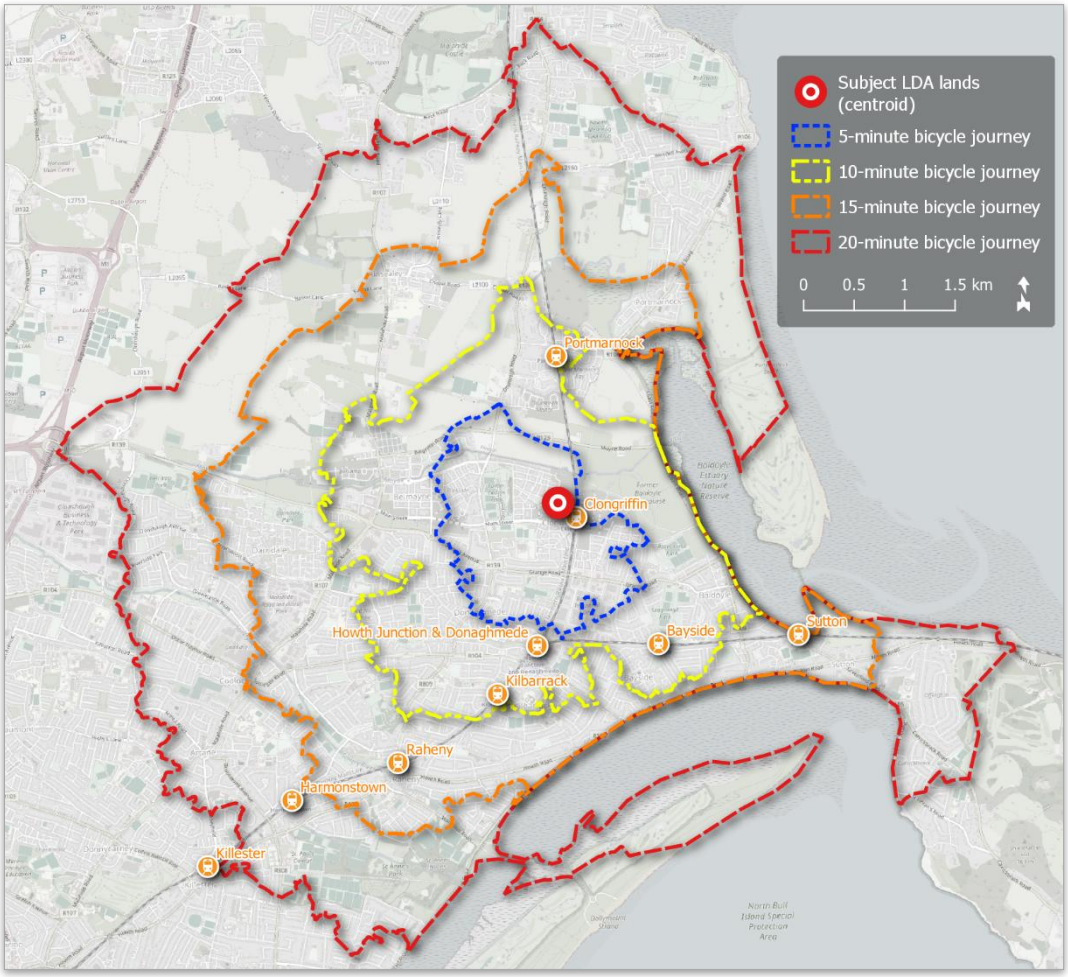


Figure 5 – Bicycle journey times
(sources: OSi, OSM Contributors)

Figure 5 shows bicycle journey times to and from the subject LDA lands, under existing conditions, based upon an average cycling speed of 16km/h.

4.2.4 Existing Bicycle Parking

108no. publicly accessible bicycle parking spaces are provided at Station Square in Clongriffin, in the form of 54no. Sheffield stands beneath the square's axial canopy.

4.2.5 Existing pedestrian facilities

Raised footpaths are in place along all completed streets in the Clongriffin area, with a minimum width of 2.0m generally. Public lighting is in place, and uncontrolled pedestrian crossing points (with dropped kerbs and tactile paving) are provided where pedestrian desire lines cross streets. For further detail, refer to the Baseline Transport Map provided as **Appendix A**.

It is however noted that very little provision has been made for pedestrians crossing Clongriffin Main Street. This road has an avenue configuration, with two-lane carriageways separated by a raised, planted median strip. The street's kerb-to-kerb width (excluding on-street parking, where present) is approximately 15m. An uncontrolled pedestrian crossing is provided at the eastern end of Main Street, where it meets Station Square, another at the junction of Grange Lodge Avenue, 160m to the west, and a third at the junction of Dermot Street, another 160m further west. No controlled pedestrian crossing is provided between Station Square and the Hole in the Wall Road (a distance of over 700m).

4.3 Pedestrian Accessibility

Figure 6 shows walking times to and from the subject LDA lands, under existing conditions, based upon an average walking speed of 4.8km/h.

Clongriffin railway station is within a 5-minute walk of the development site, as are bus stops at Station Square and along Clongriffin Main Street. The section of Clongriffin Main Street that is within a 5-minute walk is home to several medical, commercial, and food/beverage premises, including a medical centre, a pharmacy and a vet. The entirety of Father Collins Park is within a 10-minute walk, and Donaghmede Shopping Centre is just over 20 minutes' walk away.

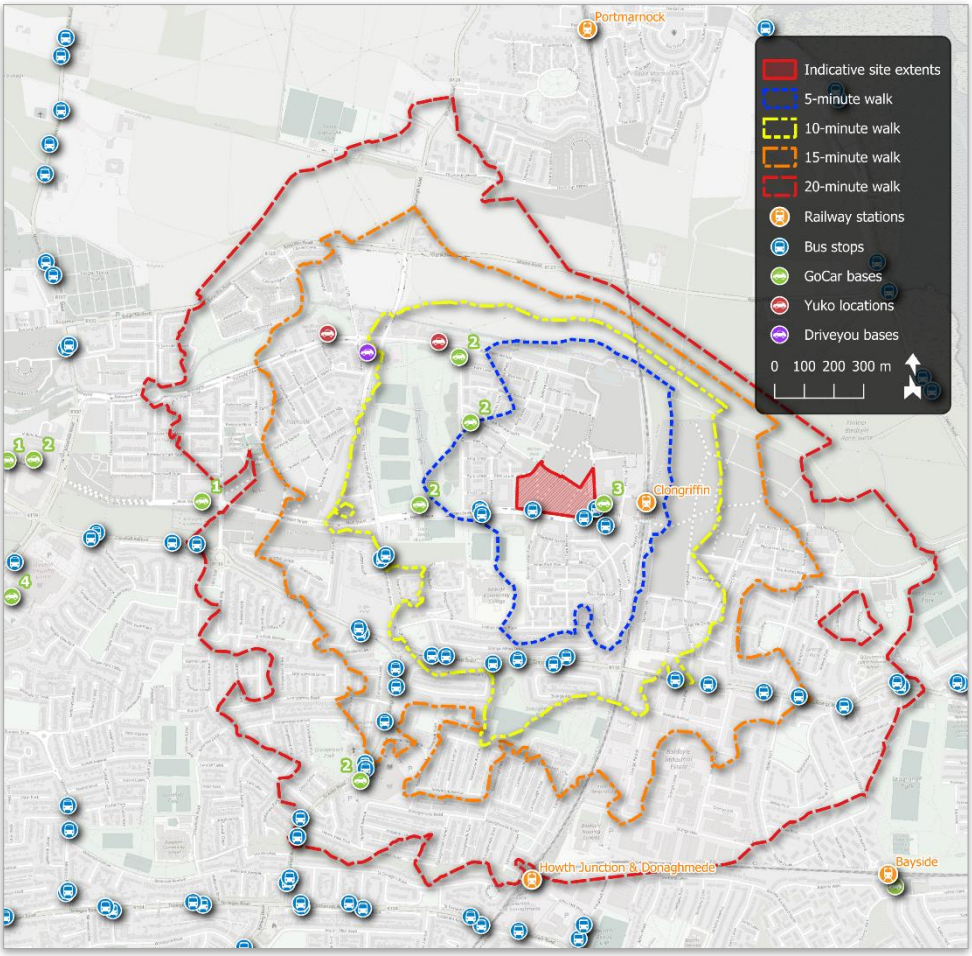


Figure 6 – Walking time catchments
(sources: NTA, OSi, GoCar, Toyota, Driveyou, OSM Contributors)

4.4 Existing Public Transport Services

4.4.1 Bus Services

Bus stops at Station Square and along Clongriffin Main Street, within a 5-minute walk of the development site, are served by Dublin Bus route no. 15. This is a high-frequency bus route that operates between Clongriffin and Ballycullen in south-west Dublin, via Dublin city centre.

Route No.	Operator	Destination	Weekday Services	Typical Peak Hour Interval
15	Dublin Bus	Ballycullen Road	120 (approx.)	4 min
		Clongriffin	120 (approx.)	10 min

Table 1: Existing Adjacent Bus Service

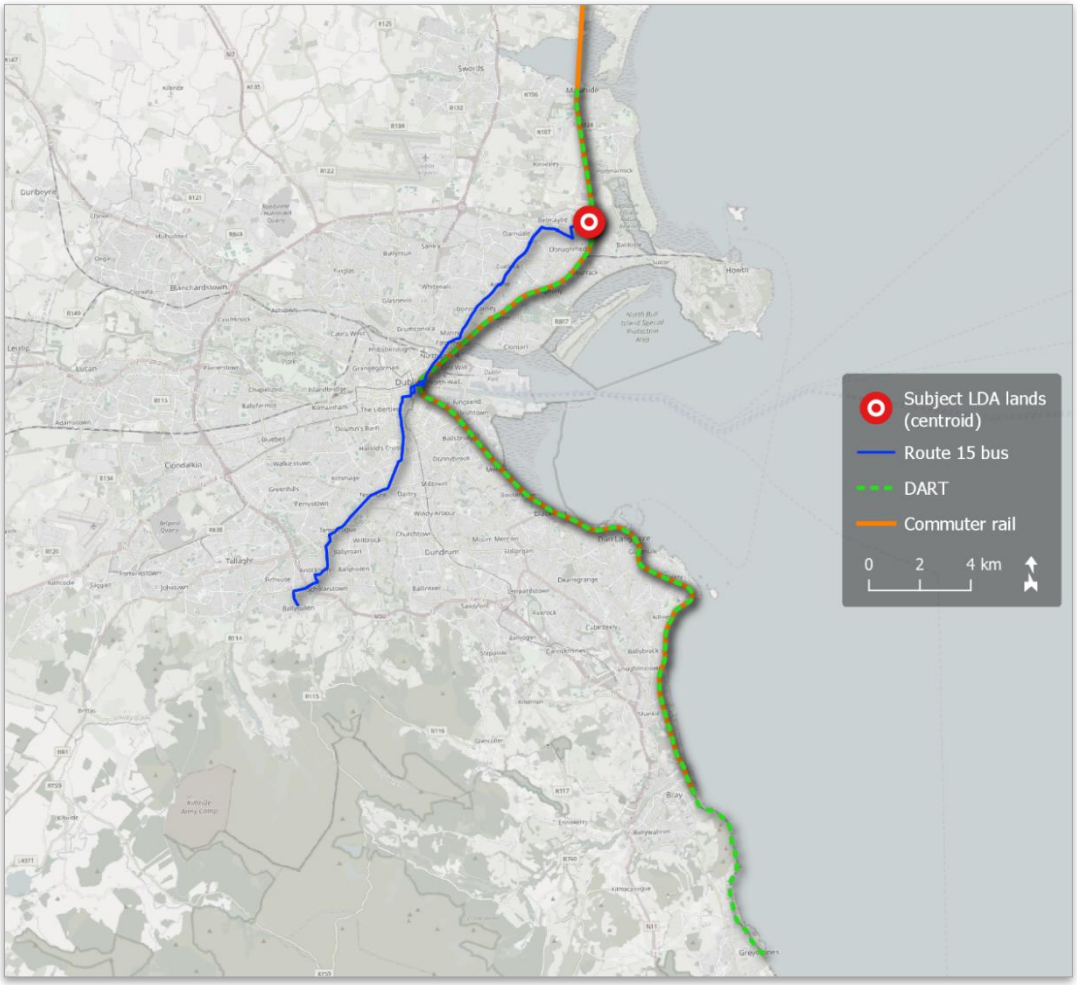


Figure 7 – Direct public transport routes from and to Clongriffin
(sources: NTA, OSM Contributors)

4.4.2 Rail Services

Clongriffin railway station is approximately 230m south-east of the development site, within a 5-minute walk. This station is served principally by Dublin Area Rapid Transit (DART) trains operating between Malahide and Bray or Greystones, via Dublin city centre. Commuter rail services on the Drogheda/Dundalk to Dublin/Bray route also call at this station, though less frequently.

Service Type	Direction (Destinations)	Weekday Services	Typical Peak Hour Interval
Dublin Area Rapid Transit (DART)	Northbound (Malahide)	47	15 min
	Southbound (Bray/Greystones via Dublin)	47	20 min
Commuter Rail	Northbound (Drogheda/Dundalk)	3	n/a

	Southbound (Dublin/Bray)	2	n/a

Table 2: Rail Services at Clongriffin Station

Figure 8 shows the reach of public transport journeys from and to Station Square in Clongriffin by total travel time, including service interchanges, and walking to and between stops. These are based upon a weekday departure time of 08:00 and a weekday arrival time of 08:45, respectively.

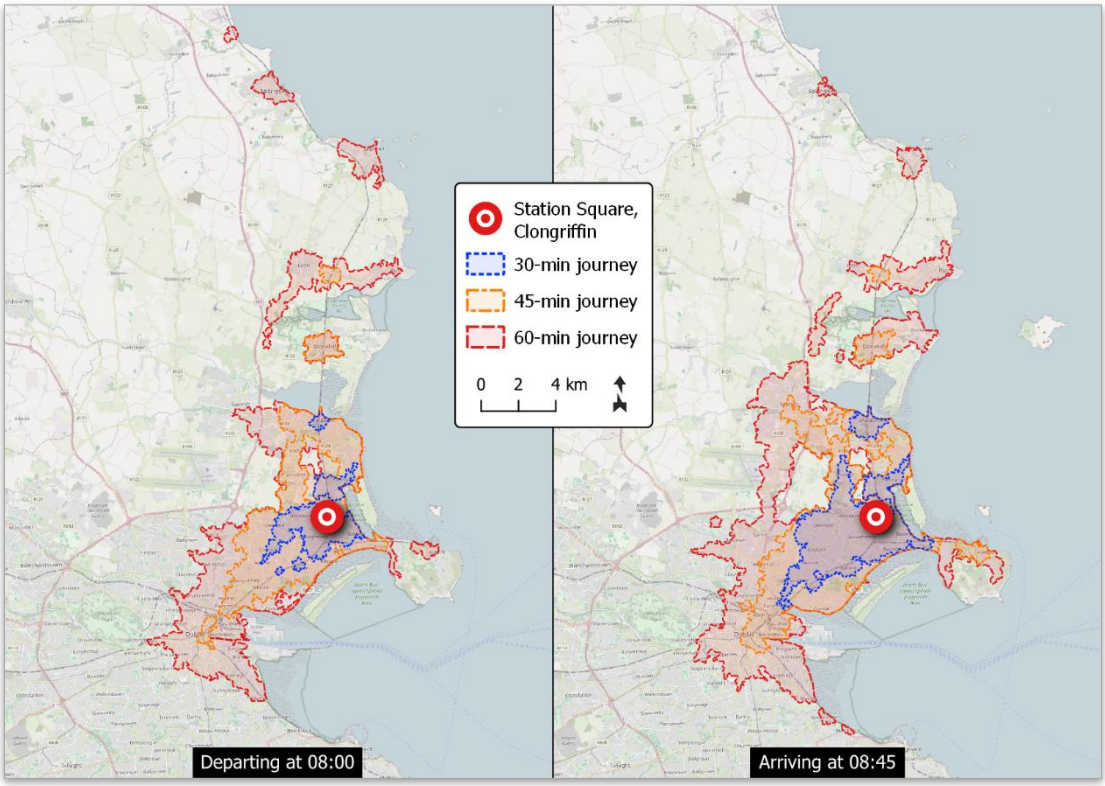


Figure 8 – Public transport travel times from and to Clongriffin
(sources: OSM Contributors, TravelTime platform)

4.5 Proposed Transport Infrastructure and Service Improvements

4.5.1 BusConnects proposals – bus network redesign

The BusConnects Dublin Area Revised Bus Network initiative, which is currently undergoing staged implementation, seeks to improve the overall convenience and efficiency of the city's bus routes. As part of this reorganisation, the existing Dublin Bus route no. 15 – which currently serves stops at Station Square and on Clongriffin Main Street – is to be discontinued. Four new bus routes are instead to run to and from Clongriffin Station: the D1 and D3 arterial routes, passing through Dublin city centre, and

the N8 and L80 orbital/local routes to Blanchardstown Shopping Centre and Dublin City University.

In addition to these, it is proposed to extend the H1 arterial route, which currently runs between Dublin City Centre and Baldoyle, as far as Clongriffin Station. This is however contingent on the completion of a bus ramp over the railway line to provide a direct road connection between Station Square and Red Arches Road.

Route No.	Route Type	Destination	Weekday Services	Typical Peak Hour Interval
D1	Spine (arterial)	Grange Castle	72	15 min
		Clongriffin	72	15 min
D3	Spine (arterial)	Clondalkin	72	15 min
		Clongriffin	72	15 min
N8	Orbital	Blanchardstown S.C.	36	30 min
		Clongriffin	36	30 min
L80	Local	Dublin City University	32	20 min
		Clongriffin	32	20 min
H1 [1]	Spine (arterial)	City Centre	72	15 min
		Clongriffin	72	15 min

Table 3: Adjacent Bus Services Proposed Under BusConnects

[1] Subject to extension of existing H1 service via Red Arches Road to Clongriffin Station.

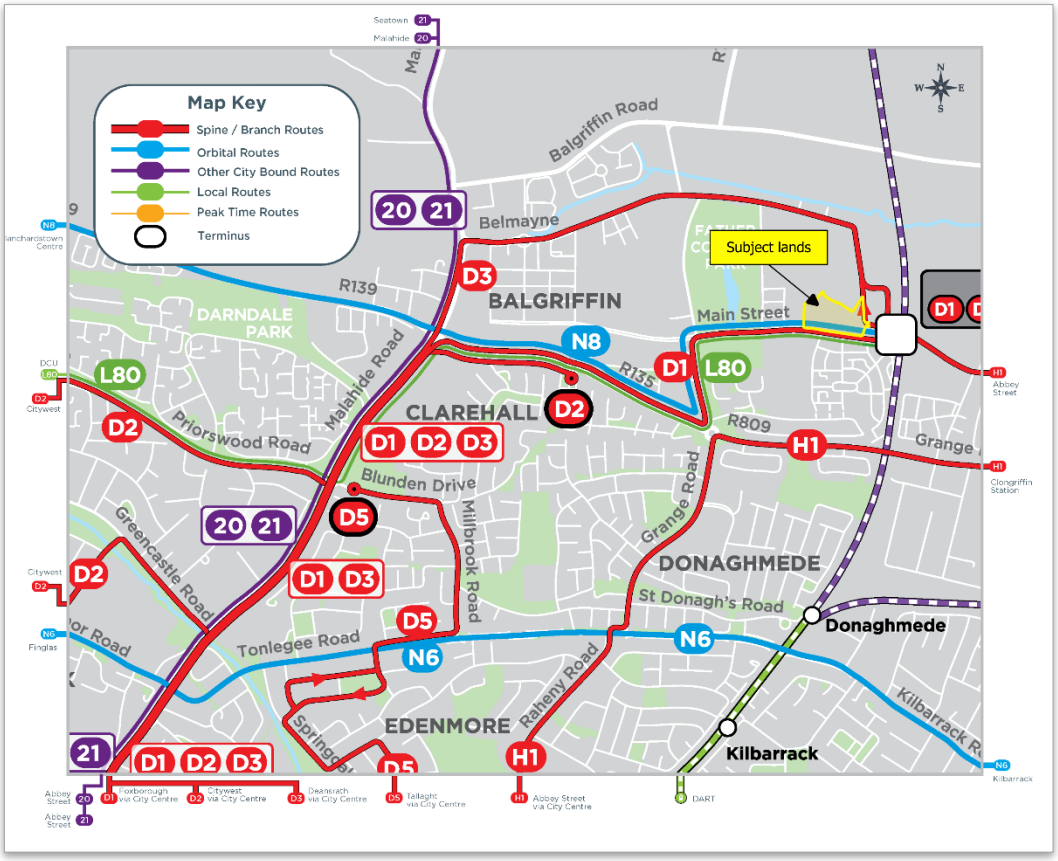


Figure 9 – BusConnects network redesign – Clarehall/Donaghmede area
(source: NTA)

4.5.2 BusConnects proposals – new infrastructure and routing

The other principal component of the BusConnects project comprises the Core Bus Corridors, one of which is to be implemented between Clongriffin Station and Dublin city centre. This will improve bus infrastructure and reinforce bus priority along this route, with the aim of reducing bus journey times and improving service reliability. In the immediate vicinity of the development site, this Core Bus Corridor (no. 1) is to run along Clongriffin Main Street and will for the most part make use of existing bus lanes.

The NTA is currently investigating options for the precise locations of bus stops and bus stands to serve the new routes listed in **Table 3**, all of which are to make a loop around Station Square at the end of each run. In addition to the 2no. bus stops already in place on Station Square, the NTA is considering a new bus stop on the eastern side of the Square, as shown in **Figure 10**. The increased number of buses serving this 'Clongriffin Terminal' will also require new standing areas for waiting buses; several of the locations under NTA consideration for these (also shown in **Figure 10**) are located on the boundary of the subject LDA lands.

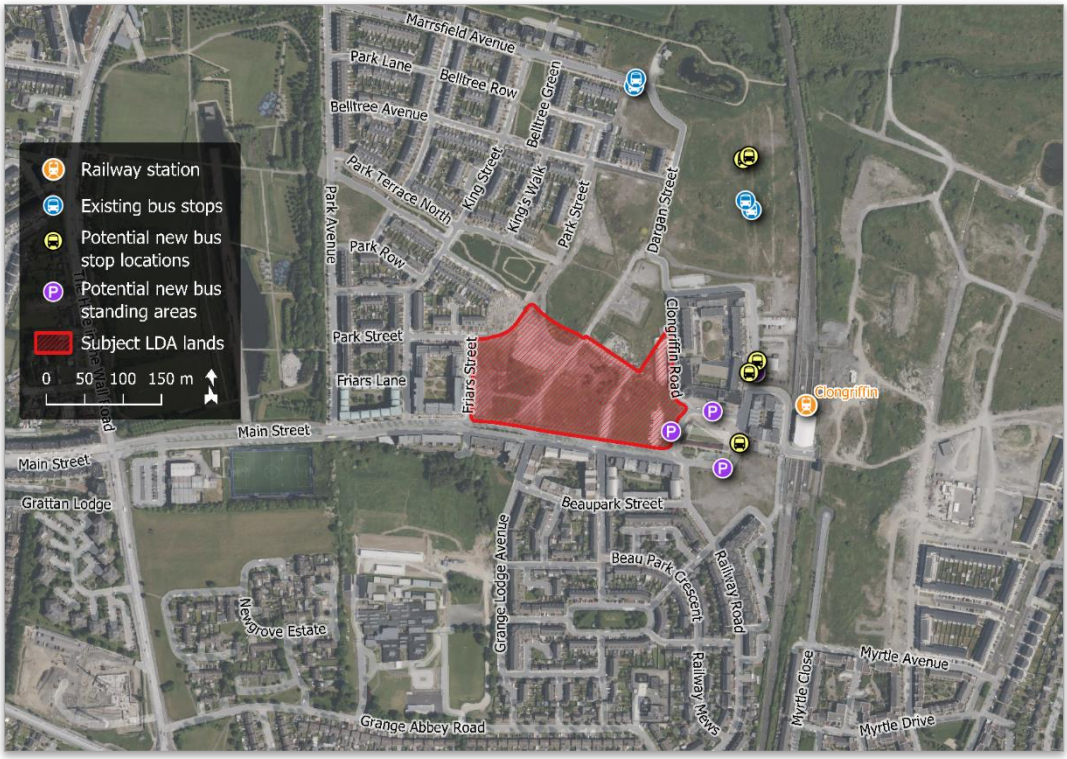


Figure 10 – Existing bus stops and potential new bus stops/stands
(sources: NTA, OSi, OSM Contributors, Microsoft)

Routes D1, N8, and L80 are intended to arrive and depart along Clongriffin Main Street. The NTA currently intends that these routes make use of existing bus stops along this road. Route D3 is intended to serve the housing estates closer to Belmayne and Marrsfield Avenue, and therefore requires a route that arrives to and depart from Station Square from/to the north. The original intention, as shown on the BusConnects route mapping in **Figure 9**, was for this route to travel via the already completed section of Lake Street. However, a route proving test undertaken by Dublin Bus found existing bends on Marrsfield Avenue and Lake Street to be unsuitable for bus operation.

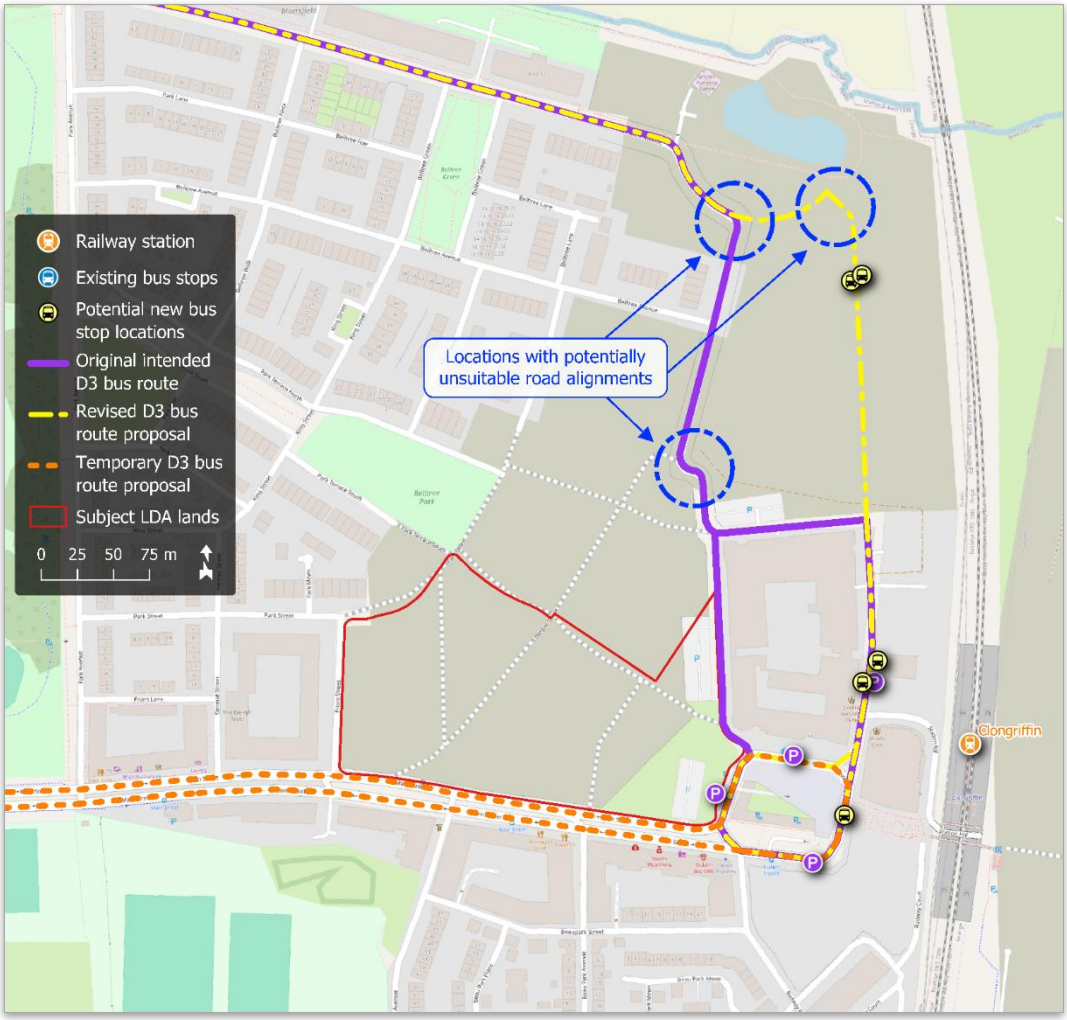


Figure 11 – D3 bus service routing options
(sources: NTA, OSi, OSM Contributors)

An alternative route has therefore been identified by the NTA, which instead would travel along Clongriffin Road and Marrsfield Crescent, once these are completed. Discussions are ongoing between the NTA and representatives of the LDA regarding the detail of the alternative route. It is along this alternative route that the NTA has indicated potential new bus stop locations within or beside LDA lands. Until the D3 route is available, the NTA intends to have this bus service – once operational – operate temporarily via Main Street and Hole in the Wall Road.

4.5.3 DART+

DART+ is the NTA and Córas Iompair Éireann (CIÉ)'s programme for the expansion and modernisation of Dublin Area Rapid Transit (DART) medium rail services. This will extend the DART network from its current 50km in length to over 150km.



Figure 12 – DART+ proposal extents
(source: NTA/CIÉ)

The DART+ programme involves the purchase of a new train fleet, as well as rail infrastructure improvements along the following network sections:

- Maynooth and M3 Parkway to the City Centre (DART+ West)
- Hazelhatch & Celbridge to the City Centre (DART+ South West)
- Drogheda to the City Centre (DART+ Coastal North)
- Greystones to the City Centre (DART+ Coastal South)

The DART+ Coastal North Project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride station and will provide the infrastructure to facilitate increased rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. DART+ Coastal North will increase peak period train frequency between Drogheda and Dublin City Centre from 3.7 trains per hour to 8 trains per hour and increase passenger capacity from 4,200 per hour to 8,900 per hour. Project elements also include track modifications at various locations and a new platform at Drogheda MacBride Station.

At Clongriffin specifically, the DART+ Coastal North Project will result in:

- An increase in peak hour Commuter trains from 1 per hour to 2 per hour.
- An increase in peak hour DART trains from 3 per hour to 9 per hour.

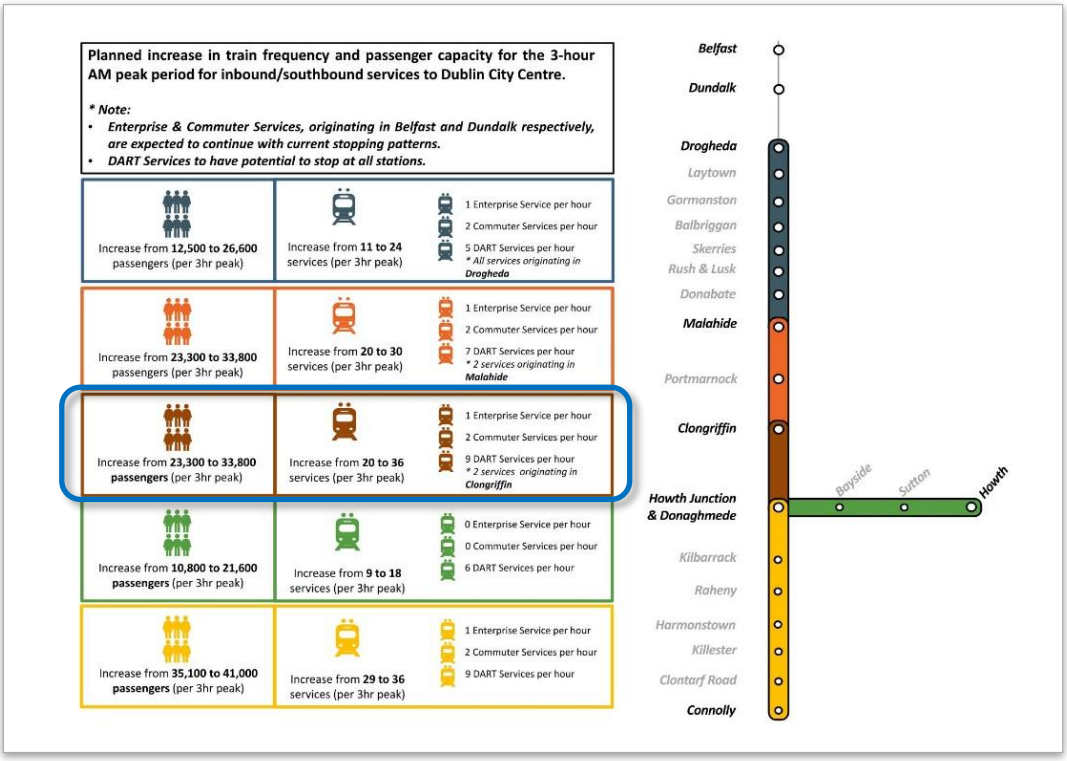


Figure 13 - Increased train frequency at Clongriffin
(sources: NTA/CIÉ)

As additional rolling stock is required to support the planned expansion in rail services, provision is made for the purchase of up to 750 electric and battery/electric vehicles over the next decade. Delivery of the first order of 95 cars is expected in 2024, with these entering service in 2025.

CIÉ submitted a Railway Order application to An Bord Pleanála on the 12th of July 2024 for the DART+ Coastal North project. The Railway Order has been approved by An Coimisiún Pleanála (formerly An Bord Pleanála) in August 2025.

4.5.4 Clongriffin Main Street Extension

Clongriffin Main Street was initially constructed between Station Square and the Hole in the Wall Road, extending only some 200m westward beyond the Hole in the Wall Road. In the context of wider development in the Balgriffin area, Main Street is currently being extended some 800m further westward, to connect with the Malahide Road. This creates new 4-arm junctions on the Malahide Road and Belmayne Avenue, which have been constructed but are not yet in full operation.

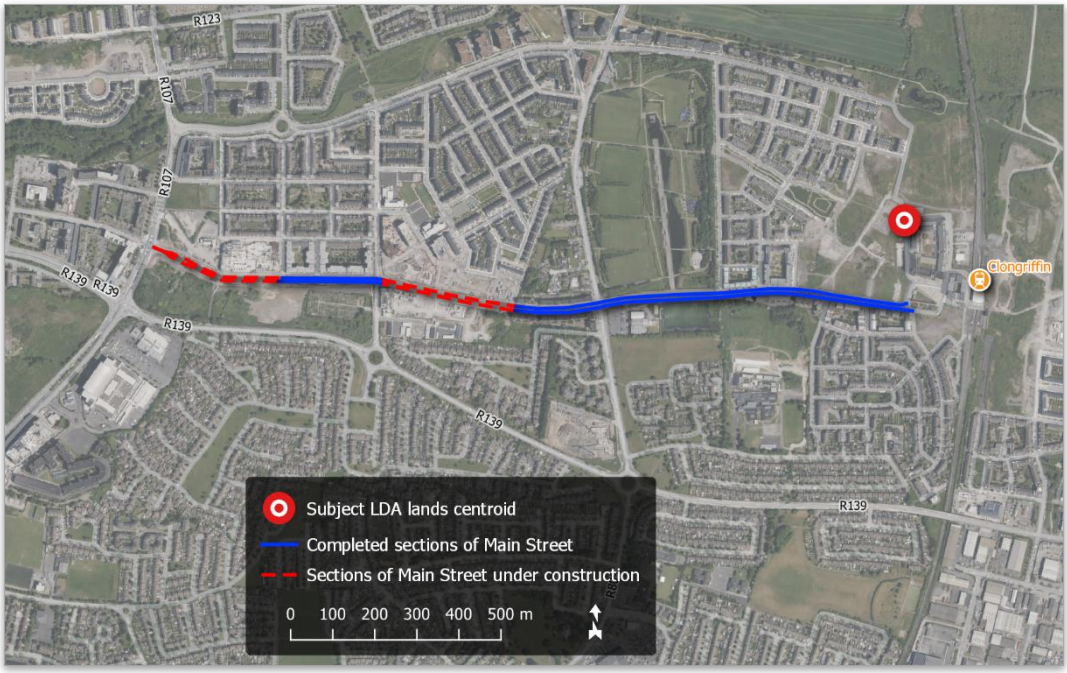


Figure 14 – Clongriffin Main Street extension
(sources: OSi, OSM Contributors, Microsoft)

4.5.5 Greater Dublin Area Cycle Network Plan



Figure 15 – GDA Cycle Network Plan map extract
(source: NTA)

As part of the Greater Dublin Area Cycle Network Plan, administered by the National Transport Authority, it is proposed that secondary cycle routes be implemented along the full length of Clongriffin Main Street, as well as along the Hole in the Wall Road, Marrsfield Avenue, Clongriffin Road, and Lake Street. A feeder route is proposed along Red Arches Road, and a utility greenway along the Mayne River. A leisure greenway is shown traversing the subject lands from west to east. It is proposed to provide the greenway as a shared pedestrian/cycleway on Market Street within the proposed development.

4.6 Existing Shared Transport Facilities

The area surrounding the subject lands is well served by the GoCar, Yukõ, and Driveyou commercial car-share services (see **Figure 16**):

- 2no. GoCar bases, with a total of 5no. vehicles, are located within a 5-minute walk of the subject lands. A further 4no. GoCar vehicles are located within a 10-minute walk.
- One Yukõ base is located within a 10-minute walk of the subject lands, and another within a 15-minute walk.

- One Enterprise Car Club (formerly Driveyou) base is located approximately 10 minutes' walk from the subject lands.

Note:

The above car sharing locations represent the most up to date information available on the publicly accessible GoCar, Yukõ, and Enterprise bases at the time of preparing this report. These base locations are subject to periodic alteration by the scheme operators, in response to usage demand and to traffic management considerations.

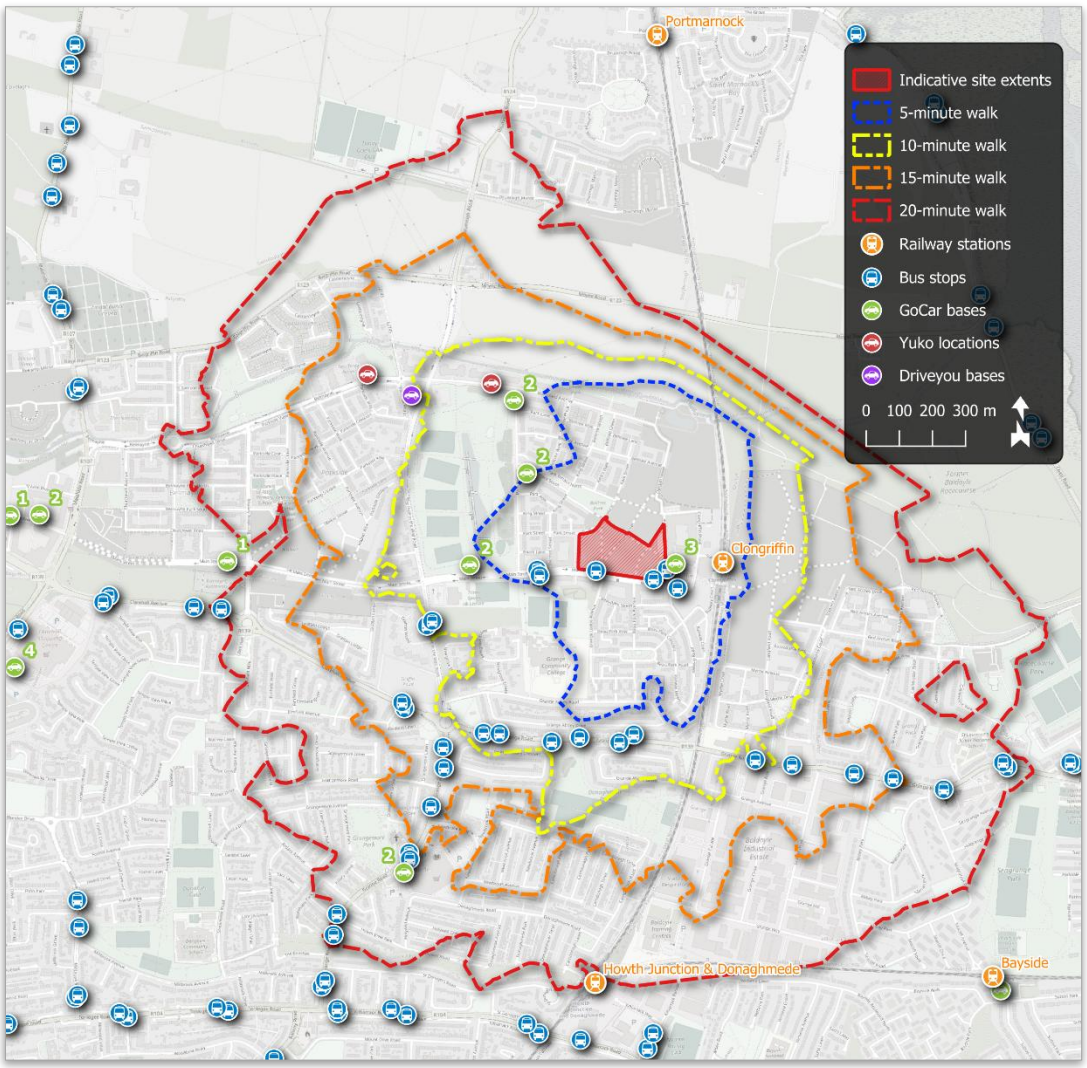


Figure 16 – Existing car-share service locations
(sources: GoCar, Toyota, Driveyou, OSM Contributors)

5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

The RTP is a management tool that brings together transport, occupants' and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective RTP.

This Plan's aim is to support sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars. The Plan sets out specific targets and objectives, including measures to be implemented to establish and maintain a low modal share for private car journeys to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035* and the *Transport Strategy for the Greater Dublin Area 2022-2042*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Residential Travel Plan should be informed by and founded upon the following:

- A travel survey of development occupants, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development occupants or visitors;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its occupants and visitors, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport promotion, walking groups, cycle groups, communication and consultation, etc.

The RTP for the subject development is to follow the above guidelines. The success of the Plan 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 RTP will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

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

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

5.1.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for development occupants and visitors, and to facilitate travel by bicycle, bus, and rail.

In the case of this development, the site benefits from strong existing public transport and active travel infrastructure. Clongriffin Railway Station, located within short walking distance, provides frequent DART and commuter rail services to Dublin City Centre and the wider metropolitan area. The area is also served by multiple Dublin Bus routes, with further enhancements planned under the BusConnects programme. High-quality pedestrian and cycling routes along Clongriffin Main Street, Hole in the Wall Road and other local streets provide safe and direct connections to the station, local services, schools, and amenities. Car-sharing services (where provided locally) offer an additional alternative to private car ownership. Facilities are constantly improving with the ongoing implementation of different strategies and projects, the Metrolink project, and the DART Underground.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individuals:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs, and buying a bicycle or using public transport is cheaper and can benefit from Government's tax incentives.
- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.1.2 Objective 2

To minimise the overall number of single-occupant vehicles trips for journeys to and from the development.

The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

5.1.3 Objective 3

To integrate mobility management into the development management decisions, policies, and practices, and to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment, together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the RTP.

In addition, Local Authorities require Travel Plans for developments which they consider may generate significant trip demand.

5.1.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both development occupants and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be

made readily available, and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitudes, which in turn can influence behaviour.

6.0 RESIDENTIAL TRAVEL PLAN TARGETS

Journeys to and from the development shall be made primarily by two distinct population groups: residents and visitors. The targets set under the Residential Travel Plan shall be limited to residents, as this is the only group expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.1 Baseline Modal Splits

To establish baseline modal splits for existing residents of the area surrounding the subject lands, reference has been made to CSO data derived from the 2022 Census, in the form of Small Area Population Statistics (SAPS) that give modal splits for residents' trips to places of work or study. The masterplan lands are primarily within Census Small Area (SA) nos. 268072013/01 and 268072013/02 (see **Figure 17**), which are bordered by 10no. other relevant SAs. The aggregate 2022 census modal splits for these 12no. SAs, which have a total combined 2022 census population of 3,042 people, are given in **Table 4**. These represent residents' usual mode of transport for regular trips to places of work or study. For comparison, modal split data from the 2016 Census for the equivalent area are also given.



Figure 17 – Census Small Areas (SAs)
(sources: CSO, Microsoft)

These census data show a 2022 car driving modal share of 29%, but also indicate that this modal share has decreased significantly since 2016. Bus use, walking, and cycling have all increased in modal share between 2016 and 2022, as has travel as a car passenger, but the modal share of train use has decreased.

It should be noted that these modal shares refer to the greatest proportion (by distance) of each journey. A bus journey, for example, is likely to involve walking or cycling at one or both ends of the trip but will not be classified as a walking or cycling journey.

Transport Mode	Local Area Census Modal Shares [2]	
	2016 Census	2022 Census
Driving a Car or Van	35%	29%
Passenger in a Car	12%	18%
Bicycle	4%	6%
Motorcycle	1%	1%
Bus	11%	13%
Train or Tram	26%	20%
Walking	11%	13%

[2] Excluding 'not stated' responses and those who work mainly from home.

Table 4: CSO Census Data – Residential Modal Splits

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial RTP targets should be amended by the Mobility Management Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

6.2 Modal Split Targets

Table 5 gives the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section **5.0**. These have been derived from the existing local modal splits (as given in **Table 3**), taking into account the development's proposed car parking provision and its proximity to good quality rail and bus services.

Transport Mode	Suggested Initial Target Modal Share
Driving a Car or Van	20%
Passenger in a Car	12%
Bicycle	10%
Motorcycle	1%
Bus	16%
Train or Tram	26%
Walking	15%

Table 5: Modal Split Targets for Development Occupants

6.3 Implementation Timeframe

The duration of the first phase of the Residential Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Mobility Management Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

6.4 Plan Monitoring and Review

As part of ongoing monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programmes have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been

noted, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

- Marketing and Communications
- Walking and Cycling
- Public Transport
- Implementation / Consultation / Monitoring

7.1 Marketing and Communications

The education of development occupants and visitors on the Travel Plan initiatives and the importance of contribution are extremely important. The services available must be communicated in a consistent and continuous manner to sustain behavioural change.

Communications will include promotional initiatives and activities aimed at informing occupants and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.
- Developing an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this, the establishment of Travel Information Points at dedicated on-site locations to make occupants and visitors aware of the mode choices available in and around the development site. The Travel Information Points must be conspicuously located at the reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development occupants. The Pack will contain all the information relating to the Residential Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.

- Developing a digital Travel Information Point for the development, to provide details of travel choices to the site, linking to appropriate external websites for visitors to the development.

7.2 Walking and Cycling

7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes will be identified within a radius of at least 2km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle Maintenance Stations

- It will be ensured that bicycle parking for development occupants and visitors is secure, easily accessible, and sufficiently sheltered.
- Loan umbrellas will be provided at reception areas for visitors.
- Bicycle maintenance stations (containing tools, puncture repair equipment, pumps, etc.) will be maintained at reception areas and within bicycle storage areas, and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It will be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Development occupants will be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TfI Leap Card.

7.3.3 Multi-Modal Trip Support

Development users will be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway

station and their home or workplace. In particular, information will be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.4 Shared Transport

The wider Clongriffin area is currently well served by commercial car-share schemes that include GoCar and Yukõ. The development's provision of on-street parking (to be taken in charge by Dublin City Council and made available for public use) offers potential for further expansion of these services into the interior of Clongriffin; this would be subject to the agreement of Dublin City Council, which shall ultimately control these spaces.

7.5 Implementation / Consultation / Monitoring

The Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Mobility Management Coordinator, and financial resourcing.

To implement the RTP, the following inputs are required:

- Management support and commitment;
- A Mobility Management Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;
- Consultations with development users and external organisations.

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The RTP will be managed by a Mobility Management Coordinator with the clear mandate to implement and evolve the Plan. The Mobility Management Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by an individual within the development's Management Company or by a member of a Residents' Association.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to

indicate how the RTP is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

8.0 SUMMARY

The site of the proposed development is located at Clongriffin, Dublin 13. The development site benefits from proximity to existing and future high-quality rail and bus services. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

8.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Residential Travel Plan:

8.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Mobility Management coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys; revise and update the plan as required.

8.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.
- Public Transport
- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

8.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

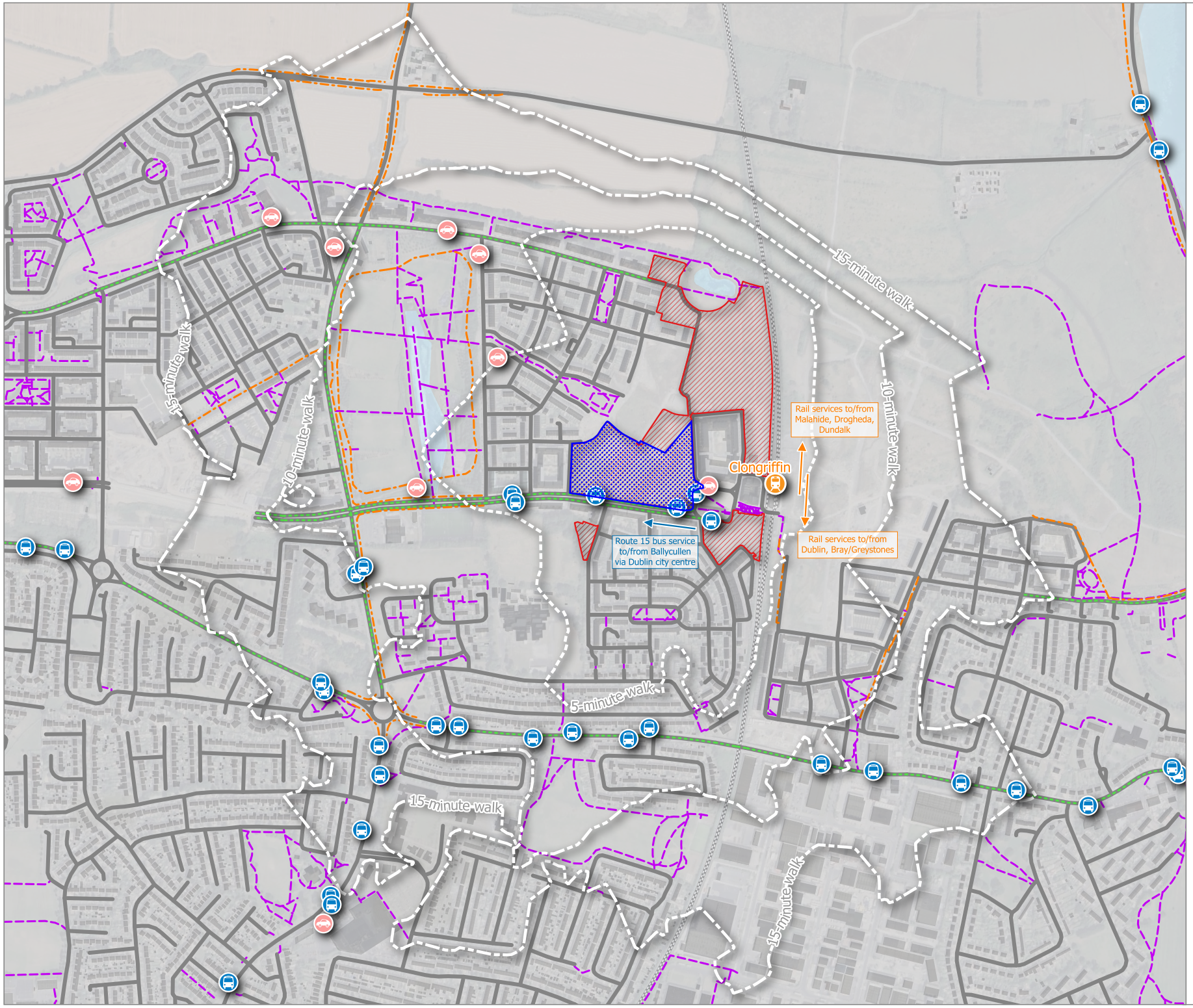
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APPENDIX A
BASELINE TRANSPORT MAP



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DUBLIN - LONDON - LIMERICK

L106
Clongriffin Wider Lands

Baseline Transport Map

Legend

- Subject LDA lands
- Railway station
- Bus stops
- Car-share locations
- Streets with footpaths
- Off-road segregated footways
- On-road bicycle infrastructure (cycle lanes or bus lanes)
- Off-road cycle tracks
- Phase 2 Lands

Data and imagery sources: National Transport Authority, Ordnance Survey Ireland, GoCar, Toyota, Driveyou, Open Street Map Contributors, Google

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APPENDIX B

LINKS TO RELEVANT MOBILITY MANAGEMENT GUIDANCE DOCUMENTS



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Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans
- www.smartertravelworkplaces.ie
- www.ways2work.bitc.org.uk

Sustainable Travel
- www.smartertravel.ie
- www.sustrans.org.uk
- www.nationaltransport.ie
- www.dttas.ie
- www.eltis.org
- www.mobilityweek.eu

Getting Active
- www.getirelandactive.ie

Public Transport Information
- www.transportforireland.ie
- www.taxsaver.ie

Cycle to Work Scheme
- www.revenue.ie

Walking challenges
- www.pedometerchallenge.ie
- www.irishheart.ie

Cycling
- www.cyclechallenge.ie
- www.dublinbikes.ie
- www.irishcycling.com

Cycle to Work scheme
- www.revenue.ie
- www.bikescheme.ie

Designing and Planning for Cycling
- www.cyclemanual.ie
- Transport for London Workplace Cycle Parking Guide
- See p16 for technical guidance on space allocations for cycle parking
- http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf

Walking/ Cycling Routes
- www.mapmyride.com
- www.mapmyrun.com

Car Sharing
- www.carsharing.ie

Misc.
- Copenhagen Cycle Chic - Bikes, style and Copenhagen



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