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# Residential Travel Plan

# Proposed Residential Development

# Glover Court, York Street, Dublin 2

Client: Dublin City Council

Job No. D117

July 2025

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# RESIDENTIAL TRAVEL PLAN

# PROPOSED RESIDENTIAL DEVELOPMENT,

# GLOVER COURT, YORK STREET, DUBLIN 2

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**Appendix A:** Links to relevant guidance documents concerning Mobility Management



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File Location: Job-D117\B_DOCUMENTS\1.0 Planning\1.0 CIVIL ENGINEERING\Report\RTP

| BS 1192 FIELD | D117-CSC-ZZ-XX-RP-C-0006 |
|---|---|

| Job Ref. | Author | Reviewed By | Authorised By | Issue Date | Rev. No. |
|---|---|---|---|---|---|
| D117 | HY | SS | MMce | 01.07.2025 | P1 |

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## 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by Dublin City Council (DCC) to prepare a Residential Travel Plan for a proposed residential development at Glover Court, York Street, Dublin 2.

### 1.1 Site Location

The site of the proposed development is located at Glover court, York Street, Dublin 2, in the operational area of Dublin City Council. The area enclosed by the planning application boundary is approximately 0.3ha.

Figure 1 – Location of proposed development site
(*map data & imagery: OSI, OSM Contributors, Google*)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.

Figure 2 - Site extents and environs
(*map data & imagery: (NTA, DUBLIN Bus GoCar, Yuko, DublinBikes, OSM Contributors, Google*)

The development site falls immediately south of Marlin Hotel, and is bound to the east by Mercer Street Lower, to the south by York Street, and to the west by existing commercial buildings.

The development is supported by a Residential Travel Plan as a suitable mechanism by which the development can maintain a suitable rate of private car use and support the objectives of sustainable development.

## 1.2 Existing Land Use

The subject site currently comprises of existing residential units which shall be refurbished under this planning application. The site currently generates minimal vehicular, cyclist, and pedestrian traffic. The site is currently assessed from York Street.

## 1.3 PROPOSED DEVELOPMENT

The project comprises of the retrofit and amalgamation of the existing blocks, with the addition of new bays, additional floors, new vertical cores, new access decks and balconies. The proposal is to provide 53 residential units comprising of 15 no. 1 bed apartments, 30 no. 2 bed apartments, 8 no. 3 bed apartments. The York Street block will be extended at both ends and by one additional upper floor. The upper floor on the York Street block will be held back on the new build section of the western boundary to create a stepping down in height in respect of the protected structure context to Aungier Street which includes the Swan Bar. The Mercer Street block will be extended on the corner with York Street and by two additional upper floors. The amalgamated building will comprise of a 5 and 6 storey block to York Street and a 7-storey block to Mercer Street. New stairs and lift cores are to be accommodated within the grid of the existing frame, one in each block. A new external façade is introduced throughout the building with access provided by a new access deck to the internal courtyard and balconies to the street facing facades.

## 2.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans 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. Residents of the development 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 Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Residential Travel Plan 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.

## 3.0 EXISTING SITE CONDITIONS

### 3.1 Pedestrian Accessibility

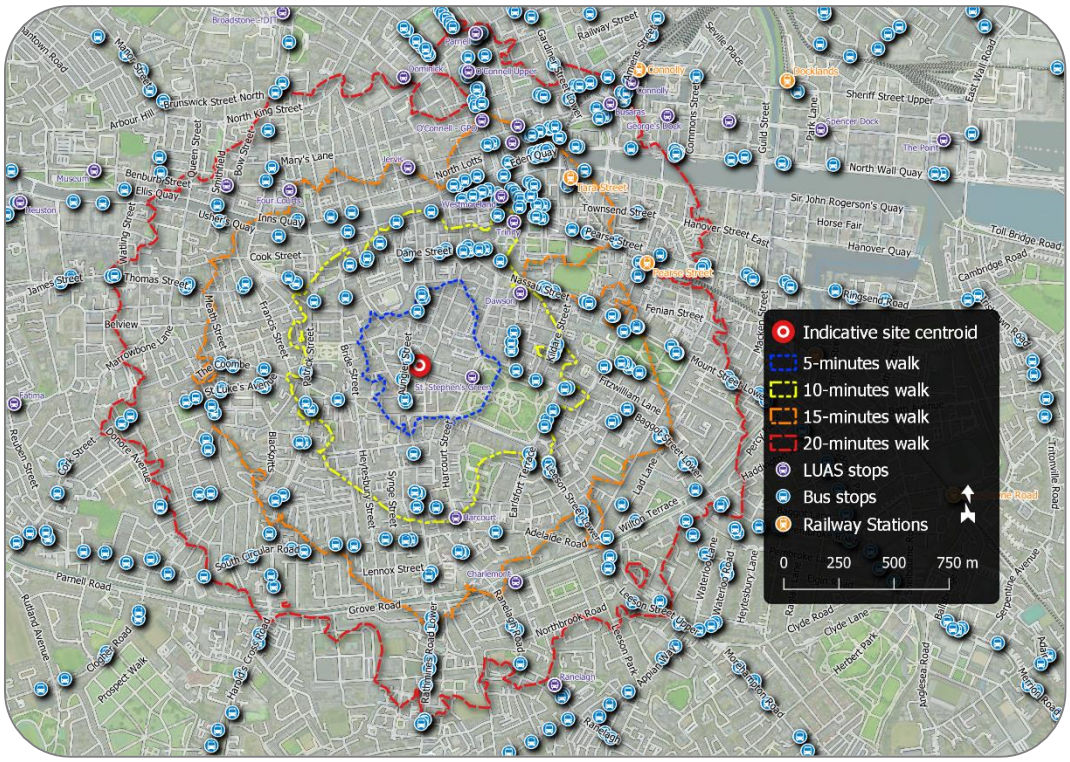


Figure 3 – Walking times and public transport accessibility
*(map data and imagery: NTA, OSM Contributors, Google, QGIS)*

One of the specific objectives of the Dublin City Development Plan is to implement, at appropriate locations, pedestrian permeability schemes and enhancements.

Existing pedestrian facilities along York Street, Aungier Street and other streets in the vicinity of the site are of a good standard. Raised footpaths and public lighting are in place on all roads in the vicinity of the subject development site.

**Figure 3** illustrates the location of the development site, with approximate walking distances and proximity to the various public transport services.

## 3.2 Public Transport Services

The development site is situated within a 5-minute walk of high frequency bus stops on Aungier Steet and Stephen's Green Luas Stop. The site is also within a 15-minute walk of the Tara Street Railway Station.

### 3.2.1 Light Rail Services

The Luas light rail network consists of two principal lines, which connect to one another at Abbey Street/Marlborough Street/O'Connell Street in Dublin City Centre.

- LUAS Red Line (E-W) Dublin Docklands to Tallaght/Saggart
- LUAS Green Line (N-S) Broombridge to Bride's Glen

Table 1 – Luas Green Line Light Rail Services

| Direction | Destinations | Peak Interval |
|---|---|---|
| Northbound | Broombridge | 3-4 min |
| Southbound | Bride's Glen | 3-4 min |

The subject development site is located within a 5-minute walk of the St. Stephen's Green stop on the Luas Green Line. Light rail services operating to and from this stop connect it directly to Broombridge in the north (via Dubin city centre) and to Bride's Glen in the south; interchange with the Luas Red Line is possible at Abbey Street. Trams serve the Stephen's Green stop at intervals of approximately 3-4 minutes at peak times.

### 3.2.2 Bus Services

Bus stops located within a 5-minute walk of the development site are served by 16no. Dublin Bus routes, which connect it to Dublin city centre and to Dublin's northern, western and southern suburbs. Of these, a total of 7no. bus routes (9, 14, 15, 15B, 16, 122, 140) operate

with peak frequency of 10 mins or less. Details of these bus routes are given in **Table 2**.

Table 2 – Bus Services within 5-minute Walk of Site

| Route No. | Operator | Destinations | Weekday Services [1] | Peak Interval |
|---|---|---|---|---|
| 9 | Dublin Bus | Charlestown/ Limekiln Ave. | 77 | 10 mins |
| 14 | Dublin Bus | Beaumont (Ardlea Rd.)/ Dundrum Luas Station | 88 | 5 mins |
| 15 | Dublin Bus | Clongriffin/ Ballycullen Rd. | 140 | 5 mins |
| 15A | Dublin Bus | Merrion Square/ Limekiln Ave. | 49 | 15 mins |
| 15B | Dublin Bus | Merrion Square/ Stocking Ave | 68 | 10 mins |
| 15D | Dublin Bus | Merrion Sq./ Whitechurch | 2 | n/a |
| 16 | Dublin Bus | Dublin Airport/ Ballinteer (Kingston) | 88 | 10 mins |
| 16D | Dublin Bus | Dublin Airport/ Ballinteer not via Beaumont Village | 8 | n/a |
| 65 | Dublin Bus | Poolbeg St./ Blessington | 16 | 20 mins |
| 65B | Dublin Bus | Poolbeg Street/ Citywest | 20 | 60 mins |
| 68A | Dublin Bus | Hawkins Street/ Newcastle | 21 | 30 mins |
| 83 | Dublin Bus | Harristown/ Kimmage | 75 | 15 mins |
| 83A | Dublin Bus | Stannaway Ave/ Harristown Bus Garage | 39 | 30 mins |
| 122 | Dublin Bus | Ashington/ Drimnagh Rd. | 60 | 10 mins |
| 140 | Dublin Bus | Palmerston Park/ Ballymun (Ikea) | 67 | 10 mins |

### 3.2.1 Rail Services

Tara Street railway station is located within 15-minutes walk of the development site. Tara Street railway station is one of the three principal city-centre stations on the Dundalk-Dublin-Wexford railway line and is also connected to the northern and southern Kildare rail

[1] Average number of services per day in each direction, Monday-Friday

lines (the latter via the Phoenix Park tunnel). Frequent Dublin Area Rapid Transit (DART) trains serve this station, running between Howth/Malahide in the north and Bray/Greystones in the south. Commuter rail services operating to and from this station directly serve towns as far as Dundalk in the north, Wexford in the south, and Newbridge and Maynooth in the west. **Table 3** gives a summary of rail services to and from Tara Street station. All rail services to/from the north also serve Connolly Station, where a number of additional rail services are accessible – these include intercity services to and from Belfast and Sligo.

Table 3 – Direct Rail Services to/from Tara Street Station

| Service Type | Origins / Destinations | Daily Services (Mon-Fri average, each direction) |
|---|---|---|
| DART | Howth / Malahide | 95 |
| | Bray / Greystones | 95 |
| Commuter Rail | Balbriggan / Drogheda / Dundalk | 18 |
| | Gorey / Wexford / Rosslare | 5 |
| | Hazelhatch-Celbridge / Newbridge | 25 |
| | Maynooth | 15 |

### 3.3 External Shared Transport

The area surrounding the subject site is well served by commercial car-share services and by the DublinBikes, Bleeper Bikes bicycle sharing schemes.

- 4no. DublinBikes stations are located within a 5-minute walk of the subject site. A further 11no. DublinBikes stations are located within a 10-minute walk.
- 4no. bases for the GoCar commercial car-sharing service are located within a 5-minute walk of the development site. A further 5no. GoCar bases are located within a 10-minute walk.

- 3no. bases for the Yukõ commercial car-sharing service are located within a 5-minute walk of the development site. A further 4no. GoCar bases are located within a 10-minute walk.

The development site is also situated within the geofenced operating zones for the Bleeper Bikes commercial bicycle sharing schemes. Within these areas, these shared bicycles may be collected from or returned to any public bicycle parking stand.

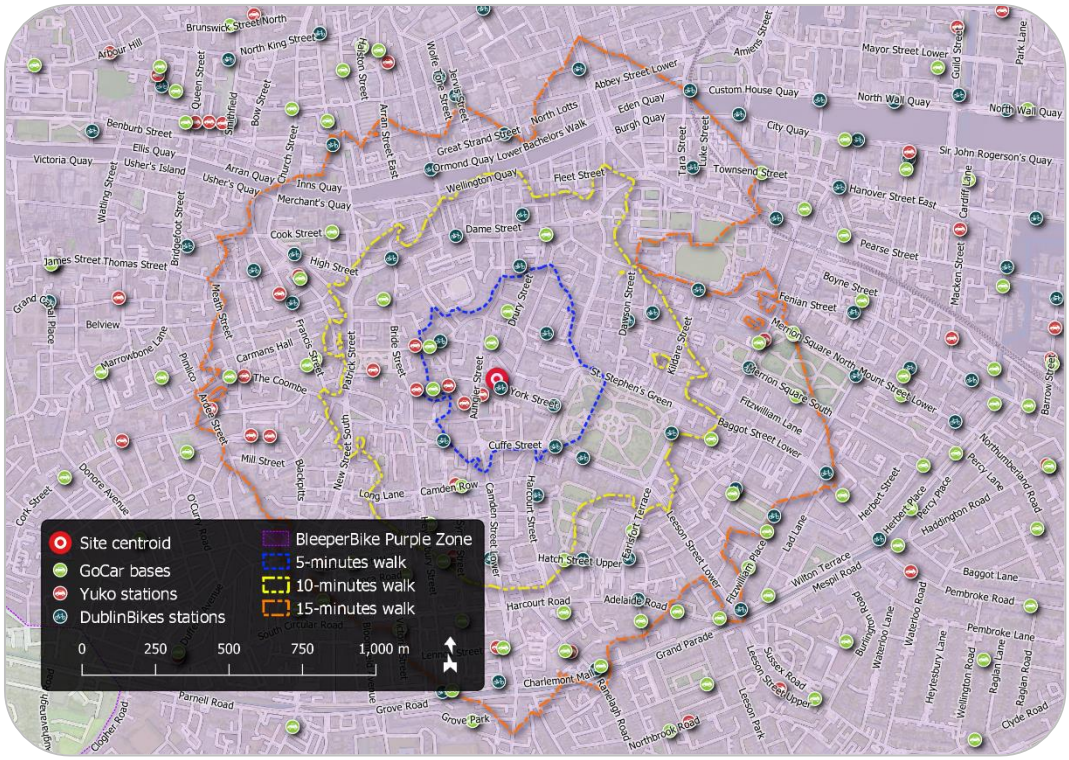


Figure 4 – Walking times and shared transport services
*(map data & imagery: EPA, DCC, GoCar, Yuko, OSM Contributors, Google)*

Note:

The above car sharing locations represent the most up to date information available on the publicly-accessible GoCar and Yukõ 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.

## 3.4 Bicycle Infrastructure

Northbound cycle lane is present along Aungier Street in the close vicinity of the development site. There are no other cycle lanes currently present in the immediate vicinity of the development site.

As shown in **Figure 5** the development site is within a 5-minute bicycle journey of the heart of Dublin city centre, and within a 10-minute bicycle journey of high-intensity employment centres in the Dublin Docklands.

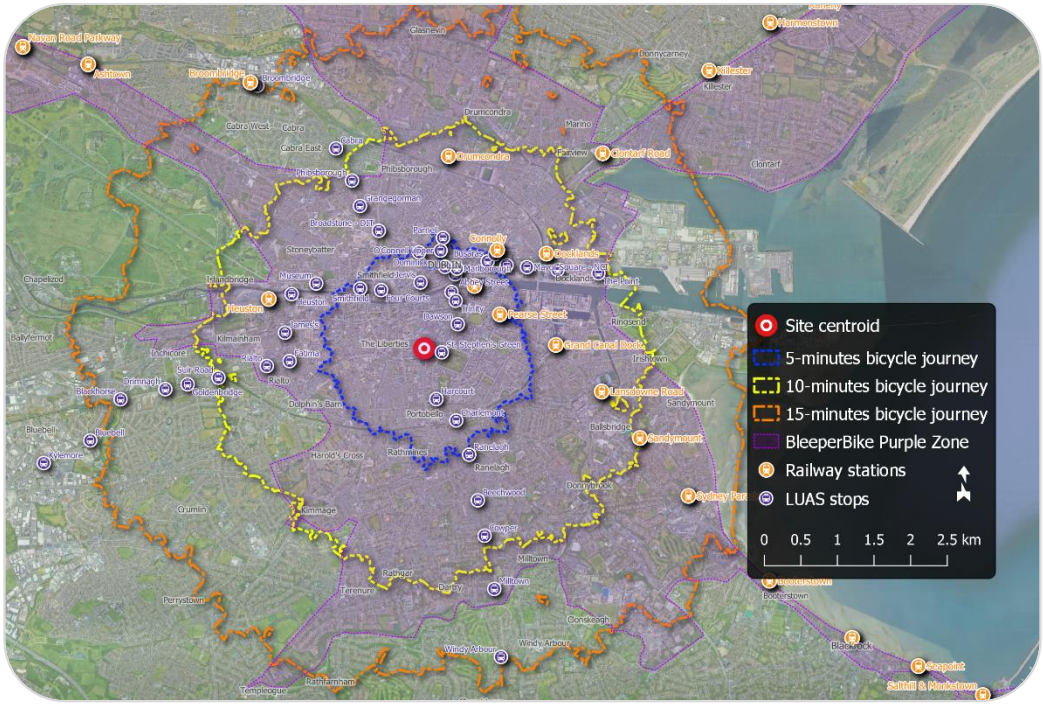


Figure 5 – Bicycle facilities and cycling times
*(map data & imagery: OSI, OSM Contributors, Irish Rail, Bleeperbike)*

The proposed development shall include a total of 113no. bicycle spaces for the residential units of the development. A total of 99no. long-stay cycle spaces shall be located within a safe and secure bicycle storage areas to the west of the proposed car parking area.

In addition, 14no. short-term cycle spaces in the form of 6no. Sheffield stands and 2no. Cargo Bike stands shall be provided along the north-

eastern boundary of the development to facilitate visitors of the proposed development.

It is worth noting that there are large number of existing public cycle stands in the close proximity of the development site. Therefore, the number of short stay bicycle parking spaces within the proposed development have been reduced from 27no. spaces to 14no. spaces. It is also worth noting that the proposed 14no. short stay bicycle parking spaces have been agreed with DCC Transportation department.

## 3.5 Proposed Local Infrastructure Improvements

### 3.5.1 NTA Cycle Network

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that a primary cycle route be implemented along Anguier Street and a secondary cycle route be implemented along Mercer Street Upper in the vicinity of the subject development site. It is proposed that the secondary lane along Mercer Street Upper would further connect to primary orbital cycle route along Grafton Street which will further provide access to the city centre. No further information is available at present regarding the delivery timeframe or detailed design of these proposed cycle network improvements. Refer to **Figure 6**.

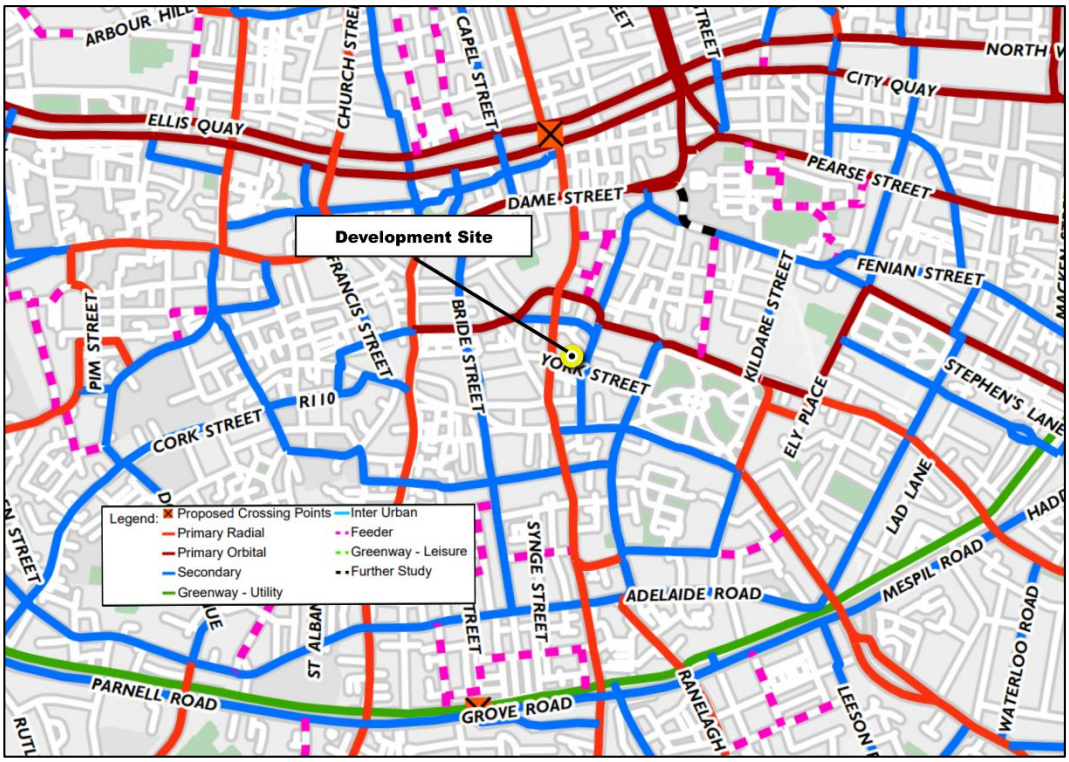


Figure 6 – Proposed Cycle Network – Dublin City Centre
*(map data & imagery: OSI, OSM Contributors, Google)*

### 3.5.2 BusConnects

The NTA BusConnects Core Bus Corridor Project includes the implementation of Core Bus Corridor no. 12 (Rathfarnham to City Centre) along Aungier Street, to the west of the development site. Three rounds of Public Consultation have been conducted in respect of this Core Bus Corridor Project, and this has been presented for planning application to An Bord Pleanála along with several of the other Core Bus Corridor routes. Please refer to **Figure 7** below.

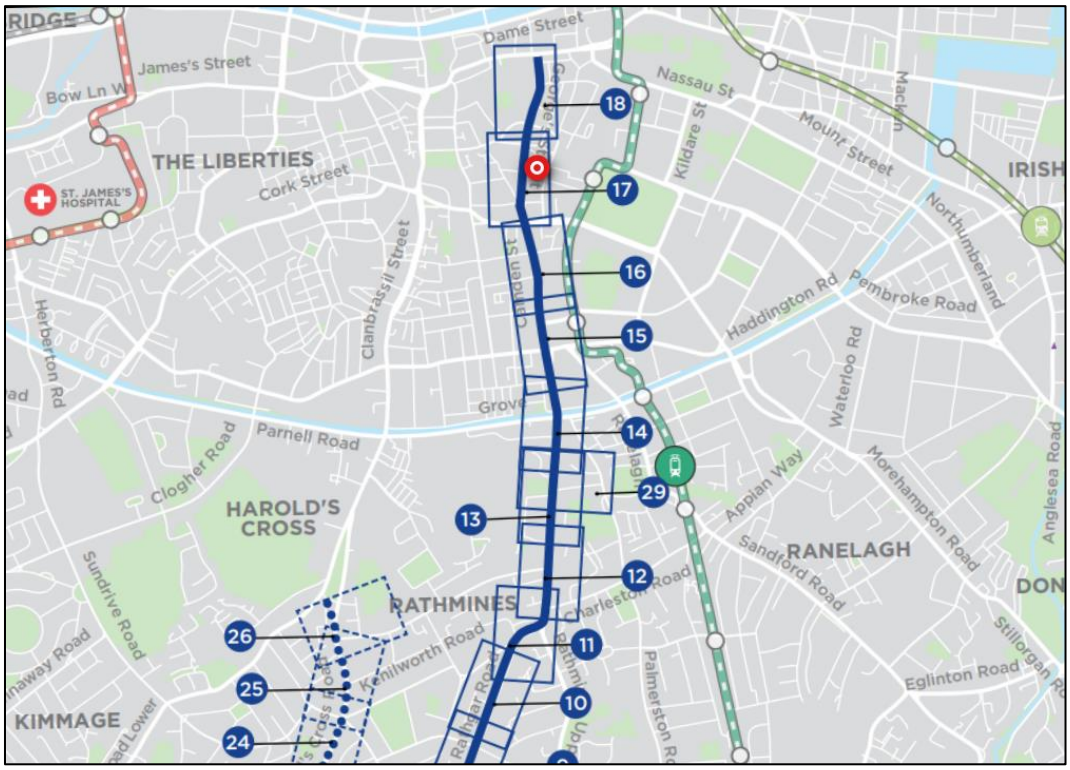


Figure 7 –BusConnects Core Bus Corridor 12 index map
*(source: BusConnects)*

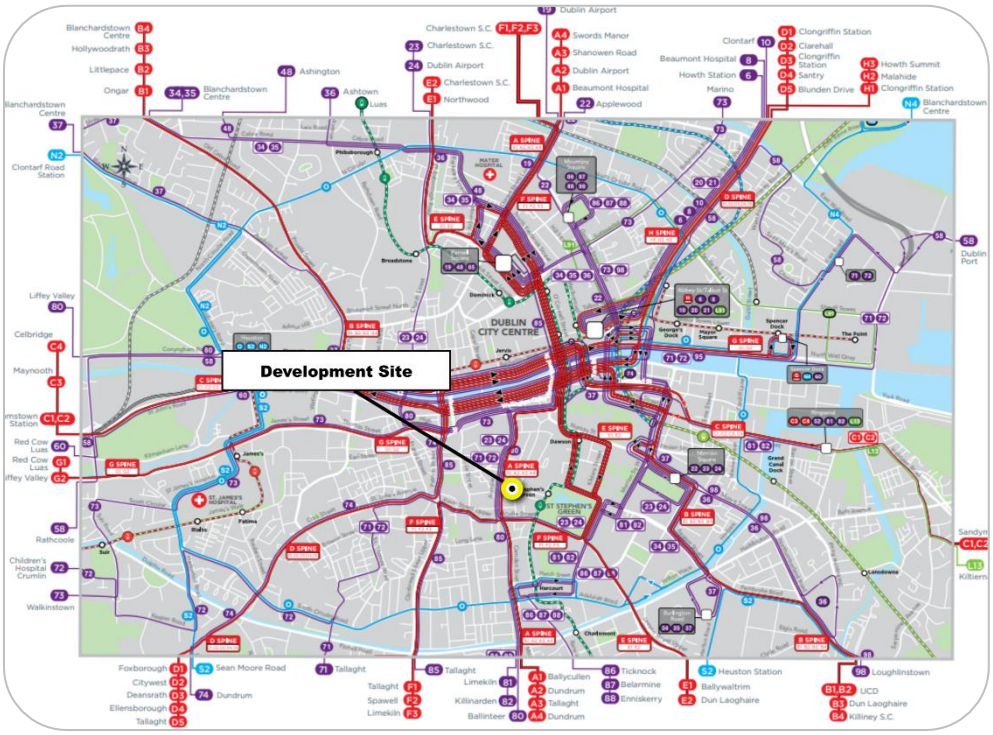


Figure 8 – Dublin Area Revised Bus Network city centre area map
*(background imagery source: NTA)*

The Core Bus Corridor Project is accompanied within the BusConnects framework by the Dublin Area Revised Bus Network initiative, which seeks to improve the overall convenience and efficiency of the city's bus routes. This includes the implementation of high-frequency spine routes through the city centre, all of which are to serve stops in proximity to the development site. These spine routes consolidate branching radial routes and harmonise their timetabling. To date, the H-Spine, C-Spine, and G-Spine routes have been introduced, with A-Spine, B-Spine, D-Spine, E-Spine, and F-Spine routes to follow.

### 3.5.3 MetroLink

MetroLink is a high capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART,

Dublin Bus and Luas services and thereby creating a fully integrated public transport network in the Greater Dublin Area.

As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19-kilometre route will run underground.

As per the reports MetroLink will carry up to 50 million passengers annually, cutting journey times from Swords to the city centre to 25 minutes.

A MetroLink station (Tara Street) is to be constructed underground, which shall be within 15-minutes walk of the development site (see **Figure 9**), providing an interchange with Tara Street railway station.

Figure 9 – MetroLink Route Map

*(map data & imagery: MetroLink, Google)*

### 3.5.4 DART+ Programme

The DART+ Programme consists of a series of proposals that aim to modernise and improve the existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The current DART network is 50km long, extending from Malahide/ Howth to Greystones. The DART+ programme will increase the length of the DART network to 150km of railway corridor

through the electrification and upgrade of existing lines transforming commuter train travel in the Greater Dublin Area (GDA). The DART+ Programme also includes the purchase of new train fleet.

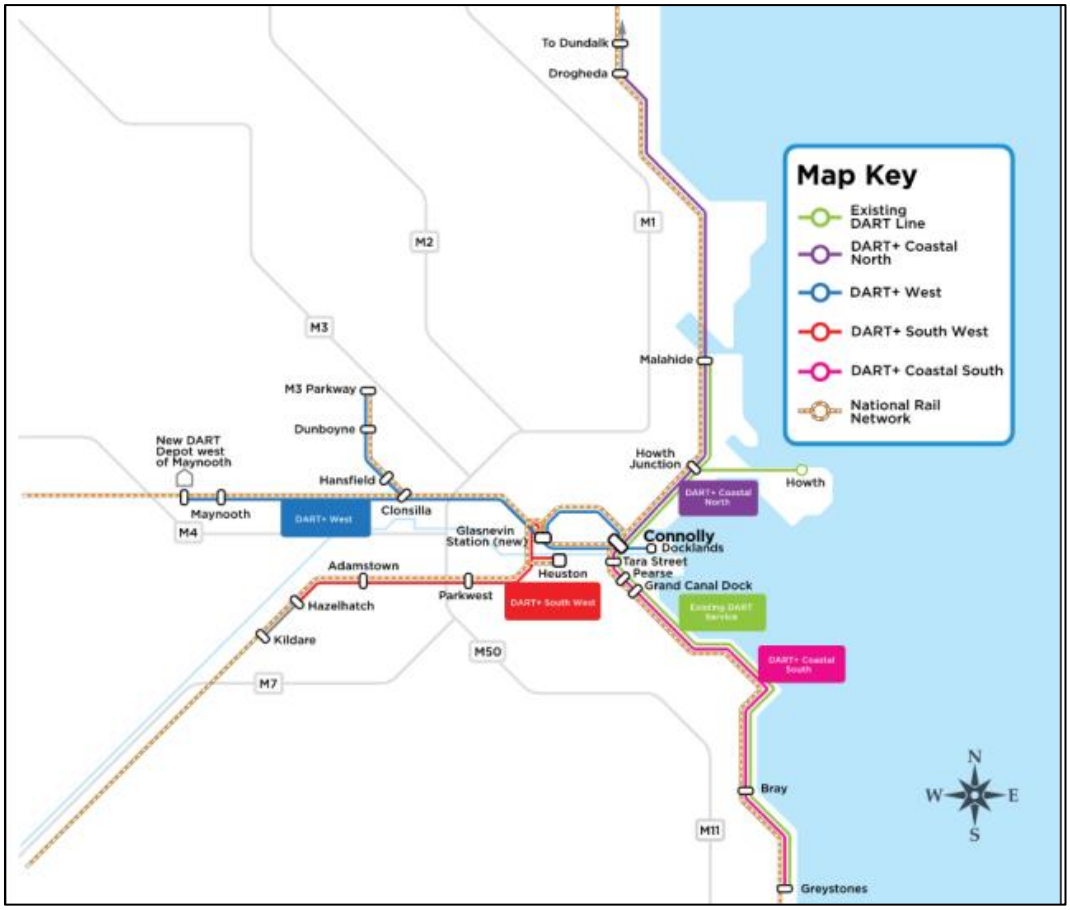


Figure 10 – DART+ Programme map
*(map data & imagery: DART+, Google)*

As set out in the map, the DART+ Programme will deliver frequent, modern, electrified services between Dublin City Centre (Tara Street, Connolly and Spencer Dock) to:

- Maynooth and M3 Parkway;
- Hazelhatch and Celbridge;
- Drogheda; and
- Greystones

Given the connectivity of the site to the rail wider network via the Tara Street railway station located within 15-minutes' walk of the subject site, all parts of the DART+ programme will be of benefit to the proposed development site.

### 3.5.5 Local Authority Development Plan

DCC Development Plan 2022-2028 indicates a possible DART Underground rail line to the north of the development site along/ in the close proximity to King Street South as shown in **Figure 11** below.

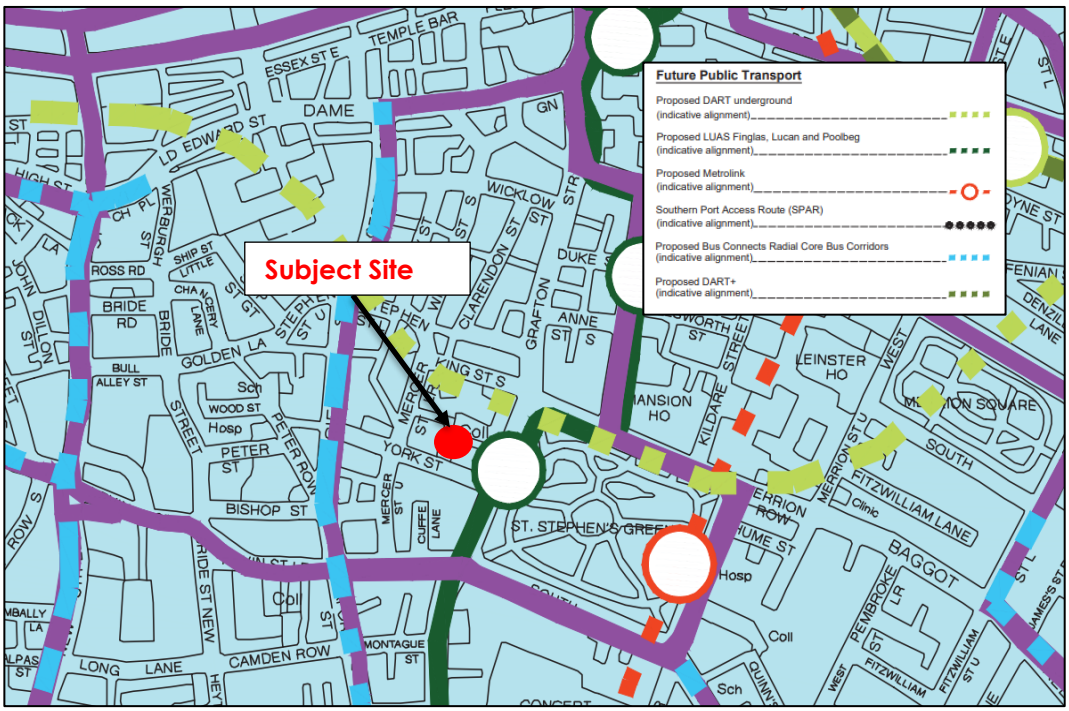


Figure 11 – Extract of Map J from DCC Development Plan 2022-2028
*(map data and imagery: DCC, QGIS)*

## 4.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

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

This Plan's aim is to provide more 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 an effective modal shift in transport 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*. 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 users, 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 users;
- 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 users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Residential Travel Plan for the subject development follows 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 Residential Travel Plan 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 Residential Travel Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus and train.

- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development.

## 4.1 Objective 1

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

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their mode share will increase. Public transport, pedestrian and cycling facilities are present in the area of the site with frequent Dublin Bus Route services and the GoCar car sharing scheme offer an alternative to the private car in many cases. Facilities are constantly improving with the ongoing implementation of different strategies and projects such as the LUAS Cross-city service connection (completed in 2017), the Metrolink, 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.

## 4.2 Objective 2

To reduce the overall number of single occupant vehicles trips.

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.

## 4.3 Objective 3

To integrate mobility management into the development 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, the Local Authorities require Residential Travel plans for developments which the planning authority may consider generate significant trip demand.

## 4.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for residents 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 attitude which in turn can influence behaviour.

## 5.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

### 5.1 Population Groups

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 principal group that is 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.

### 5.2 Census Data

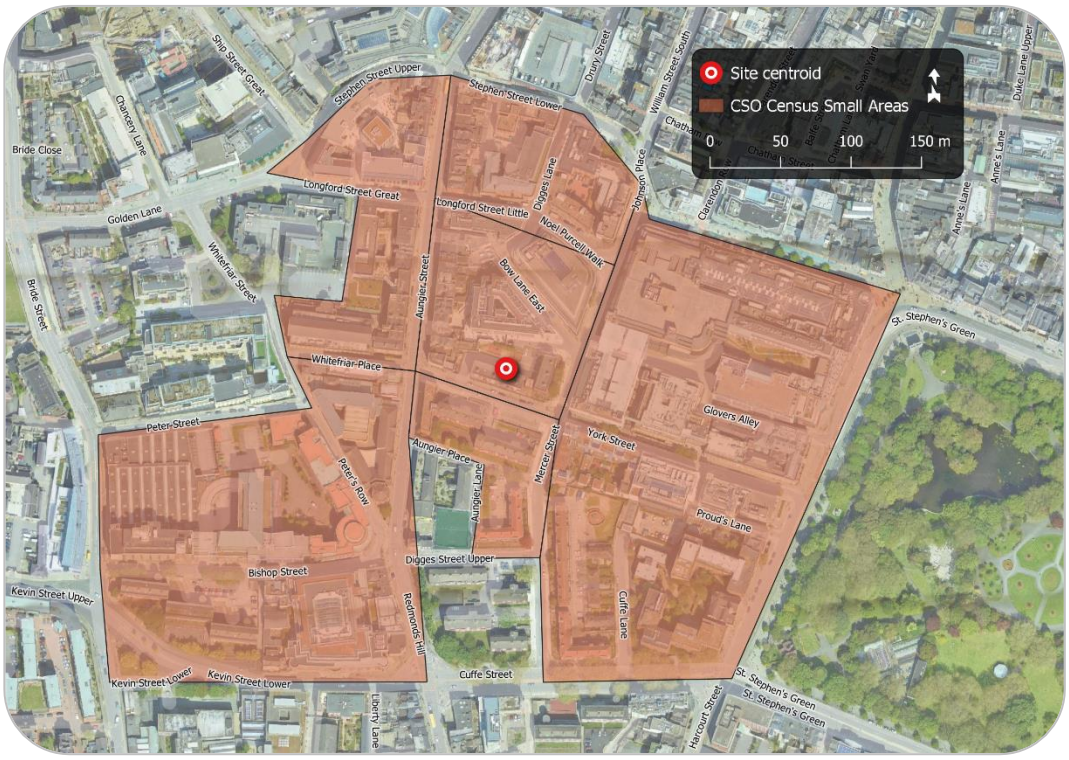


Figure 1 – CSO Small Areas
(*map data & imagery: CSO, Microsoft*)

Table 4– CSO 2022 Census Data – Existing Modal Splits

| Transport Mode | Small Areas (Overnight residents) |
|---|---|
| | SA 268141004 + adjacent [2] |
| Driving a Car or Van | 8% |
| Passenger in a Car | 3% |
| Bicycle | 3% |
| Motorcycle | 0% |
| Bus | 20% |
| Train or Tram | 5% |
| Walking | 60% |

To establish indicative baseline modal splits for the development site, reference has been made to CSO data derived from the 2022 census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 268141004. The aggregate census model splits for this area plus the adjacent areas are given in **Table 4**.

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.

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

## 5.3 Development Modal Splits

**Table 5** gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2022, as previously described.

Table 5 – Initial Target Modal Splits for Development Occupants

| Mode | Assumed Starting Proportion of Trips | Suggested Initial RTP Targets |
|---|---|---|
| Driving a Car | 3% | 1% |
| Passenger in a Car | 3% | 2% |
| Bicycle | 8% | 9% |
| Motorcycle | 0% | 0% |
| Bus | 20% | 21% |
| Train or Tram | 6% | 6% |
| Walking | 60% | 61% |
| TOTAL | 100% | 100% |

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

## 5.4 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 Residential Travel Plan 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.

## 5.5 Plan Monitoring and Review

As part of on-going 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 programs 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 note, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

## 6.0 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 & Cycling
- Public Transport
- Implementation / Consultation / Monitoring

## 6.1 Marketing & Communications

The education of residents and visitors on the mobility plan initiatives and the importance of contribution is extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

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

- Promoting the RTP through Internal Communication and external avenues.

- Develop 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 residents and visitors aware of the mode choices available in and around the development site. The travel information points should 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 residents. 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.
- Develop a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

## 6.2 Walking & Cycling

### 6.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

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

### 6.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.

- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

## 6.3 Public Transport

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

### 6.3.1 Service Information

It must 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.

### 6.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the Tfl Leap Card.

### 6.3.3 Multi-Modal Trip Support

Development users should 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 should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

## 6.4 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 Residential Travel Plan Coordinator, and financial resourcing.

To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;
- A Residential Travel Plan 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 Residential Travel Plan will be managed by a Residential Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Residential Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential Travel 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 Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

## 7.0 SUMMARY

The proposed development site is located at Glover court, York Street, Dublin 2. The proposed development site is located in a prime location and in close proximity to existing high-quality bus services, LUAS stops that connect the development to Dublin city centre. 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.

## 7.1 Mobility Management Measures

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

### 7.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Residential Travel Plan 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.

### 7.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

### 7.1.3 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.

# Appendix A

Links to relevant guidance documents concerning Residential Travel

# 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