



DOLPHIN HOUSE PHASE 1B DEVELOPMENT

Mobility Management Plan

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MOBILITY MANAGEMENT PLAN

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MOBILITY MANAGEMENT PLAN

1 INTRODUCTION

RPS is the appointed Civil and Structural Consulting Engineers for Dublin City Council's (DCC) proposed new social housing development, namely Dolphin House Phase 1B.

The objective of this Mobility Management Plan (MMP) is to provide a co-ordinated approach to managing travel demand for the proposed social housing development as well as identifying and actively promoting sustainable travel for future residents. This MMP has gathered information on existing travel patterns in the surrounding areas in order to set achievable and sustainable travel targets for the development. These targets take account of existing and future transportation infrastructure around the proposed site. The recommended measures (in the form of an action plan) will promote the attractiveness of walking, cycling, public transport, and other travel alternatives while reducing dependence on the private car, especially single occupancy journeys. MMPs have the overall aim of reducing CO2 emissions, traffic congestion and noise pollution while increasing air quality, physical activity and overall wellbeing.

A fundamental element of a MMP is the appointment of a mobility manager (or co-ordinator) who will be responsible for the revision and implementation of this 'live' plan after the occupation of the development. The NTA Publication 'Workplace Travel Plans: A Guide for Implementers' highlights the importance of a dedicated 'Mobility Manager' who can give their time on a regular basis to promote sustainable travel.

1.1 Site Location

The proposed site is located in Dolphin's Barn in Dublin City and is bounded by the R110 Dolphin's Barn Road immediately to the east and the Grand Canal to the south. The green field site is adjacent to existing residential units to the west which form part of the existing Dolphin House development. The site is bounded to north Dolphin House Road and a brown field site, where the demolition of old apartment blocks took place recently. The site location and boundary are shown in **Figure 1-1** and **Figure 1-2** respectively.

The site is located in a predominantly residential area of Dublin City. The site is well served by local amenities including hospitals, shops, pharmacies, restaurants, schools, health centres, churches, fire station, athletic park and playing grounds. In the wider areas surrounding the site is Dublin City centre and major transport hubs, including Heuston Station.

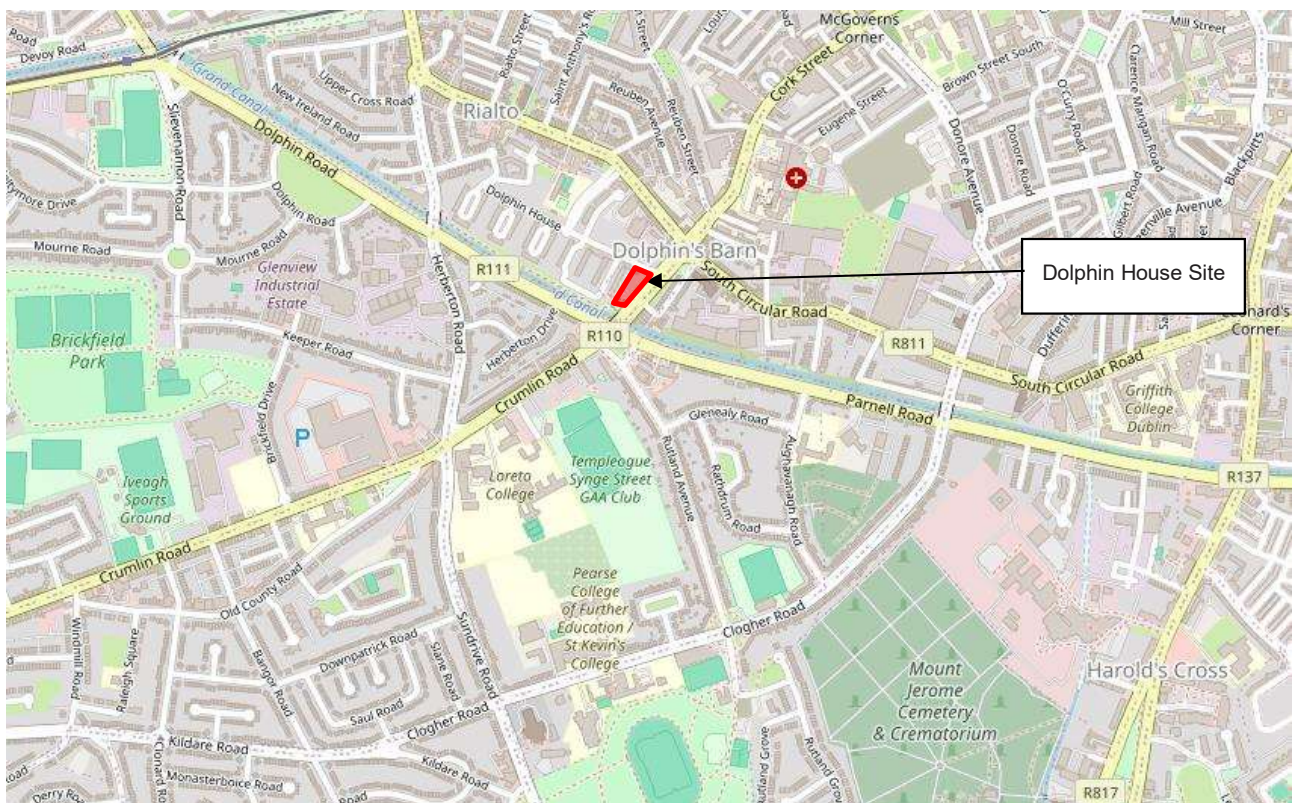


Figure 1-1: Proposed Site Location in Dublin City (Source: openstreetmap.org)

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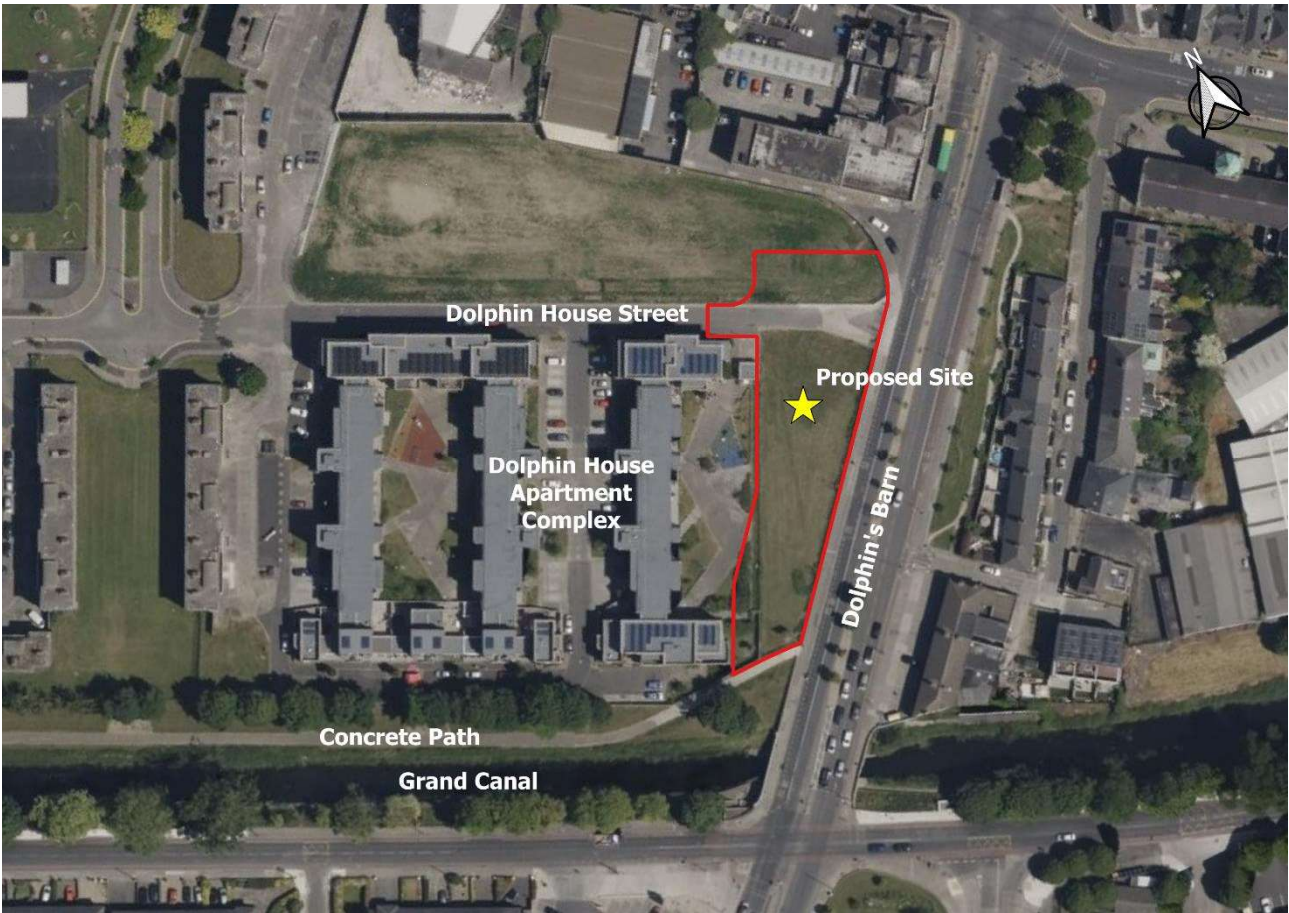


Figure 1-2: Proposed Site Location (Dolphin House Phase 1B)

1.2 Proposed Development

Phase 1B of the Dolphin House Development consists of 30 no. new dwelling units that, comprises 11 no. houses, 1 no. duplex and 18 no. apartments ranging from 2 to 5 storeys.

A perspective of the proposed building from the R110 Dolphin's Barn Road is shown in **Figure 1-3**.



Figure 1-3: Perspective from R110 Dolphin's Barn Road

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The proposed development is part of a wider regeneration scheme that aims to develop the wider Dolphin House area. Several units have been completed from a previous phase (Phase 1), with plans to construct apartments, public housing, affordable cost rental and a number of private units in other phases. By way of context, a sketch of the masterplan for the greater Dolphin House area is shown in **Figure 1-5**, with Phase 1B outlined in red.



Figure 1-4: Dolphin House Master Plan – Phase 1B in Red (Source: *Dolphin House Master Plan Framework*)

Cyclist and vehicular access to the development will be facilitated by two entrances to the north and south of an adjacent apartment block. There is also pedestrian access at the eastern end of the site from the Pedestrian access is achieved by footpaths also to the north and south of the proposed building as outlined in **Figure 1-4**.

There are 60 no. existing car parking spaces in the vicinity of Block 1B within the Dolphin House development, with 15 of these spaces (14 no. standard and 1 no. disabled) allocated to Block 1B, equating to a parking ratio of 0.50 per unit. Secure and sheltered parking for 35 no. long-term bicycles will be provided within the apartment block building to accommodate apartment units, while 12 no. short-term bicycle parking spaces will be provided. Additionally, one dedicated cargo bike space will be provided, bringing the total number of bicycle parking spaces to 48 no.

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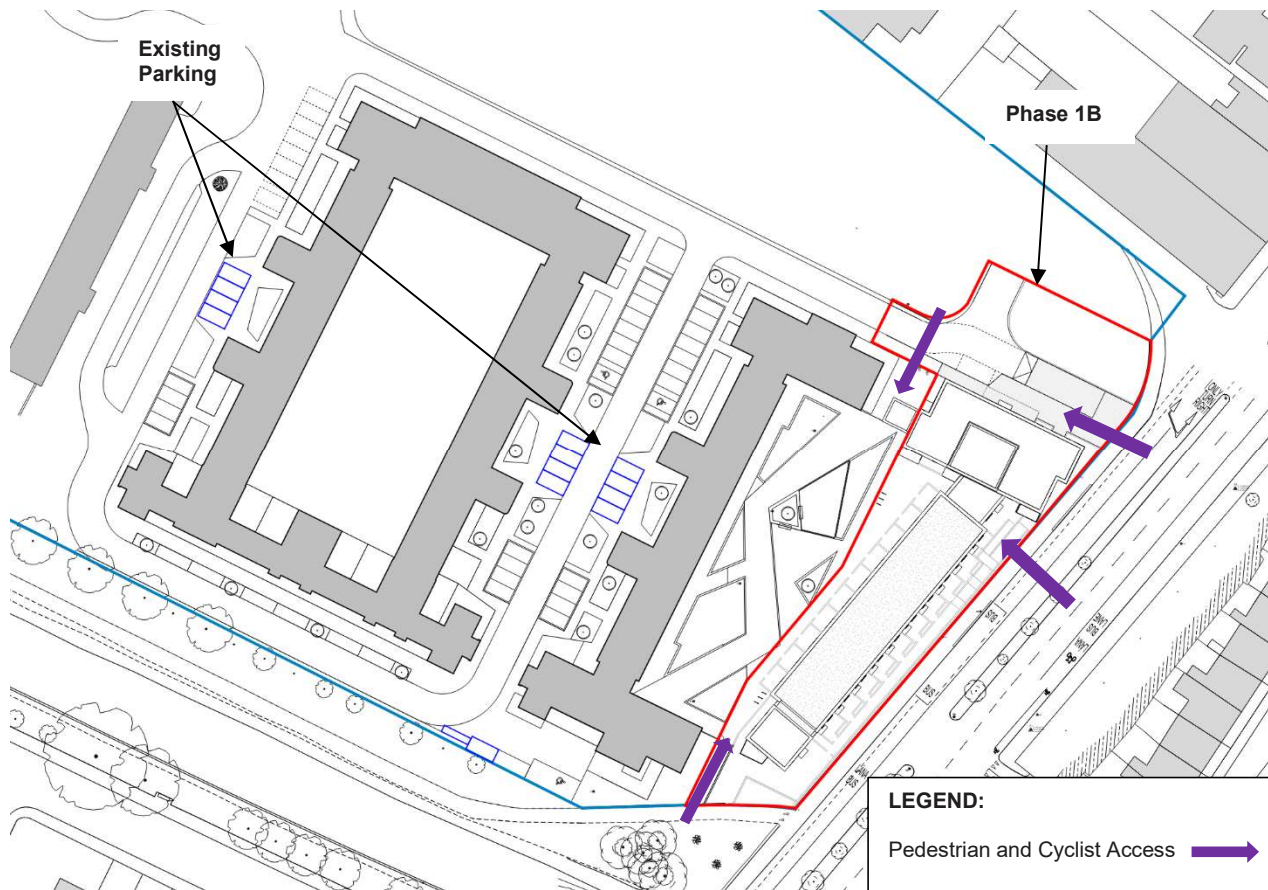


Figure 1-5: Phase 1B Access Points

1.3 Policy Background

Promoting and facilitating alternative modes of travel to single, private car occupancy is a key national policy. This section reviews some of the key national and local policy, plans and programmes relevant to this development.

National Sustainable Mobility Policy 2024-2030

The National Sustainable Mobility Policy in Ireland sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys. Its goal is to help Ireland meet its climate obligations by providing safe, green, accessible, and efficient alternatives to car journeys. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and reduce the number of kilometres driven by fossil-fuelled cars by 10%. By making it easier for people to choose walking, cycling, and public transport over petrol or diesel cars, the policy contributes to a more sustainable and environmentally friendly transportation system. The policy also aims to support better integrated mobility by “*identifying housing delivery areas within a 1km distance of public transport stops with the best potential to grow*”.

Project Ireland 2040 National Planning Framework 2018 - Sustainable mobility is a stated shared goal in the National Planning Framework, including a move away from polluting and carbon intensive propulsion systems. The framework has ten National Strategic Outcomes with Number 4 being ‘Sustainable Mobility and a well-functioning integrated public transport system to enable mobility choices for citizens’. The framework identifies significant projects like the Metro Link, DART Expansion and BusConnects as well as a comprehensive network of safe cycling routes in metropolitan areas as key future growth enablers for Dublin.

Project Ireland 2040 National Development Plan 2018 to 2027 - This plan expands upon National Strategic Outcome Number 4 to develop sustainable mobility. Several sustainable transport projects are identified for delivery by 2027 across Dublin to provide additional sustainable travel options in the cities. These include traffic management, bus priority and other smarter travel projects along with new urban cycling and walking routes to allow transport infrastructure to function more effectively and relieve congestion. The National Planning Framework identifies the full delivery of the BusConnects programme and

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delivery of priority elements of DART Expansion including a new train fleet, infrastructure and electrification of existing lines.

Transport Strategy for the Greater Dublin Area 2016 to 2035 – The strategy states its purpose is to “contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods.” The policy sets out an objective of a maximum of 45% of car-based work commuting by 2035. The strategy outlines behavioural change programmes which will enable people to make sustainable travel choices on a daily basis. The NTA regard behavioural change programmes as a core element of the strategy and as such, commit to the continued implementation and support for programmes like the Smarter Travel Workplaces / Campuses and a School Travel programme up to 2035.

Dublin City Development Plan 2022 to 2028 – The Dublin City Development Plan (2022-2028) sets out how the city will develop to meet the needs of all residents, workers and visitors. The DCDP policy approach promotes ‘the integration of land use and transportation, and improved public transport and active travel infrastructure such as walking and cycling’. The plan sets out a number of objectives including a requirement for travel plans for new developments. This plan looks to the future of mobility in the city. This includes increasing the role of shared mobility schemes, electric vehicles, and other ‘micro’ mobility options like e-scooters. The DCDP outlined its current and targeted travel mode share, as shown in **Figure 1-6**.

Current Mode Share (2019) *	Target Mode Share 2028
Walking 11%	Walking 13%
Cycling 6%	Cycling/Micro Mobility 13%
Public Transport (bus, rail, Luas) 54%	Public Transport (bus, rail, Luas) 57%**
Private Vehicles (car, taxi, goods, motorcycles) 29%	Private Vehicles (car, taxi, goods, motorcycles) 17%

*Current mode share figures are based on the NTA/DCC Canal Cordon Counts (November 2019) and present a picture of the modes of travel used by people travelling across the Canal Cordon into the City in a typical AM peak period.

**The modest increase in public transport mode share anticipates the construction of major public transport infrastructure that is proposed to occur over the lifetime of the plan. The impact of public transport infrastructure projects on mode share is more likely to come into fruition during the lifespan of the following plan.

Figure 1-6: DCDP Current and Target Mode Share (Source: DCDP 2022)

Sustainable Urban Housing: Design Standards for New Apartments December 2022 – This design standard states it is the default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances for apartments in central or accessible locations that are well served by public transport. Developments that are well served by public transport may include locations within a 15-minute walking distance of city centres or centrally located employment locations. 10 minutes walking distance of the DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services.

Making Residential Travel Plans Work, Department of Transport UK 2007 – This UK guidance document provides a framework for residential specific mobility management plans. The content of this report has been informed by the guidance document.

Dolphin House Regeneration Master Plan Framework 2021 – This community consultation document sets out the plans for developing the Dolphin House site. It discusses the types of homes, parking facilities, other developments in the area, i.e. canal cycleway and proposed community centre. It also provides information on construction timelines and specifics like building size and accessibility.

2 RECEIVING ENVIRONMENT AND SITE ACCESSIBILITY

2.1 Existing Road Network

The site is bounded to the east by the Dolphin Barn Road (R110). The R110 extends from the R810 Nass Road to the south, across the bridge at the Grand Canal in a north-eastward direction where it intersects with the R137 and terminates at St. Stephens Green. The R110 Dolphin's Barn Road in this location is a wide urban dual with bus lanes, a mixture of on-line and advisory cycle lanes and footpaths on both side of the road.

There are some parking spaces located along the R811 in the vicinity of the proposed site, which extends in an east-west direction to the north of the site. The R111 to the south of the site also extends in an east-west direction, and runs parallel with the Grand Canal. The R111 provides footpaths and on-line cycle lanes on both sides of the carriageway. In the vicinity of the site there are a number of narrower two-way residential streets that facilitate residential parking.

2.2 Public Transport Connectivity

The proposed site is currently well serviced by public transport facilities and non-motorised road user infrastructure. These facilities will support the promotion of sustainable travel to future residents. The various transport facilities in the vicinity of the site are discussed in the following sections.

2.2.1 Bus

The site is located next to two bus stops on the R110 Dolphin's Barn Road. The southbound bus stop on the R110 has a bus shelter and real-time electronic bus sign. The northbound and southbound stops facilitate 5 no. Dublin Bus routes to the wider Dublin area as shown in **Table 2-1**. There are also two bus stops located approximately 100m from the proposed site on the R811 on the South Circular Road. These facilitate 2No Dublin Bus routes are also shown in **Table 2-1**. The eastbound bus stop on the R811 also has a real-time electronic bus sign. A map of the core Dublin Bus route is shown in **Figure 2-6**

The site is also located approximately 2.7km from Heuston Station via the R804/R810 roads. This equates to a 30-minute walk or a 13-minute cycle. The Airlink 782 bus running to Dublin airport can be accessed from Heuston station.

Table 2-1: Bus Routes facilitated from bus nearby Bus Stops

Route	Route Description
Bus stop number 2190 and 1406 – R110 Dolphin's Barn Road	
27	Clare Hall to Jobstown
56A	Ringsend Rd. towards Tallaght.
74	Dundrum Luas Station toward Eden Quay
77a	Ringsend Road towards Citywest
151	Foxborough (Balgaddy Rd.) towards Docklands (East Rd.)
Bus stop number 2255 and 1365– R811 South Circular Road	
68/a	Newcastle/Greenogue Business Park towards Hawkins St
122	Drimnagh Rd. towards Ashington

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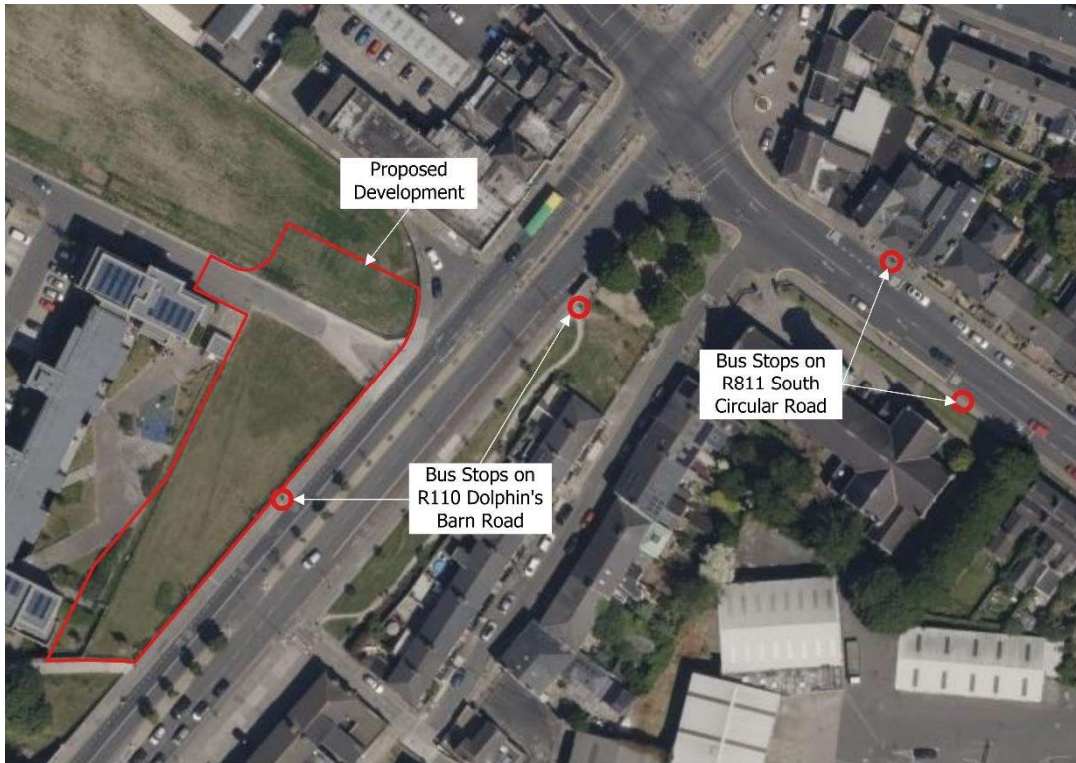


Figure 2-1: Bus Stops in the vicinity of the site (Source: [Bing Maps](#))



Figure 2-2: Left, Northbound Bus Stop and Right, Southbound Bus Stop on the R110 Dolphin's Barn Road



Figure 2-3: Left, Eastbound Bus Stop and Right, Westbound Bus Stop on the R881 South Circular Road

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2.2.2 Rail and Luas

The site is located within 2.7km of Heuston Train Station. Heuston Station offers medium frequency commuter and intercity rail links to other urban centres on the southwestern commuter rail line. These centres include Cork, Waterford, Galway, Westport and Limerick. The timetables for each are available on www.irishrail.ie. It also offers express bus links to Dublin Airport and other bus routes including 26, 51d, 69x, 145, S2 and X32.

The Luas Red Line runs in a predominantly east-west direction from Saggart/Tallaght to the Point and has a stop at Fatima station, approximately 600m from the proposed site. Trams operate at 3 - 5 minute frequencies during peak travel times and 12 – 15 minute frequencies during off peak travel times generally between 05:30 – 12:00.

Subsequently, the Luas Red Line connects with the DART service at Connolly Station. The DART has a high frequency service, especially during peak travel times, usually every 5 – 15 minutes with links to north Dublin (Howth/Malahide) and south Dublin (Bray /Greystones). The Luas Green Line extends in a north south direction through the city from Broombridge to Brides Glen and is accessible from the Luas Red Line.

Table 2-2 shows the proximity of Luas and rail facilities to the proposed site. A Luas and DART train service map is shown in **Figure 2-7**.

Table 2-2: Luas/Rail facilities in proximity to the Site

Station/Stop	Routes	Distance from the site
Heuston Station	• Dart	2.7km
	• Luas Red Line	36-minute walk
	• Southwestern Commuter Train	14-minute cycle
Fatima (Luas)	• Luas Red Line	0.6km
		8-minute walk
		2-minute cycle

2.2.3 Dublin Bikes

Dublin Bikes is a self-service bike rental system open to those over 16 years old and is run by Dublin City Council. An annual card is available which costs €35 and gives the user unlimited access to the bikes. The bike rental scheme can also be used with a leap card. There is also the option to hire E (electric) bikes. This service is provided with an additional fee of €60.

Two Dublin Bike stations are located within walking distance of the site at:

- Brookfield Road - 12-minute walk or 0.9km
- South Circular Road - 16-minute walk or 1.2km

2.2.4 Car Sharing Clubs

Car sharing clubs are membership-based schemes which provide shared vehicles for short duration hire. Car sharing clubs remove the need for vehicle ownership as users have access to a vehicle therefore reducing ownership costs, parking area requirements, congestion and environmental impacts. Vehicles are generally parked in reserved parking spaces throughout Dublin City and are paid for on an hourly, daily or weekly basis. A number of car sharing clubs, including GoCar and Yuko have a base in close proximity to the site at Dolphin House as shown in **Figure 2-4**.

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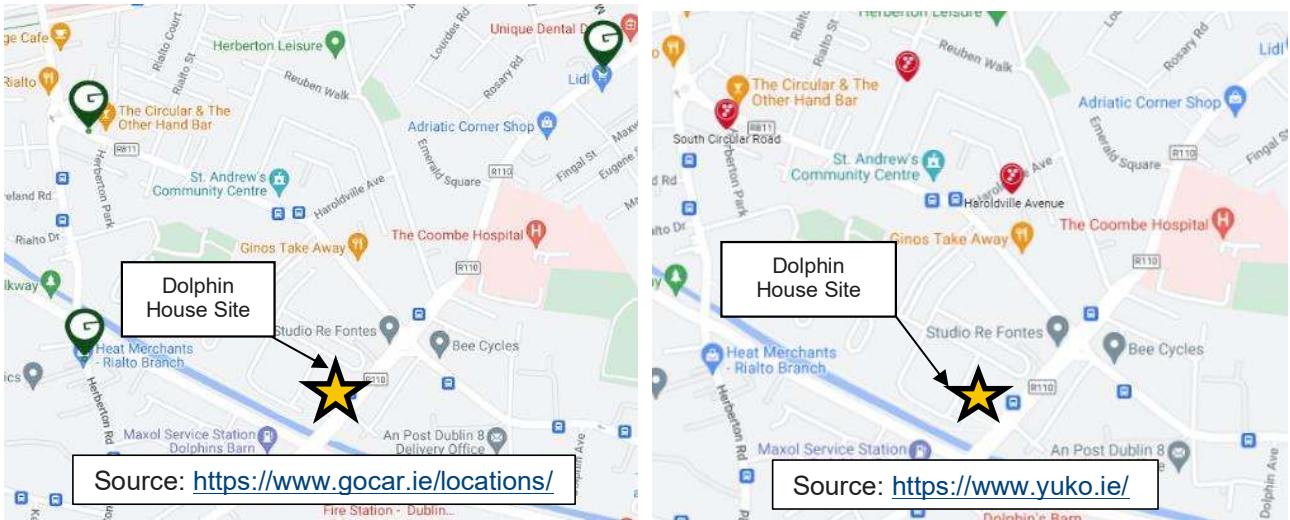


Figure 2-4: Car Sharing Club Locations



Figure 2-5: Car Sharing Club Base on South Circular Road, Rialto

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Dublin Bus Core Dublin Bus Routes
 This diagram shows the core routes operating in and out of the city centre.
 Most bus routes displayed on this diagram cross the city centre and routes of similar colour follow the same path with the exception of Routes 29a, 41/c, 31/8/b and 130.
 For Timetable Information click the Bus Route numbers

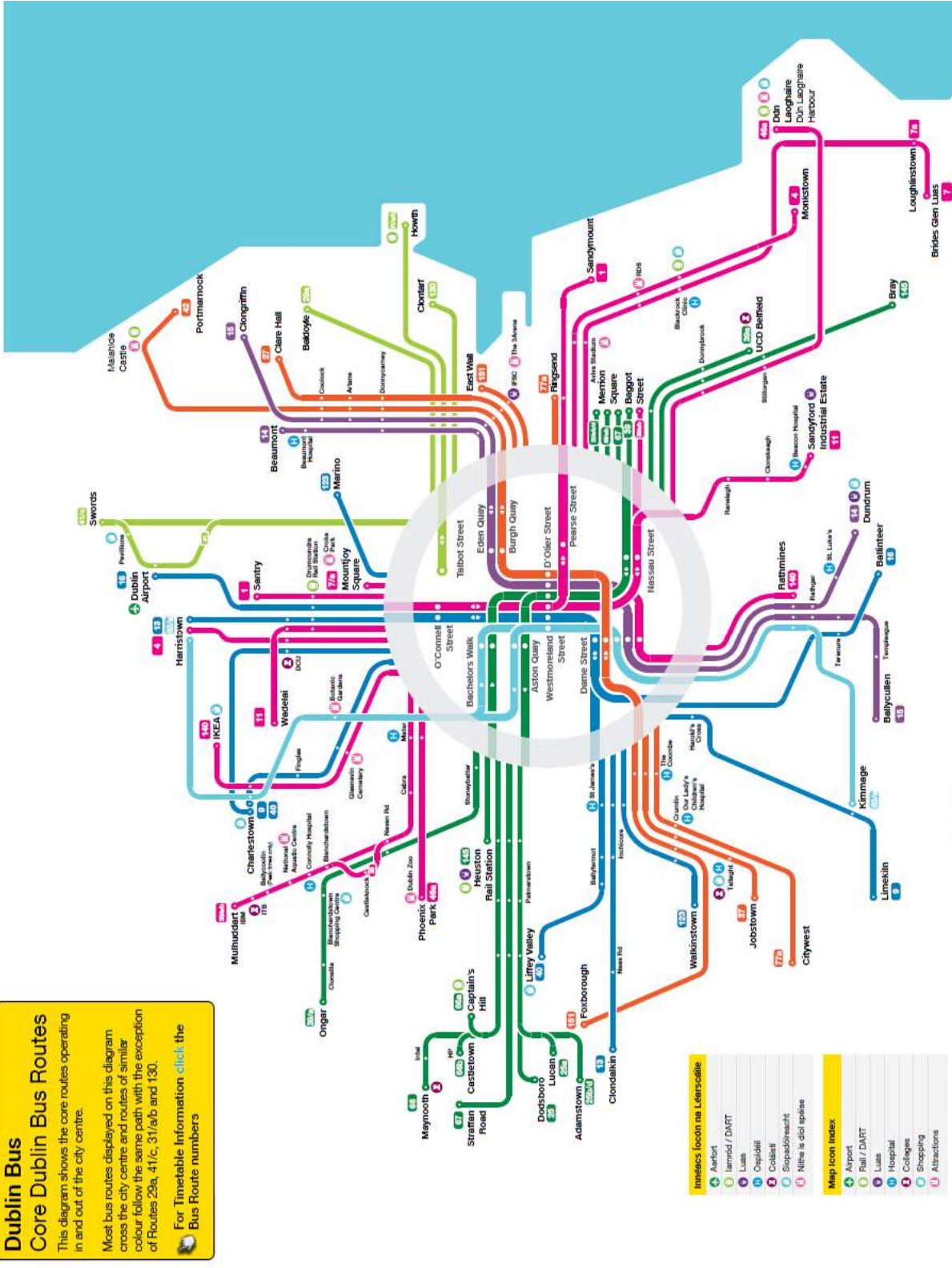


Figure 2-6: Core Dublin Bus Routes (Source: <https://www.dublinbus.ie>)

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2.3 Cycling Connectivity

The proposed site at Dolphin House is within cycling distance of various shops, schools, community amenities and transport hubs.

There are cycle facilities on the R110 Dolphin's Barn Road. Adjacent to the site on the northbound lane is a shared cycle and bus lane. There are on-line shared cycle/bus lanes that transitions to dedicated cycle lanes on the southbound direction. Cycleways are in place on the R110 up to St. Stephens Green in the northbound direction and to the Nass Road in the southbound direction. The cycle route on the R110 is classified by the NTA as a Primary Route. This primary cycle route provides connections to Dublin City Centre, surrounding shops, hospitals and schools as well as major transport hubs such as Heuston Station and the Luas Red Line. The cycle facilities on the Dolphin Barn Road are shown in **Figure 2-8**.



Figure 2-8: View to the north and south on Dolphin's Barn Road cycling facilities

South of the proposed scheme along the Grand Canal, cycle lanes are in place on the eastbound and westbound lanes on the R111. These provide cycle links to the west and east of the city from the N4 to Dublin Docks.

In 2022, the Greater Dublin Area (GDA) Cycle Network Plan was published which includes future cycle facilities in Dublin City as shown in **Figure 2-9**. It is shown in **Figure 2-9** that a number of secondary cycling routes are proposed in the vicinity of the site as well as a greenway along the Grand Canal.

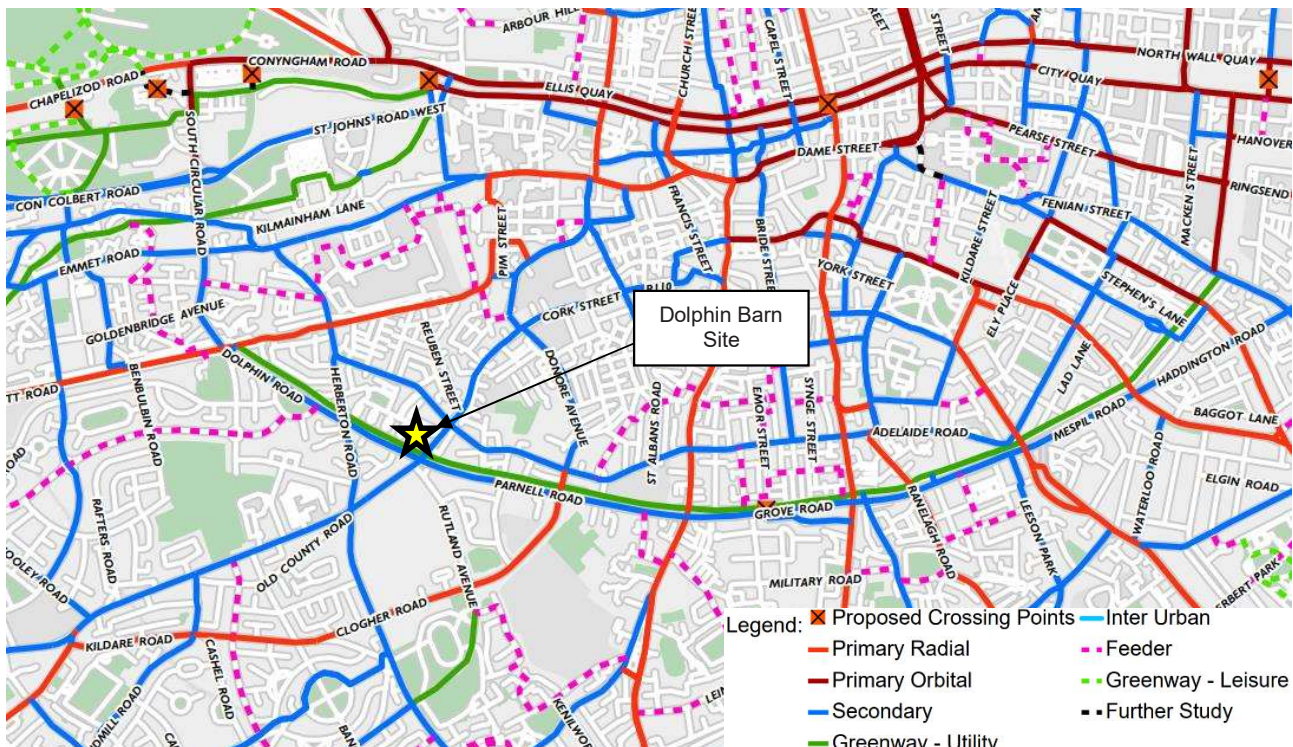


Figure 2-9: 2022 Greater Dublin Area Cycle Network Plan (Source: <https://www.nationaltransport.ie>)

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2.4 Walking Connectivity

The site is within walking distance of various shops, schools, hospitals, community amenities and transport hubs. There is a good level of pedestrian facilities on the surrounding road network which are well lit and have a good level of crossing facilities at surrounding major junctions.

There are existing footpaths on Dolphin's Barn Road and all of the surrounding road network. Signalised pedestrian crossings are provided to the north of the site on the R110. It was noted there was no pedestrian crossing of Dolphin's Barn Road to the south of the development (on the northern arm of the R110 & R111 signalised junction).



Figure 2-10: Existing footpaths and signalised crossings on Dolphin Barn Road

2.5 Future Public Transport Schemes

A number of future public transport schemes are at various stages of planning in Dublin City which will provide a significant benefit to the proposed site.

2.5.1 BusConnects

BusConnects in Dublin is an NTA scheme which will greatly improve the bus services in the city, including development of the Network Redesign and the Core Bus Corridors. Bus Connects aims to achieve zero emission buses by 2030. The proposal includes a number of new routes in close proximity to the Dolphin Barn site including the Spine / Branch Routes (D Spine – Malahide Road/Clongriffin), Orbital Routes (O, S2) and other city bound routes (72 and 74). The programme was officially launched on the 27th of June 2021 with the D-Spine, S2, 74 routes expected to be launched shortly. This new D-Spine includes stops at Dolphin Barn Road.

The benefits of new spine to the area will include increased capacity and frequency, increased evening and weekend services and a new sustainable fleet. A map of the proposed routes for the city centre is included in Appendix B. An extract from the Bus Connects information booklet showing the new D-spine is shown in **Figure 2-11**.

In conjunction with improved bus services, the BusConnects scheme will provide new and revised cycle facilities in the city.

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Figure 2-11: New D Spine BusConnects (Source: Transportforireland.ie)

2.5.2 Metrolink

Metrolink is a proposed light rail system extending from Swords, via Dublin Airport to Dublin city centre and Charlemont. A station is proposed at Charlemont which will provide a vital link for the development to Dublin Airport. This proposed Charlemont metrolink station is approximately 2km from the Dolphin House site. An emerging preferred route is now available for the scheme at (www.metrolink.ie).

3 TRAVEL PATTERNS, OBJECTIVES AND TARGETS

This proposed residential development is on a greenfield site; therefore, a baseline travel survey (questionnaire) could not be undertaken. The indicative baseline modal split was estimated using CSO data from the 2022 census using information from the Small Area Population Statistics (SAPS) which includes modal splits for overnight residents to their places of work or study.

3.1 Local Census Data Review of Existing Travel Patterns

In order to get a broad picture of the existing travel patterns in the surrounding area, the census data for three surrounding SAPS were examined which include a mix of both houses and apartments, with and without parking available. It is understood that the potential tenants for the new scheme will come primarily from the existing Dolphin House area. The SAPS area examined are shown in **Figure 3-1**.

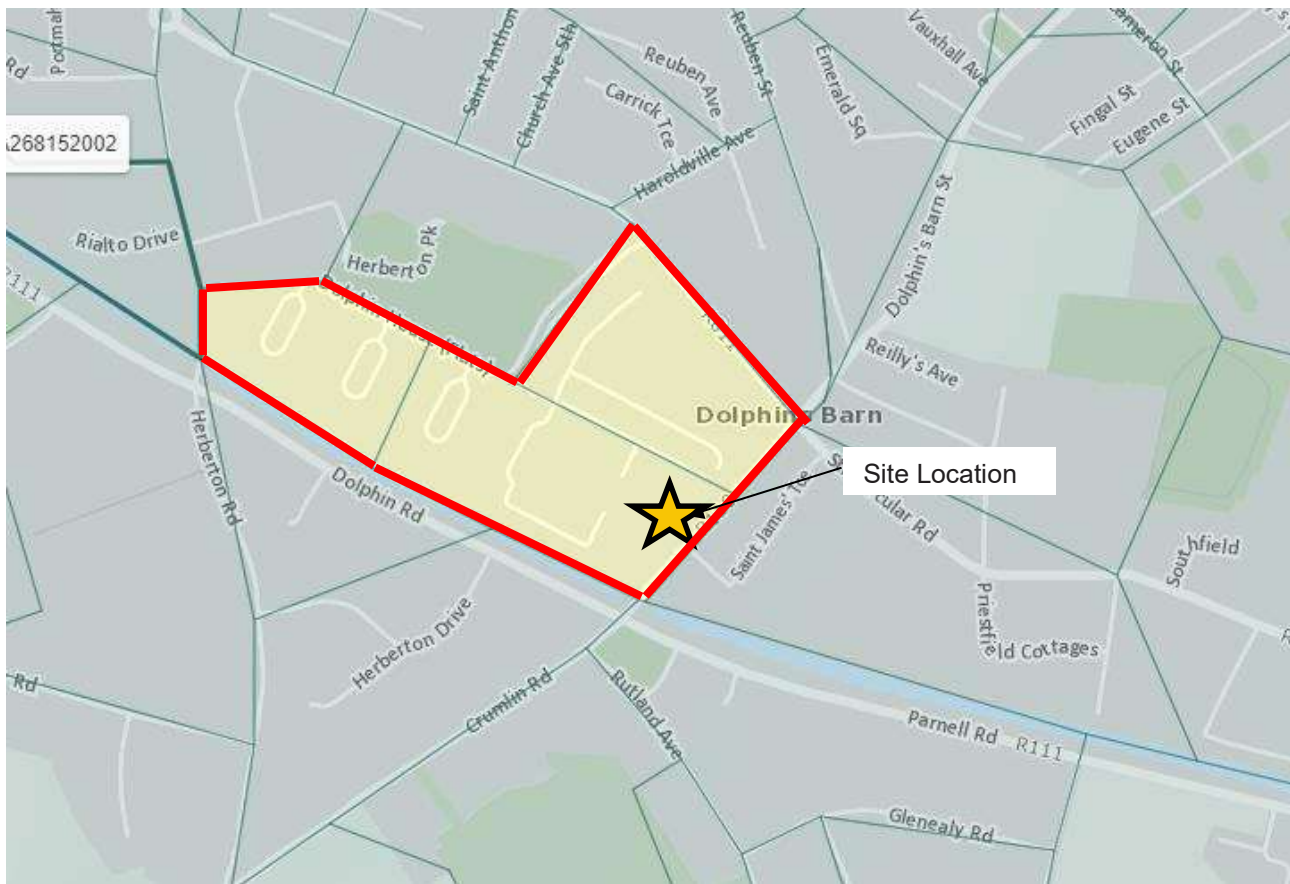


Figure 3-1: Census 2022 Small Area Population Statistic Areas Examined (Source: <https://cso.maps.arcgis.com>)

The CSO data showed a total population of 665 residents, of which 311 responded to the commuting survey. The data indicated that in these three SAPS areas a total of 232 or 54% of respondents travel to work or school by a sustainable form of transport (walking, cycling, or public transport). 51 or 12% of respondents drive to work or school in a car/van, 17 or 4% of respondents travel as a passenger in a car, while small numbers of respondents used a motorcycle, scooter or worked from home. For the purposes of this assessment, it is assumed the respondents who did not state an answer did not own a car or did not regularly travel for work or school. The combined modal split figures for the three SAPS areas are presented in **Figure 3-2**.

This data indicates that the more sustainable forms of transport (walking, cycling, or public transport) are already an attractive and viable option for existing residents in this locality. It is considered there is potential for improvements since the 2022 census given the continual promotion of cycling in Dublin City as well as new, sustainable transport improvements such as the recently launched BusConnects programme.

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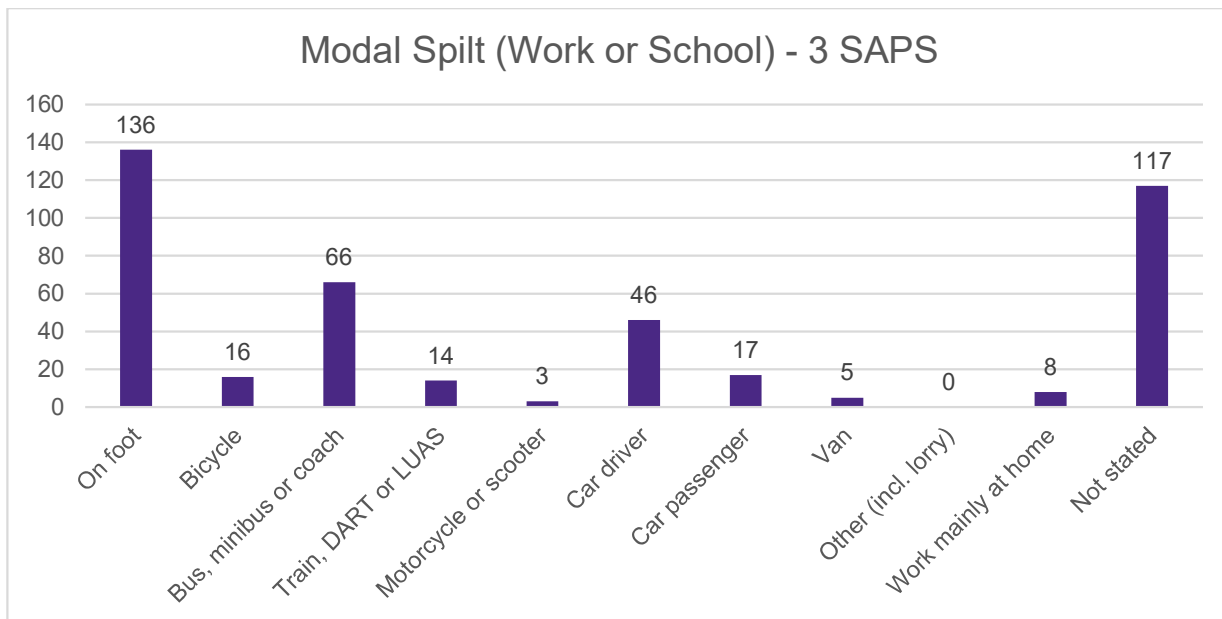


Figure 3-2: Census 2022 Small Area Population Statistic Data (3 SAPS areas)

3.2 Local Census Data Review of Vehicles per Household

The number of vehicles per households were examined in the CSO data for the three SAPS, as shown in **Figure 3-3** to establish the requirements for vehicle storage in the area. It showed that 158 or 69% of households did not own a car, 58 or 20% had one car and 10 or 4% had two cars. Only 2 households had 3 or more vehicles.

Given the combined number of households in the 3 SAPS are 228 and the total number of vehicles in these areas are 81, this equates to a vehicle ratio per housing unit of 0.36 for the existing, established households in the areas surrounding the site.

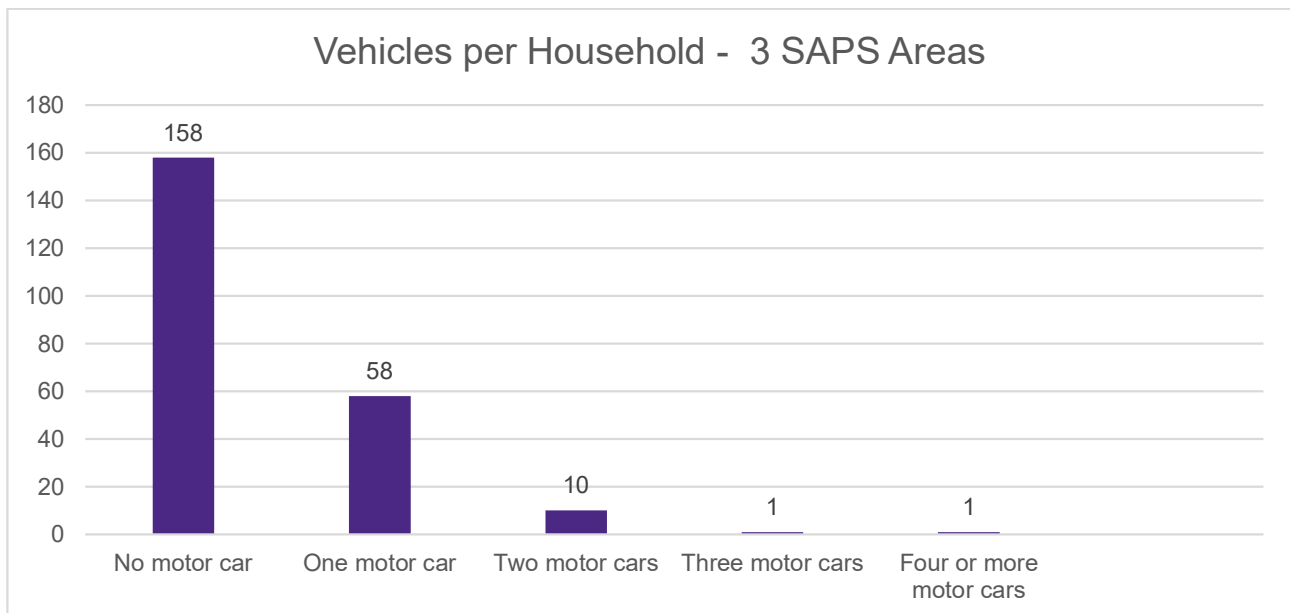


Figure 3-3: Census 2022 Small Area Population Statistic Data (Vehicles per Household - 3 SAPS areas)

3.3 Travel Objectives and Targets

The overall objectives of this MMP are to:

1. Actively encourage the use of sustainable transport options;
2. Reduce the use of the private car, especially single occupancy journeys, for future development residents;
3. Ensure future development residents are aware of their existing and future sustainable transport options as they make travel decisions;
4. Encourage the most effective use of cars when they are needed (Via. Carpooling, carsharing, electric vehicles or car rental);
5. Outline the key requirements for the implementation of the MMP to the mobility manager post development occupancy;
6. Promote various smarter working and living arrangements which reduce the need for excessive commuting; and
7. Promote the benefits of sustainable travel for health and general wellbeing, especially walking and cycling.

These objectives will be achieved through a combination of both soft and hard measures. Soft measures include information campaigns and promotions for public transport, cycling, walking and other sustainable transport modes. Whereas hard measures include items such as reduced car parking provision and infrastructural provision for walking and cycling.

3.4 Modal Split Target

An indicative baseline modal split for the area in which the development will be sited was determined from CSO data from the 2022 census, as shown in **Table 3-1**. In order for a MMP to succeed, sustainable travel targets need to be set along with a number of ambitious but achievable targets. The NTA Publication 'Workplace Travel plans – A Guide for Implementers' states that sustainable travel actions need targets which are '**SMART**' (Specific, Measurable, Achievable, Realistic and Time-bound) so that the results can be assessed and measured in periodic reviews.

It is important that minor changes in travel behaviour are recognised, as they contribute to a wider sustainable modal split.

The number of trips to work or school in private vehicles should be reduced from a combined 17% to 13% in year one and 10% in year five. Given the city location of this development, the already existing significant use of public transport, future public transport schemes, cycling and walking, this is considered an appropriate target for the development.

MOBILITY MANAGEMENT PLAN

Table 3-1: Modal Split Targets

Means of Travel	Baseline Existing Modal Split in Surrounding Areas	Target Year 1 Suggested Modal Split for Proposed Development	Target Year 5 Suggested Modal Split for Proposed Development
On foot	32%	33%	33%
Bicycle	4%	5%	7%
Bus	15%	16%	17%
Rail (DART or LUAS)	3%	3%	4%
Car/Van driver or Other (incl. lorry)	17%	13%	10%
Work mainly at home	2%	2%	2%
Not stated*	27%	27%	27%

*Assumed don't travel to work or school on a regular basis

It should be noted the figures in **Table 3-1** are subject to the completion of a baseline travel survey (questionnaire) of residents once the development is occupied. The travel survey should be undertaken no later than 6 months after occupation to establish the initial travel patterns of residents. Subsequently this information should be used by the mobility manager to update and revise the targets.

Dublin City Council are in charge of the management of this residential development shall be committed to the achievement of these targets and the further promote sustainable methods of transport.

4 PARKING STRATEGY

4.1 Car Parking

Given the nature of the development, its city location, the low car use of surrounding areas, proximity to existing and future public transport services, the availability of existing amenities such as schools, hospitals, parks, sports fields, shops and centres of employment, it is considered reasonable that the car parking ratio for the development is reduced below the maximum ratio set out by Dublin City Council.

The proposed development is located in Zone 1 of Map J in the Dublin City Council (DCC) Strategic Transport and Parking Areas. The DCC Development Plan 2022 – 2028 in Table 2 states a maximum parking ratio of 1 per dwelling should be provided for residential developments in Zone 1. As shown in **Table 4-1** below, there are 15 no. carparking spaces proposed to be allocated to Phase 1B of the development, which equates to a car parking ratio of 0.50. This is lower than the maximum parking ratio outlined by the DCC development, however it is considered acceptable for this social housing development for the following reasons:

- Guidance from the Department of Housing, Local Government and Heritage in December 2022 in 'Sustainable Urban Housing: Design Standards for New Apartments states car parking provision should be minimised, substantially reduced or wholly eliminated in certain circumstances for apartments in central or accessible locations that are well served by public transport. This development is considered in a central and/or accessible urban location as it is positioned adjacent to a number of existing Dublin Bus routes with high frequencies, the future BusConnects D-spine and is within walking distance to the LUAS rail system.
- The site is within walking / cycling distance of Dublin City centre and other strategic areas of employment (e.g. St James's hospital, Coombe hospital, Dublin City Centre etc.).
- The baseline survey for the surrounding area in 2022 found that 17% of people regularly drive to work or education. If one driving adult is assumed per unit for Phase 1B, that would equate to a parking need of 5.1 spaces (30×0.17). This does not include for modal split targets outlined in Table 3-1 previously which aim for a reduction of driving to work or education in year 5 ultimately to 10%. However, 15 parking spaces is provided for the 1B development, with a parking ratio of 0.5.
- The proposed parking ratio for the wider Dolphin House scheme is greater than the existing requirement for vehicle storage in the surrounding SAPS areas as indicated in the 2022 census data. As outlined in **Section 3.2**, the existing vehicle ratio per household was found to be 0.36. This vehicle ratio is lower than the proposed vehicle parking ratio of 0.50 provided for in the wider Dolphin House development.
- It is Dublin City Council policy to discourage commuter car parking in the region. They also wish to promote public realm and active travel improvements which will discourage on street parking across the entire city.

Table 4-1: Car Parking Ratios Summary

Item	Number
Phase 1B total units	30
Maximum parking ratio per dwelling as per DCC parking standards for Zone 1 (Map J)	1.0
Proposed number of car parking spaces specifically allocated for Phase 1B	15
Block 1B proposed parking ratio per dwelling	0.50
Wider Dolphin House scheme total units	130
Proposed number of car parking spaces for wider Dolphin House scheme	60
Wider Dolphin House scheme proposed parking ratio per dwelling	0.50

To reduce the car parking demand further in line with the modal split targets outlined previously, an MMP Action Plan has been prepared outlining specific measures which should be developed to encourage a modal shift away from the private car towards sustainable modes of transport. Details of the Action Plan are included in **Section 5**.

4.2 Bicycle Parking

It is an objective of DCC (SMT08/012) - *'to improve cycle parking infrastructure throughout the city...and to provide publicly accessible cycle parking spaces'*. The Dublin City Development Plan 2022 – 2028 also states that *'the provision of cycle parking facilities is important in encouraging increased cycling'*.

Appendix 5, Section 3.0, Table 1 DCC Development Plan 2022 – 2028 sets out the required parking rates for residential apartments. In this plan, bicycle parking spaces are categorised by:

- Long Term: These are to be designed for use by residents. Such spaces should be located in a secure area that is not freely accessible to the general public.
- Short Stay/Visitor: These are to be designed for ease of use by the general public. Such spaces should be located in highly visible areas that are easy to access.

The bicycle parking rates set out in the DCDP require one long term space for every bedroom, and one short stay space per 2 apartments. It is proposed to provide 35 no. long term new sheltered and secure bicycle parking spaces provided on the ground floor of the apartment building, and a further 12 no. bicycle parking spaces adjacent to the 5-storey element for visitor parking within the development. Additionally, one dedicated cargo bike space will be provided, bringing the total number of bicycle parking spaces to 48 no.

The modal split target currently set for cycling after Year 5 is 7%. Taking a conservative assumption that all future residents can cycle (18 apartments with ~3 residents per apartment = 54 residents). This equates to a cycle parking need of 4 no. for future residents wishing to cycle to work or school in Year 5. Assessing the baseline cycling statistics and cycling targets in **Table 3-1**, the proposed bicycle parking provision is adequate for this development and allows for continued growth of cycling within Dublin City.

4.3 Motorcycle, Mobility Scooter & Cargo Bike Parking

No dedicated motorcycle parking is currently proposed within the development. It is assumed that motorcycle parking will be accommodated for within the proposed parking bays.

No common mobility scooter parking is currently proposed within the development. Mobility scooter parking will be accommodated within the apartment units where required.

4.4 Electric Vehicle Charging

There is no provision for electric vehicle charging spaces as part of the Phase 1B development.

MOBILITY MANAGEMENT PLAN

5 PRELIMINARY ACTION PLAN

The NTA Publication 'Achieving Effective Workplace Travel Plans – Guidance for Local Authorities' sets out a sample action plan which this preliminary action plan is based on in **Table 5-1**. The action plan has been adapted for use by the future mobility manager of the social housing development.

To ensure the implementation and success of the MMP, a mobility manager will be required to coordinate mobility management measures once the development is occupied. A Resident's Group should also be established to aid in awareness, promotion and feedback to the MMP process. The NTA Publication 'Workplace Travel Plans: A Guide for Implementers' also highlights the importance of appointing a dedicated mobility manager or 'champion' who can give their time on a regular basis to promote sustainable travel.

This action plan is 'live', meaning it should be updated regularly following travel surveys, resident feedback or the launch of new or innovative sustainable transport.

Table 5-1: Preliminary Action Plan

Mobility Travel Plan Coordinator (Mobility Manager)		
Infrastructure Measures		
Actions	Person Responsible	Timeline
Car Sharing		
Following baseline survey results, assess the options for provision of parking bays within the development for a carsharing company	Mobility Manager	12 – 24 months
Walking / Cycling		
Providing 35 sheltered and secure long-term bicycle parking spaces, 12 short-term bicycle parking spaces, and 1 cargo bike space, totalling 48 bicycle parking spaces.	Designer	As part of new development
Provide a clear and direct route from the main entrance to the cycle parking to promote a cycling friendly development.	Designer	As part of new development
Provide a clear and direct route from the main entrance (and the cycle parking) to the various building entrances to promote a walking friendly development.	Designer	As part of new development
Parking Management Study		
Assess the assignment of parking spaces within the development upon opening.	Mobility Manager	12 – 24 months
Road Safety		
Investigate the need for dedicated cycle access on the Dolphin Barn Road	Designer	As part of new development
General		
Provide an ' <i>information area</i> ' within a sheltered, common area in the development which can be used for all sustainable travel information and updates	Mobility Manager	As part of new development
Information and Incentives		
Actions	Person Responsible	Timeline
General		
Appointment of a mobility manager	DCC	Upon opening
Develop and distribute a 'Welcome Pack' for new residents on occupation describing in detail the various suitable travel options as outlined in the MMP in a concise and attractive manner.	Mobility Manager	Upon opening

MOBILITY MANAGEMENT PLAN

Car Sharing

Hold an information evening for a carsharing company with nearby carsharing hubs (i.e. 'gocar' on the South Circular Road) to inform residents of the details and hear about the benefits.	Mobility Manager	0 – 12 months
Provide information and literature to residents on carsharing schemes and developments in the welcome pack.	Mobility Manager	Upon opening
Provide a map of the nearest car sharing hubs in the information area. In a up to date and attractive manner.	Designer	As part of new development

Walking

Promote local walking routes / amenities in the development and in the Welcome pack (i.e. Fairview Park)	Mobility Manager	0 – 12 months
Host a community Walking Event for development residents (e.g. the Irish Heart Foundation's Step Challenge)	Mobility Manager	0 – 12 months
Host a Road Safety Week in connection with the RSA. Information should be provided about walking and cycling to work and school safely and high vis. jackets should also be made available.	Mobility Manager	0 – 12 months

Cycling

Promote the Cycle to Work Scheme and Dublin Bike registration in the welcome pack	Mobility Manager	0 – 12 months
Organise a bike maintenance class/ course for residents	Mobility Manager	0 – 12 months
Organise cycle training/ on-road skills for residents, especially children	Mobility Manager	0 – 12 months
Set up a Bicycle Users' Group to discuss local issues.	Mobility Manager	0 – 12 months
Provide information on where cycling equipment can be purchased (pump, puncture repair kit etc.) in the information area or provide cyclists' equipment (pump, puncture repair kit etc.)	Mobility Manager	0 – 12 months
Promote local cycling routes / amenities in the information area and in the Welcome pack	Mobility Manager	0 – 12 months

Public Transport

Display a local area map with public transport stops/ route numbers marked – this can go online and in the information area. Include Bus Stop numbers and timetables (and relevant apps for smart phones).	Designer	As part of new development
Provide info on tax saver tickets and annual commuter tickets in the welcome pack	Mobility Manager	Upon opening
Publicise the national Journey Planner on www.transportforireland.ie	Mobility Manager	Upon opening

5.1 Monitoring and Management

In order to ensure the Mobility Management Plan is effectively implemented the mobility manager will have the overall responsibility of the implementation of the action plan to achieve the targeted modal shift. This may be a join role as part of the wider Dolphin House development.

MOBILITY MANAGEMENT PLAN

It is proposed the mobility manager will liaise with Dublin City Council Transportation Department and the National Transport Authority as required. This is to ensure that the sustainable travel initiatives being implemented are consistent with the policies and objectives of these organisations.

The mobility manager will undertake a travel survey (questionnaire) within 6-months of occupation to review the preliminary baseline travel patterns and adjust the modal shift targets where required. The Mobility Management Plan should be reviewed annually to gauge the success of the plan in meeting the modal split targets. Where necessary, new / amended measures should be proposed and implemented.

The NTA Publication 'Workplace Travel Plans – a Guide for Implementers' resource is available to the mobility manager to aid them carry out with their duties. This document contains sample appendices which can be adapted for a residential setting including:

- Sample Travel Plan Coordinator Job (Mobility Manager) Description;
- Sample Travel Survey Launch Text;
- Sample Employee Travel Survey;
- Marketing your Travel Plan; and
- Useful Links and Resources.

Appendix A

Existing Transport Map



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