

Travel Plan

Proposed Mixed Use Development at Blakes, Stillorgan, Co.
Dublin

April 2022

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Client Name: Cairn Homes Properties Ltd.
Document Reference: 20-071r.102
Project Number: 20-071

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
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1. Introduction

1.1 Background of Report

This Travel Plan has been prepared by Waterman Moylan as part of the planning documentation for a proposed mixed-use residential-led development on a 1.41 ha site at the Blakes and Esmonde Motors Site, Stillorgan, Co. Dublin.

The development will consist of the construction of a mixed use scheme of 377 no. “Built to Rent” BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/café (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents’ support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);

Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;

Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office hub of c. 195 sq. m);

Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;

Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);

Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents’ Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road and The Hill, new road layout (omission of left turning lane) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from ‘The Hill’ into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, areas for satellite provision and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation).

The subject residential units are proposed to be operated as a Build to Rent (BTR) scheme by Cairn Homes.

A Car Parking Rationale – to determine the appropriate level of parking provision, was prepared by Waterman Moylan for the proposed scheme and accompanies the documentation package under a separate cover.

1.2 Scope of Report

Mobility management will be a key operational feature at the Blakes and Esmonde site. The owners will implement a Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and reducing dependency on the use of the private car.

The Travel Plan is intended to deal with the typical day-to-day operational conditions at the site. The targets set out in the Plan will be achieved against the background of expanding public transport capacity.

The plan will assess and examine the management of the typical day of the employment uses during the operational phase of the development. It will also encourage the residents and visitors of the development to avail of public transport by improving awareness of public transport options and providing information on nearby routes.

2. Site Location and Description

The site is in Stillorgan, Co. Dublin. It is bounded to the north by Lower Kilmacud Road, to the east by N11 Stillorgan Road and to the west by The Hill as indicated in Figure 1 below.

To the west of the site – in Stillorgan Village, there are a number of existing business/retail units which currently provide the local residents with various job opportunities.

Immediately to the east is the N11 Stillorgan Quality Bus Corridor (QBC) which serves the area with high frequency bus services direct to the City Centre.

Figure 1: Site Location (Source: Google Maps)



The total site area is approximately 1.41 hectares and is a vacant brownfield site. The site falls from the south where there is a level of 50.00m OD to the north where there is an existing level of 48.00m OD.

The subject land comprises of the former Blakes and Esmonde Motor Sites, which operated as a commercial facility for a considerable period of time.

3. Facilities for Sustainable Travel

3.1 Pedestrian Linkage

Pedestrian facilities in the area surrounding the subject site are generally of high standard. Street lighting and tactile paving are provided at most crossing points and footways are free of street clutter caused by inappropriately located street furniture.

There are well established footpaths on the roads surrounding the site. Average footpath widths are 2.5-3.0m. Push button pedestrian facilities are provided on Lower Kilmacud Road and pedestrian phasing has been incorporated into all of the signal-controlled junctions. A pedestrian underpass is provided on the N11 Stillorgan Road.

3.2 Cycle Linkage

Cycle routes are provided off-road on both sides of the N11 Stillorgan Road dual carriageway and east towards Blackrock on Stillorgan Park.

Additional cycling facilities are proposed under the Stillorgan Village Area Movement Framework Plan.

3.3 Existing Bus Service

3.3.1 General

Existing public transport in the area of Stillorgan Village Centre is primarily bus based with links to the DART at Blackrock and LUAS at Kilmacud. The bus services include: -

- Dublin Bus stage services
- GoAhead stage services
- Aircoach Links (Airport)
- Wexford Bus

The primary bus stops in the Stillorgan area are located on the N11 at the junction with Lower Kilmacud Road, less than 5 minutes' walk from the proposed development.

3.3.2 Dublin Bus

Dublin Bus operates a number of staged services connecting Stillorgan to diverse areas including the City Centre, Blackrock (Irish Rail / DART), Heuston (Irish Rail / LUAS), Tallaght (LUAS), Dun Laoghaire (Irish Rail / DART) and Bray (Irish Rail / DART)

Details of the Dublin Bus Services in the area of the proposed development site are presented in Table 1 below.

Table 1: Dublin Bus Services.

Route	From	To	AM Peak Weekday (07:00 to 08:00)	PM Peak Weekday (17:00 to 18:00)
7b	Shankill	City Centre	3 trips 15 min difference	-
	City Centre	Shankill	3 trips 15 min difference	Every 10min
7d	City Centre	Dalkey	-	Once
	Dalkey	City Centre	Once	-
46a	Phoenix Park	Dun Laoghaire	Every 7-8 min	Every 7-8 min
	Dun Laoghaire	Phoenix Park	Every 7-8 min	Every 8 min
47	City Centre	Belarmine	Once	Every 7-8 min
	Belarmine	City Centre	Every 20 min	Every 20min
84x	City Centre	Newcastle / Kilcoole	-	Every 20min
	Newcastle / Kilcoole	City Centre	Every 20min	-
118	City Centre	Kilternan	-	-
	Kilternan	City Centre	Once	-
145	Houston	Bray / Ballywaltrim	Every 10 min	Every 10 min
	Bray / Ballywaltrim	Houston	Every 10 min	Every 10 min
155	Ikea Ballymun	Bray Station	Every 20 min	Every 20 min
	Bray Station	Ikea Ballymun	Every 20 min	Every 20 min

3.3.1 GoAhead

GoAhead operates a number of outer city services including Ballymun – Bray through Stillorgan, See Table 2 below.

Table 2: GoAhead Bus Services.

Route	From	To	Weekday Services	Weekend Services
75	Dun Laoghaire	Tallaght	37 in each direction	29 in each direction
155	City Centre	Dalkey	1 in each direction	-

3.3.1 Aircoach

Aircoach operate two 24-hour services through Stillorgan. These are: -

- Route 700: Sandyford to Dublin Airport
- Route 702: Greystones to Dublin Airport

Services on Aircoach Route 700 to and from the terminus in Sandyford operate at the following frequencies:

From	00h00 - 04h00	:	Every Hour
From	04h00 - 06h00	:	Every 20 minutes
From	06h00 – 20h00	:	Every 15 minutes
From	20h00 – 00h00	:	Every 20 minutes

Services on Aircoach Route 702 to and from the terminus in Greystones operate at the following frequencies:

From	00h00 - 04h00	:	Every Hour
From	04h00 - 06h00	:	Every Hour
From	06h00 – 20h00	:	Every Hour
From	20h00 – 00h00	:	Every Hour

The advised journey time from Stillorgan to Dublin Airport is 50 -55 minutes.

3.3.2 Wexford Bus

Wexford Bus Route 740 provides a twice hourly service each way between Dublin and Wexford along the N11 Stillorgan Bypass.

3.4 Bus Connects

Bus Connects is an ongoing project by the National Transport Authority to deliver a more efficient, reliable, and better bus system for the Greater Dublin Area (GDA).

This will be achieved by: -

- (a) Building a network of bus corridors to make journeys faster and more reliable.
- (b) Redesigning the bus network to provide a more efficient network with high frequency spines, new orbital routes, and increased services. See Figure 2.

Current proposals for the Stillorgan area envisage the following enhanced services: -

- Spine Routes E1 and E2
- Local Routes L13 and L25
- Peak Time Routes P11, P12, P13 and P16.

It is expected that a number of these services will be enhanced as the N11 corridor develops.

A transport capacity assessment has been undertaken to study capacity of the existing bus services. This study has shown that the existing bus services have capacity to cater for the proposed development. This is enclosed under separate cover as prt of the Traffic & Transport Assessment.

Figure 2: Bus Connects – Stillorgan Area



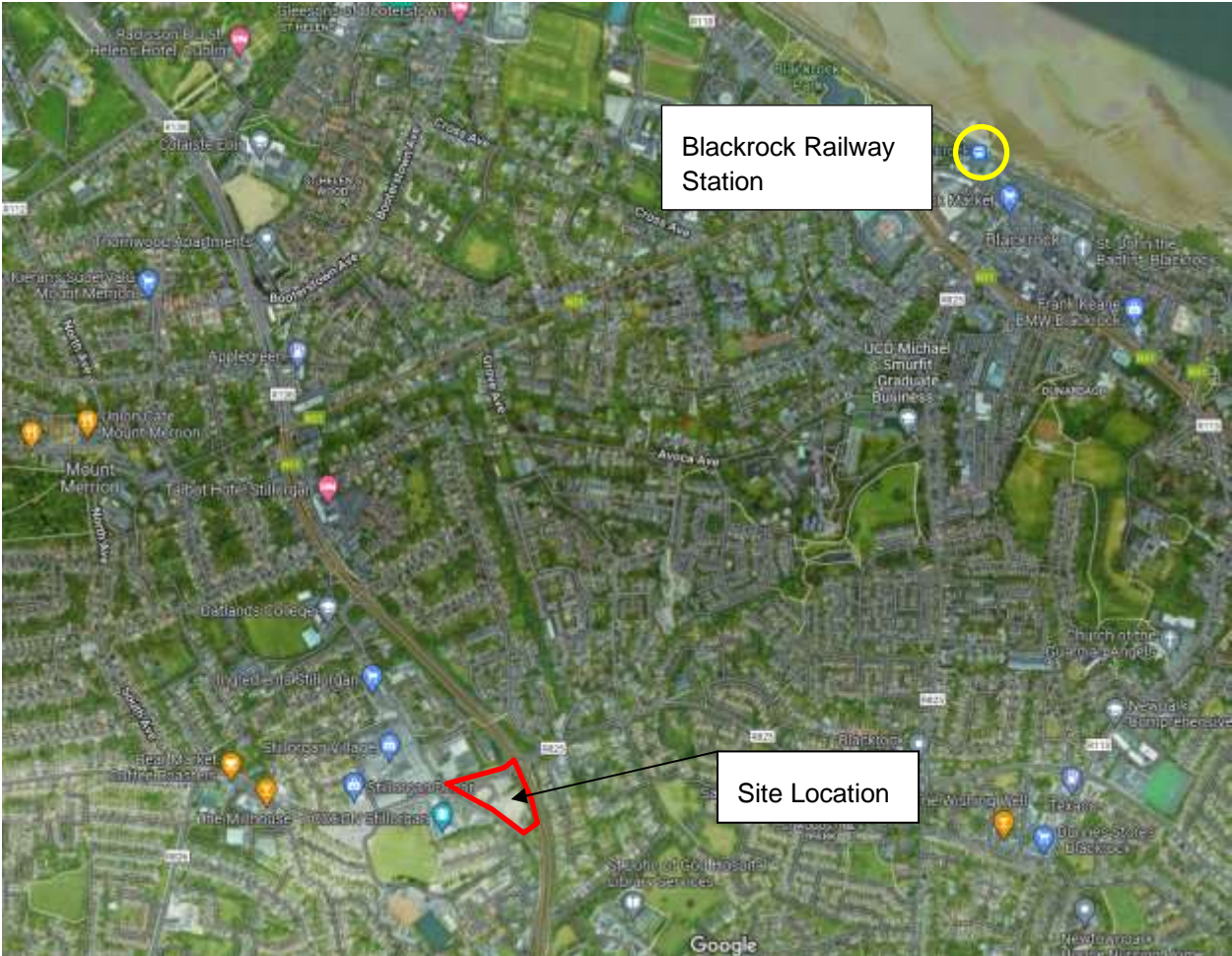
3.5 Existing Rail Service

3.5.1 Heavy Rail – DART and Commuter

The site is located within 30 minutes walking distance to the closest train station in Blackrock, which receives Commuter and Dart Train Services.

The Blackrock Train Station could be reached via Dublin Bus Route 46a within 15-20minutes and is also accessible by bike, with bike parking being provided at the Station.

Figure 3 – Closest Dart service

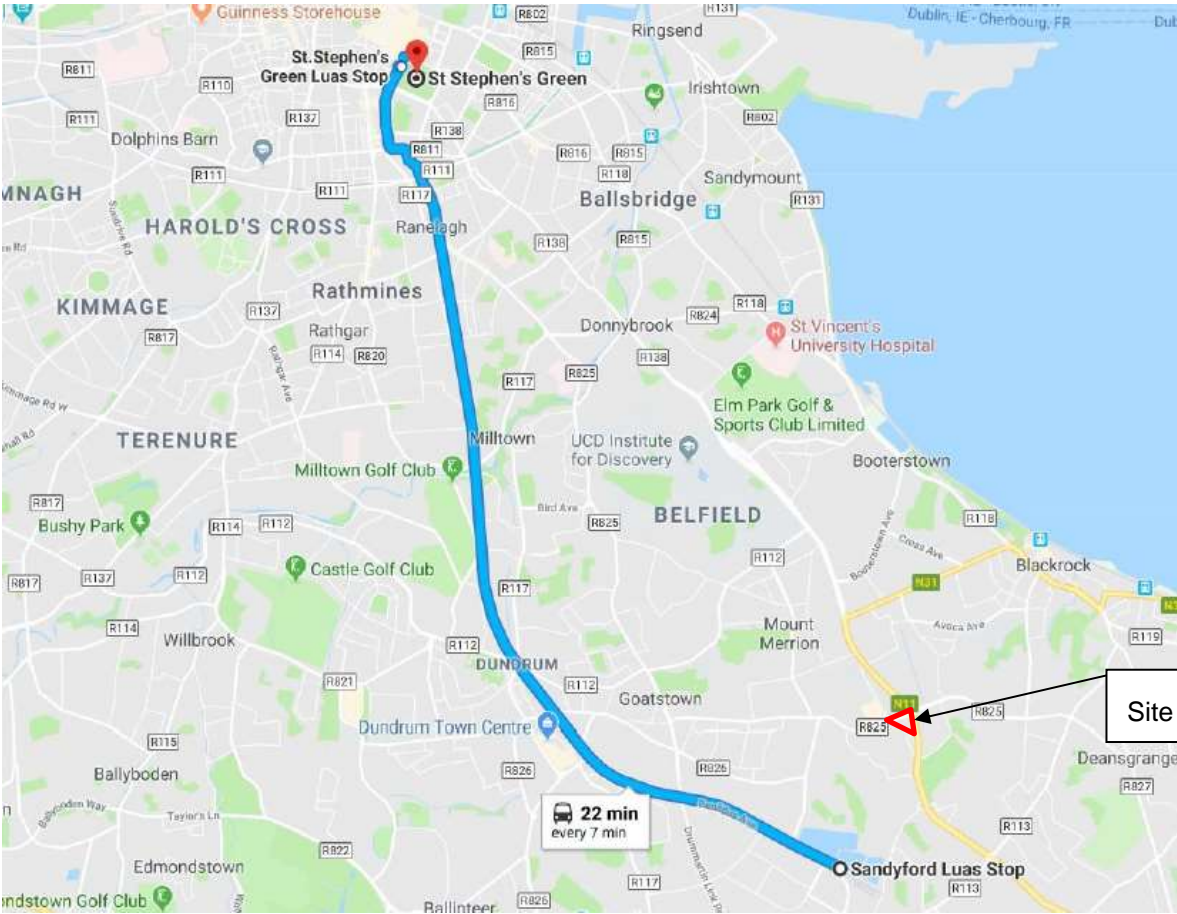


3.5.2 Light Rail – LUAS Green Line

The closest LUAS Stop to the proposed development is located in Sandyford. The Green LUAS runs from north to south, connecting Broombridge to Bride’s Glen, running through Dublin City Centre. The Sandyford LUAS Stop also has Park & Ride service, which allow customer to park their own car and use the Luas service.

The Sandyford Luas stop is located approximately 2.2 km from the proposed site and can be reached by walking within 25-30minutes, by cycle within 8 minutes, or by Dublin Bus Route 47 within 11 minutes. The Green Luas runs at a frequency of every 7 minutes and the journey time to the City Centre is 22 minutes.

Figure 4 – Green LUAS Route towards City Centre



4. Modal Choice Targets

4.1 Strategy

The strategy for this Travel Plan is based on the movement of people, not vehicles.

The objectives of the Plan are:

- To endeavour to reduce the use of the car by single occupants;
- To endeavour to reduce the use of the car for trips to the development, especially during network peak periods;
- To encourage the development of more sustainable transport modes for trips to and from the development;
- To increase the percentage of people choosing to walk, cycle or travel by public transport to and from the development.
- To develop an integrated approach to mobility management including public transport, private vehicles and suppliers of commercial services accessing the site; and
- To create an alliance with Dun Laoghaire-Rathdown County Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the Stillorgan area.

In pursuance of achieving these objectives, modal split targets have been set for the first 5 years between 2025 and 2030.

These targets are based on data presently available (Census 2016) and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas.

Further targets will be developed during the implementation of the Plan as development and infrastructure progresses and new data becomes available.

The promoters of the development are aware of the importance of maximising opportunities to make non-car trips for the journey to/from the development. To this end, the provision of close facilities helps in reducing the car use for other purposes.

4.2 Targets and Indicators

4.2.1 Target 1

All residents and staff will have 100% awareness of the Plan, including knowledge of the targets and incentives available to residents from their employers such as the Government Cycle to Work Scheme and the Tax Saver Scheme for public transport users.

4.2.2 Target 2

To understand the existing modal split choices and target future modal splits, Census 2016 Data from the existing The Grange apartment development on N11 Stillorgan Road have been reviewed. The area where The Grange development is situated is divided into four Census Small Areas - see Figure 3 below. The Grange is located approximately 700 metres south of the subject development site and served by the same

level of public transport, therefore, the modal split data from the four Small Areas are considered applicable to the proposed development.

Figure 5: Location of Applicable Small Areas (source: Central Statistics Office – Census 2016)



The data shows that in each of the consulted Small Area for The Grange development, the percentage of commuters that travel by green modes of transport is in excess of 50% with one exception. Green modes of transport include those commuting by foot, by bike, or by public transport including train, bus and tram.

In all but one of the areas, the percentage of commuters who travel by green modes of transport exceeds that of those who travel by car.

A summary of this data is shown in Table 3 below.

Table 3: Modal Splits Data – Small Areas, Census 2016.

Area	Commutes by Car	Commutes by Green Modes	Other or Not Stated
1	47.0%	45.5%	7.5%
2	38.2%	54.8%	7.0%
3	41.0%	55.5%	3.5%
4	45.1%	51.1%	3.8%
Average	42.8%	51.7%	5.5%

The above data suggests that green modes of transport are a highly attractive and viable option to residents living in the area surrounding the proposed development, which is clearly a reflection of the high-quality public transport available.

Based on the above, an annual decrease in the number of residents, staff and visitors arriving to the proposed development by private car have been set. The targeted shift in modal split is set out in Table 4 which shows the reduction in trips by private car and the corresponding increase in trips by sustainable modes (i.e. walk, cycle and public transport).

Table 4: Modal Split Target – Reduction in Trips by Private Car.

Target	Transport Mode	Timescale			
		Baseline	1 year after completion	3 years after completion	5 years after completion
Reduction in trips by Private Car	Private Car	42.8%	40%	35%	30%
	Green Modes	51.7%	60%	65%	70%
	Not Stated	5.5%	-	-	-

The modal split targets set out above are initial targets based on 2016 Census data available. A travel survey for residents and staff of the proposed development shall be arranged once the development is operational. Based on the findings of the travel survey, the above modal split targets will be revised and updated as necessary.

5. Travel Plan

5.1 Introduction

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as *“a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”*

A Travel Plan will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The MMP is intended to deal with the typical day-to-day operating conditions at the site. The Plan will be implemented by the Management Company. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. Section 6.4 of this report covers the Co-ordinator role in more detail.

5.2 Action Plan

5.2.1 Walking

It is known that there are many local, global and personal benefits to walking to/from work every day. The proposed development is situated in Stillorgan Village – where several retail and amenity developments are provided, and in reasonable walking distance from Sandyford Business Park. Residents who work on these areas will be encouraged to walk to and from work. For those who the place of work is not within reasonable walking distance, they will be encouraged to walk to the nearest bus stop - on N11 Stillorgan QBC, Kilmacud Road or Old Dublin Road, and use the vast provision of bus serving the site. Dublin City Centre and Dublin Airport are reached by bus. Communication between residents to meet and walk together will be encouraged to create a sense of community between residents of the development.

Visitors and staff of the proposed development will also be encouraged to walk to and from the site when practical or walk to public transport facilities.

5.2.2 Cycling

Cycling is a great way to travel short/medium distances. It helps to promote independence and helps the environment. This way of transport would be an option for residents to travel to work from the proposed development. An effort will put into target an increase in residents who cycle to work. The good provision of cycle facilities along N11 Stillorgan QBC will facilitate this task. For those residents wishing to commute to work by this mode, the proposed development will provide a total of 866 no. secure bicycle parking spaces on site. The number of bicycle spaces can be increased if demand arises.

Visitors and staff of the proposed development will also be encouraged to cycle to and from the site. A number of bicycle parking will be provided on the surface level.

5.2.3 Public Transport

There are many benefits to taking public transport every day to/from work, such as helping the environment by reducing carbon emission, reducing congestion, saving money and allowing you to relax and read. In this regard some initiatives will be used to encourage residents to take public transport to work such as, information about tax incentives for public transport users, provision of up-to-date public transport timetables and routes, and advise the new residents about local bus routes and the nearest bus stops and the travel time to/from Dublin City Centre and key locations and cities.

5.2.4 Car Sharing

There are many benefits of car sharing to/from work every day, such as reducing carbon emissions, reducing fuel costs and parking fees, reducing congestions and journey times due to fewer cars being on the road and increasing the pleasure of the journey due to less congestion and to having company.

A car sharing scheme will be incentivised to encourage the future residents to commute together and to minimise the number of people traveling to and from work alone.

Furthermore, 5 no. GoCar spaces will be initially provided and details of how to join the scheme will be provided to all residents when they move into their apartment. Information will also be displayed within the resident amenity area and updated when required.

5.3 Strategy for Travel

The strategy of the MMP will be to encourage residents to reduce dependency on the private car and instead encouraging travel by green modes of transport.

The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at public location(s) within the development;
- The ongoing updating of public transport information adjacent to the development;
- Advising company staff of tax incentives for public transport and bike to work schemes;
- Encouraging a carsharing scheme;
- The provision of good levels of accessibility to and serviceability of the development by public transport modes primarily bus services, some of which link to other modes;
- The provisions of secure cycle parking at the development and appropriate welfare facilities; and
- The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development;

5.4 Specific Measures

5.4.1 Transport Coordinator

A management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. The Co-ordinator should be appointed within 2 months of the Site being occupied. A dedicated

commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided.

The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Plan to residents;
- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Highway Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a resident's/staff's travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets and needs.

The information requested in the questionnaire should include:

- Personal details;
- Primary mode of transport;
- Current travel patterns including the time taken to travel to work and the place of work;
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes); and
- Usage of car sharing scheme;

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

5.4.2 Public Transport

Up to date local bus timetables will be maintained within the tenant amenity area and other fixed points within the facilities on the site. Residents will be advised of their location. In addition, online access to travel information will be provided. The developer will provide all new residents/staff with a travel pack showing alternative modes of travel to the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

5.4.3 Provision for Cyclists

Secure bicycle parking facilities will be provided for residents at designated areas within the apartment blocks. For visitors and staff of the development, a number of bicycle parking will be provided through the site at the surface level. Local cycle route information will be provided in the tenant amenity area and at other fixed points within the development, and residents/staff will be advised of their location.

Section 4.1 and 4.2 of the 'Standard for Cycle Parking and Associated Cycling Facilities for New Developments – Dun Laoghaire-Rathdown County Council 2018'. The Draft DLRCC 2022-2028 development plan sets out the cycle parking requirements and stipulates that cycle parking should be in accordance with the Council published – 'Standards for Cycle Parking and Associated Cycling Facilities for New Developments' (2018)

The cycle parking requirements considering the council requirements are set out as follows:

Table 5 Total cycle parking spaces required (DLRCC): Residential

Residential Bicycle Parking - Dun Laoghaire Rathdown County Standards for Cycle Parking and associated Cycling Facilities for New Developments						
Land Use	Type	No. Units or Area	Standards		Requirement	
			Residents (Long Stay)	Visitors (Short Stay)	Residents (Long Stay)	Visitors (Short Stay)
Residential (Apartments)	Studio	21 units	1 per unit	1 per 5 units	21	4
	1 bedroom	189 units	1 per unit	1 per 5 units	189	38
	2 bedroom	159 units	1 per unit	1 per 5 units	159	32
	3 bedroom	8 units	1 per unit	1 per 5 units	8	2
Total					377	75

Table 6 Total cycle parking spaces required (DLRCC): Commercial

Non-residential Bicycle Parking - Dun Laoghaire Rathdown County Standards for Cycle Parking and associated Cycling Facilities for New Developments						
Land Use	Type	No. Units or Area	Standards		Requirement	
			Long Stay	Short Stay	Long Stay	Short Stay
Retail		841 sqm (21 staff)	1 per 5 staff	1 per 100 sqm	2	9
Sports Hall		933 sqm (15 staff)	1 per 5 staff	1 per 100 sqm	3	14
Creche		215 sqm (7 staff)	1 per 5 staff	1 per 10 children	1	5
Offices		195 sqm	1 per 200 m2	1 per 200 m2	2	2
Total					8	30

The Design Standards for New Apartments, who set out a requirement of 1 long stay space per bedroom and 1 visitor space for every two units, have also been reviewed with regards to cycle parking requirements and are set out in table 7 below.

Table 7 Total cycle parking spaces required (National Standards)

Residential Bicycle Parking - Design Standards for New Apartments 2020				
Land Use	Type	No. Units or Area	Standards	Requirement

			Residents (Long Stay)	Visitors (Short Stay)	Residents (Long Stay)	Visitors (Short Stay)
Residential (Apartments)	Studio	21 units	1 per bedroom	1 per 2 units	21	11
	1 bedroom	189 units	1 per bedroom	1 per 2 units	189	95
	2 bedroom	159 units	1 per bedroom	1 per 2 units	318	159
	3 bedroom	8 units	1 per bedroom	1 per 2 units	24	12
Total					552	276

It can be seen from Table 5 and Table 6 that the total bicycle parking required for the full development as per the Dun Laoghaire Rathdown County Development Plan and Draft Development Plan is minimum of 836 No. cycle parking in basement for the residential and 30 No. cycle parking for the non-residential to be provided, 866 No. spaces is provided. The total number of bike parking spaces provided is in line with the National Standards (Design Standards for New Apartments) and exceeds the DLRCC standards.

Dun Laoghaire Rathdown County Council (DLRCC) have launched the first county-wide, station-less, bike-sharing scheme in Ireland. The scheme called the Bleeperbike begun a six-month pilot in November 2018 and it is planned to expand the scheme across DLRCC. The additional visitor cycle spaces provided at surface level will accommodate visitors and those using the Bleeperbike scheme.

5.4.4 Car Parking

Car parking will not be provided as part of the rental agreements unless the tenant specifically requires it in which case a space can be rented for an additional fee. The co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces reserved for individual uses within the site will be accessible only to those users.

Section 8.2.4.5 of the Dun Laoghaire Rathdown County Council Development Plan 2016 – 2022 consider the car parking requirements for various types of development. Specifically, Table 8.2.3 sets out the car parking standards for residential developments and Table 8.2.4 sets out the car parking standards for non-residential land use.

Based on these standards, Table 8 below details the maximum car parking spaces allowed for the proposed development.

Table 8 Car Parking Standards (DLRCC 2016-2022 Development Plan)

Land-Use	Standard	Size	Spaces
Residential	1 space per studio unit	21	21
	1 space per 1-bed unit	189	189
	1.5 space per 2-bed unit	159	239
	2 space per 3-bed unit	8	16

Restaurant / Cafe	1 space per 15 sqm GFA	841 sqm	56
Sports Hall	1 space per 20 sqm GFA	933 sqm	46
Creche	1 space per staff member	215 sqm 7 staff	7
Offices	1 space per 100 sqm GFA	195 sqm	2
	Total		576

Section 12 of the Dun Laoghaire Rathdown County Council Draft Development Plan 2022 – 2028 sets out the car parking standards. Table 12.6 of the Draft Development Plan specifically sets out the parking requirements. Table 9 sets out the DLRCC Draft Development Plan maximum car parking space requirements:

Table 9 Car Parking Standards (DLRCC Draft 2018-2028 Development Plan)

Land-Use	Standard	Size	Spaces
Residential	1 space per 1-bed unit	210	210
	1 space per 2-bed unit	159	239
	2 space per 3-bed unit	8	16
Restaurant / Café (greater than 100GFA)	1 space per 50 sqm GFA	841 sqm	20
Sports Hall	1 space per 100 sqm GFA	933 sqm	9
Creche	1 space per 60 sqm GFA	215 sqm	3.5
Offices	1 space per 200 sqm GFA	195 sqm	1
	Total		499

The Build to Rent Scheme will allow for greater flexibility with regard to the provision of parking as parking spaces do not need to be sold with any apartment. In this regard they can be grouped together and managed as a single resource ensuring the optimum use of spaces is achieved.

The table below shows the parking ratios from a number of similar Strategic Housing Development applications.

Table 10 Parking Ratios – Strategic Housing Development

Scheme	Units	Parking	Ratio
The Grange, Brewery Road	287 units	100 spaces	0.35
Stillorgan Leisureplex	232 units	95 spaces	0.41
Belgard Gardens, Tallaght	428 units	129 spaces	0.30
Swiss Cottage, Santry	112 units	34 spaces	0.30
Dulux Factory, Davitt Road	265 units	109 spaces	0.41
Cookstown Tallaght	196 units	67 spaces	0.34

The provision of a reduced quantum of parking is also consistent with *Sustainable Urban Housing Design Standards for New Apartments and in particular SPRR8(iii) which applies to Build To Rent Apartments, which states that “*There shall be a **default of minimal or significantly reduced car parking provision.***”, December 2020, published by the Department of Housing, Local Government and Heritage.

There is no dedicated provision of café/restaurant car parking proposed for this site. It is envisaged that the café/restaurant being provided in this development is complementary to the existing retail offer in Stillorgan Village as well as serving the residents of the development and surrounding neighbourhood. Any parking needs of either the café/restaurant or the community hall/creche will be provided either on-street along The Hill or within the existing publicly accessible car parks in Stillorgan.

The development will provide 119 car parking spaces for the residential units with 4% being provided for disabled users. The 119 car parking spaces includes 5 No. spaces for GoCar and 12 No. electric charging car spaces. In addition there is 1No.set down surface car parking space.

5.4.5 Working Practices

The co-ordinator will encourage the commercial occupiers of the development to advertise job vacancies locally. Staff living locally will be encouraged to walk or cycle. The benefits arising from the incentives such as the bike to work scheme will be clearly communicated to all employees.

5.5 Monitoring of the Travel Plan

The monitoring and review of the Plan will be the responsibility of the Co-ordinator. The travel survey will establish the initial modal split of travel by residents.

The Co-ordinator, in consultation with the Developer, the Occupiers, and the Local Authority or its agents, will agree annual targets, following completion and analysis of the travel survey, for increasing the percentage of non-car modes.

The Co-ordinator will:

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months, and

- Prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

5.6 Marketing and Implementation

5.6.1 Handbook

As part of the implementation of this Plan, the Management Company will provide residents and staff at the site with a handbook.

The handbook will include:

- The Travel Plan;
- Public Transport information/locations and timetables;
- Benefits of the Travel Plan
- Travel Survey Form
- Details of pedestrian facilities.
- Details of Car Sharing Facilities
- Details of Bike sharing (Beeper Bike etc)

All residents and staff will be encouraged to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

5.6.2 Implementation Strategy – 1 Year of Development

The tasks to be undertaken in order to complete the implementation strategy for the development, following completion of the planning process include:

Developer/Agents:

- Appointment of the permanent Travel Plan Co-ordinator (Likely to be someone from the management company)
- Preparation of the budget for Travel Plan; and
- Preparation of the handbook.

Travel Plan:

- Development of cycle facilities;
- Setting up Car Sharers Scheme; and
- Ascertaining demand for bus services.

Consultant:

- Technical Advice (Ongoing).

6. Conclusion

This Travel Plan has been prepared in support of a planning application for a residential development proposed at the Blakes and Esmonde Site, Stillorgan, Co. Dublin. This document focused on how residents/staff could be encouraged to use sustainable means of transport to and from the site and to minimise the number of residents/staffs who will drive to work, school or college.

The implementation of the strategy proposed in this document, such as the provision of secure cycle parking spaces; up-to-date information of public transport routes and bus stop locations; information about Cycle to Work scheme; is likely to encourage residents/staff to reduce dependency of private car and increase awareness of the benefits of traveling by green modes of transport. These measures will not only benefit the residents and staff of the development but will also prevent any transport impacts that can be provoked by the operational phase of the proposed development.

UK and Ireland Office Locations



