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# BANCROFT VIEW SHD.

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**LANDS ON GREENHILLS ROAD, TALLAGHT,  
DUBLIN 24**

## **MOBILITY MANAGEMENT PLAN**

**MAY 2022**

**Job No. 6196**



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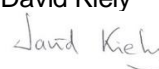

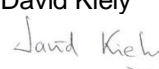
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## **EXECUTIVE SUMMARY**

This Mobility Management Plan (MMP) was carried out by Jennings O'Donovan and Partners Limited. The purpose of the MMP is to guide the delivery and management of coordinated initiatives to encourage sustainable travel practices for all journeys to and from the proposed development

The proposed development will consist of 197 apartments, creche, commercial units, car parking spaces, bicycle parking and landscaped grounds.

The proposed development is located on Greenhills Road close to high quality public transport links including bus and Luas light rail services.

The proposed development is linked directly to the existing footpath and cycleway network on Greenhills Road.

The proposed development is located adjacent to the planned Core Bus Corridor No.9 which will improve bus services and provide enhanced walking and cycling facilities on the Greenhills Road. The layout of the proposed development has been planned to facilitate future upgrade works on Greenhills Road in order to provide additional carriageway width for the Core Bus Corridor.

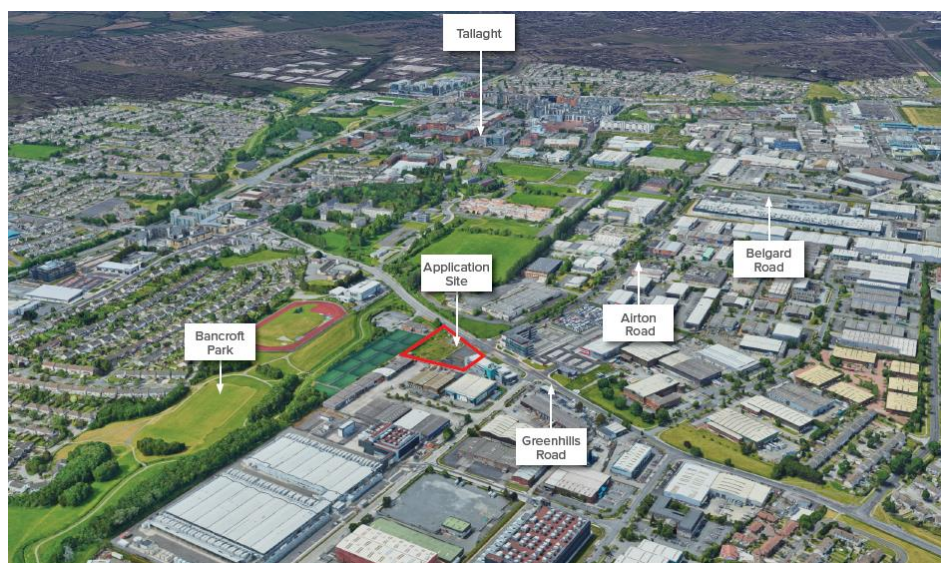
The proposed development will have long and short-term bicycle parking in addition to parking for 78 vehicles. The proposed development will have 3 dedicated parking spaces assigned to a car sharing provider such as Go Car.

The development company will appoint a Mobility Manager who will implement the MMP and promote the benefits of sustainable travel.

## 1. INTRODUCTION

### 1.1 Brief

Jennings O'Donovan & Partners Limited has been appointed by Greenhills Living Limited to prepare a Mobility Management Plan (MMP) as part of a planning application for a residential / commercial development at Bancroft park / Greenhills Road, Tallaght, Dublin 24. The location of the site is shown in Figure 1.1.



**Figure 1.1 – Site Location**

The site of the proposed development occupies a total of 0.8ha and will consist of 197 apartment units, commercial units, creche, car parking and bicycle parking. Pedestrian access to the proposed development will be directly from Greenhills Road and from the Hibernian Industrial Estate Road. Vehicular access to the development will be from the Hibernian Industrial Estate Road only. The majority of trips generated by the development will be by commuters and will take place during normal peak hours which occur between 08.00 to 09.00 during the morning and between 16.00 to 17.00 during the evening.

## 2. MOBILITY MANAGEMENT

### 2.1 What is Mobility Management

Mobility management can be described as a transport demand management mechanism, that seeks to provide for the transportation needs of people and goods. Mobility management can be applied as a

strategic demand management tool or as a site-specific measure. The aim of mobility management is to reduce demand for and use of cars by increasing the attractiveness and practicality of other sustainable modes of transport and by reducing the need to travel.

## **2.2 What is A Mobility Management Plan**

A Mobility Management Plan (MMP) is a management tool that brings together transport providers, local authorities, site management, residents and businesses in a coordinated manner to promote sustainable travel. The MMP will compile a package of measures for a specific site to improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working and home working as an alternative to single occupancy car journeys.

## **2.3 Benefits of a Mobility Management Plan**

Implementing a MMP promoting alternative travel choices has the following potential benefits:

- Reduced road congestion.
- Reduced journey times.
- Reduced carbon emissions, pollution and noise.
- Improved road safety
- Improved facilities and services created by increased demand for alternative travel choices.

## **2.4 Mobility Management Stakeholders**

The following personnel will be involved with the implementation of the MMP process:

- Local Authority personnel
- Developer
- Development manager
- Occupants
- Transport operators and service providers

## **2.5 Content of the Mobility Management Plan**

The MMP will provide a framework document which can be updated periodically by the MMP manager to include improvements in sustainable modes of transport and evolving services which will lead to a reduction in car use. The plan for the development at Greenhills Road / Bancroft park aims to meet the following requirements:

- Provide a description of current and proposed public transport services available to the residents and businesses who will occupy the development.
- Provide a description of facilities provided by the developer within the proposed development and by the local authority in the surrounding area which will encourage residents and businesses to use sustainable modes of transport.
- Provide details of current incentives provided by service providers to encourage sustainable transport choices
- Set out targets relating to improving modal choice for residents of the development.
- Outline government policy aimed at achieving sustainable travel.

## **3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES**

### **3.1 Existing Sustainable Transport Facilities**

There are a variety of public transport services and facilities for pedestrians and cyclists in the vicinity of the proposed development. Facilities include scheduled bus services, Luas light rail red line, car share facilities, pedestrian footpath networks and cycleways.

### **3.2 Existing Bus Services**

The majority of bus services in the Greater Dublin Area are provided by Dublin Bus, private operators such as Go-Ahead Ireland also provide services in the city. Bus Eireann provide a nationwide bus service to cities, towns and villages throughout the country, Aircoach and Dublin Bus provide services to Dublin Airport. Online journey planning tools, fare information and reservation facilities to plan bus journeys throughout Ireland are available from all service providers, Transport for Ireland and Moovit.

Wheelchair accessibility on public transport in the Greater Dublin Area is generally good with service providers operating low floor busses which are wheelchair accessible. Dublin bus operate a travel assistance scheme to help those with a mobility impairment to travel around Dublin using either bus, train or tram. The Travel Assistance Scheme is free and is for people aged 18 or over and can be used Monday to Friday between 08:00hrs and 18:00hrs. A Dublin Bus assistant can give advice on journey planning and can accompany passengers with mobility impairment for the first few times they travel. Bus Eireann and Aircoach also operate wheelchair accessible vehicles.

The proposed development is located on Dublin Bus route No. 27 which runs along Greenhills Road and links Jobstown to Clare Hall via Dublin City Centre. The development is in close proximity to the northbound and southbound bus stops on Greenhills Road (reference plate 3.1). The bus stops are located close to signalised pedestrian crossings at the Airton road and the Hibernian Industrial Estate junctions which provide safe crossing points for pedestrians using the bus services.

Bus route No. 27 provides a daily service at 10-minute intervals between the hours of 05.15 and 23.30. Greenhills Road is also served by the No. 77n Nightlink service between Dublin City Centre and Tallaght. The development is located approximately 1.0km from Go-Ahead Ireland bus route No. 76 which run between Tallaght and Chapelizod along the Belgard Road at 20-minute intervals and Go-Ahead Ireland bus route No. 75 which runs between Tallaght and Dun Laoghaire at 30-minute intervals.



**Plate 3.1 – Bus Stops on Greenhills Road at Proposed Development**

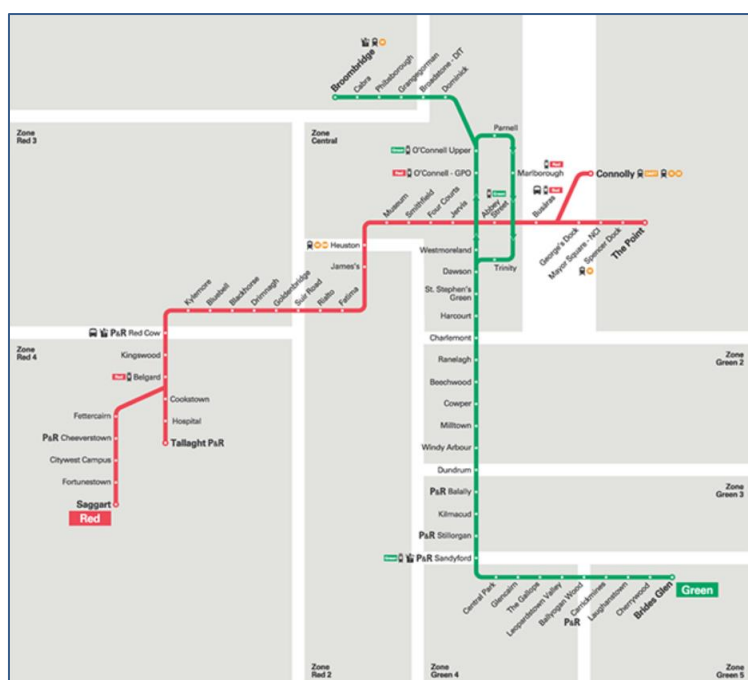
### **3.3 Existing Luas Light Rail and Train Services**

The proposed development is located within 1.9km of the Luas light rail Red Line which runs between Tallaght and Connolly Station / Point Depot passing through Dublin City Centre. The proposed



development is within walking distance from Tallaght and Belgard Luas Red line stops taking approximately 20 minutes. The Luas stop at Tallaght can be accessed from the proposed residential development using bus route 27. The Luas red line runs at 3-to-5-minute intervals during peak hours and 10-to-15-minute intervals during off peak hours. Trams on the Luas light rail system and Luas stations are wheelchair accessible.

The Luas Red Line stops at a number of transport hubs including Heuston Rail Station, Connolly Rail Station and Busaras bus hub, connecting with mainline rail services, Dart rail service between Malahide and Greystones and Bus Eireann nationwide bus services. The Luas network is shown in Figure 3.1.



**Figure 3.1 – Luas Network**

### 3.4 Existing Pedestrian Facilities

The proposed development is well served with existing pedestrian footpaths. The existing footpaths are lit by public lighting and have dedicated pedestrian crossings at major junctions. There are dropped kerbs and tactile paving at crossing points to assist mobility and visually impaired pedestrians. The development will provide direct access for pedestrians onto the existing Greenhills Road pedestrian footpath linking the development to the Greater Dublin footpath network. Major junctions in the vicinity of the development cater for pedestrians and are fitted with signalised crossing points, pedestrian guardrails, dropped kerbs and tactile paving. The pedestrian access to the development from the Hibernian Industrial Estate Road is via an existing footpath and a shared surface treatment within

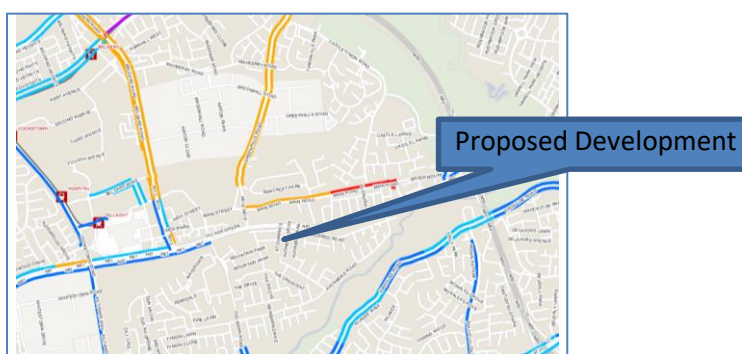
the grounds of the development. Existing pedestrian facilities on Greenhills Road at the proposed development are shown on Plate 3.2.



**Plate 3.2 – Existing Pedestrian Facilities at Greenhills Road /Airton Road Junction**

### 3.5 Existing Facilities for Cyclists

The proposed development is well served with existing cycleways which run along Greenhills Road directly in front of the development (Reference Plate 3.2). Cyclists from the development will have direct access onto the Greenhills Road cycleway which links the development to the Greater Dublin cycleway network. Major junctions in the vicinity of the development cater for cyclists and are fitted with signalised crossing points, guardrails and dropped kerbs. Secure long term bicycle parking will be provided in bicycle stores located on the ground floor of the development, short term covered bicycle parking is to be provided within the grounds of the proposed development. Details of the cycle network in the greater Dublin area are found on the Transport For Ireland website, an extract from the cycling network plan in the vicinity of the development is shown in Figure 3.2.



**Figure 3.2 – Cycle Network at Greenhills Road**

## **4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES**

### **4.1 National and Regional Policy to Improve Sustainable Travel**

There are a number of government and local authority policy documents aimed at improving sustainable travel, reducing the demand for travel and reliance on the private car, these include:

- National Planning Framework 'Project 2040'  
*Transitioning to a low carbon economy / Sustainable Mobility / Environmentally sustainable public transport system / Investment in public transport including the Metro Link in Dublin, priority elements of DART expansion, and BusConnects program*
- Transport Strategy for Greater Dublin Area 2016-2035  
*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.*
- National Development Plan 2018-2027  
*Transition to a Low-Carbon and Climate-Resilient Society / Sustainable Mobility - BusConnects for Ireland's Cities - Dart Expansion Programme - Metro Link*
- Smarter Travel - A Sustainable Transport Future 2009- 2020
- South Dublin County Council Development plan  
*Policy TM1 - It is the policy of the Council to promote the sustainable development of the County through the creation of an integrated transport network that services the needs of communities and businesses.*

### **4.2 Planned Improvements to Bus Services**

Bus Connects is the National Transport Authority's (NTA) programme to improve bus and sustainable transport services by providing a network of continuous bus priority and safe cycling corridors. The improvements will include a redesigned more efficient bus network, increased bus frequency, convenient ticketing and payment systems, Improved bus waiting facilities and a transition to a low emissions bus fleet.

Proposed Core Bus Corridor (CBC) No. 9 runs along Greenhills Road in front of the proposed development is currently at planning stage. The CBC will deliver enhanced bus services and improve walking and cycling facilities on Greenhills road. The layout of the proposed residential / commercial development has been planned to facilitate the CBC which may require additional road width for dedicated bus lanes in the future. The layout of the proposed CBC No. 9 at the development is shown in Figure 4.1.

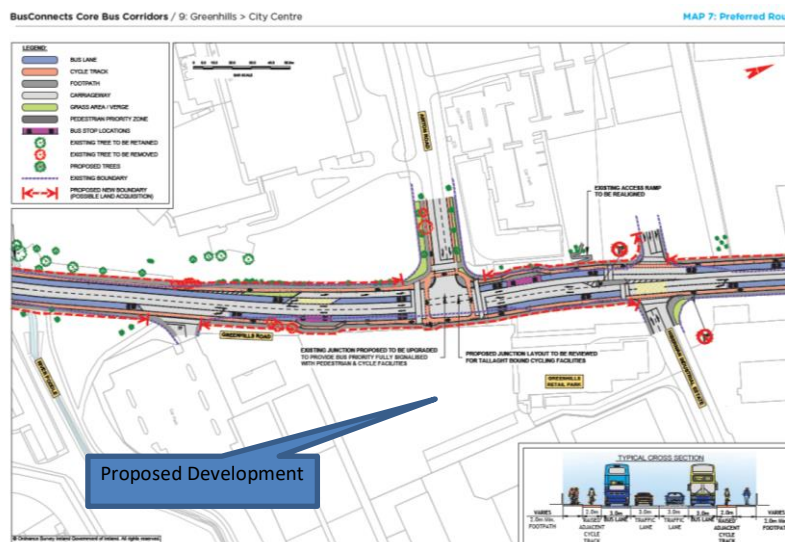


Figure 4.1 – CBC No. 9

A number of orbital bus routes are also proposed which will improve connectivity between Tallaght and the surrounding areas, the proposed routes include:

- Liffey Valley – Ballyfermot – Crumlin – Milltown – UCD
- Tallaght – Dundrum – UCD – Blackrock
- Tallaght – Sandyford – Dun Laoghaire
- Liffey Valley – Clondalkin – Tallaght
- Tallaght – Grange Castle – Liffey Valley – Blanchardstown
- Maynooth – Celbridge – Citywest – Tallaght

### 4.3 Planned Improvements to Rail Services

The existing Luas Red Line to Tallaght and Saggart provide a high-quality public transport link for people living and working in South Dublin. South Dublin Council Council plan to work with the NTA to assess the need and opportunity to increase the capacity on these existing lines to provide an increased service in line with demand.

Other rail projects at planning and feasibility stage which will serve the South Dublin and the Greater Dublin Area include:

- Luas extension to Lucan, which will deliver a high-capacity radial service from Lucan to the City Centre,
- Metro/Luas to Dublin South West.
- Expansion of DART services to Hazelhatch on the Kildare line serving Adamstown, Grange Castle Business Park, Clondalkin, and Clonburris.
- MetroLink is a proposed high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport, Iarnród Éireann, DART, Dublin Bus and Luas services. MetroLink will provide faster reliable journey times, with much of the 19 kilometre route running underground.
- The Luas Green Line Capacity Enhancement project will provide extra capacity on the Luas Green Line over the coming years and will cater for the growing demand on the line in the short to medium term.
- Luas Finglas is the extension of the Luas Green Line from Broombridge to Charlestown via Finglas. It will add four new stops to the line and create a key public transport connection between the communities of Charlestown, Finglas Village, Finglas west, St Helena's and Tolka Valley and the city centre.

#### **4.4 Planned Improvements to Pedestrian and Cycle Facilities**

In order to make active travel a credible alternative choice to car-based transport, South Dublin County Council have identified that the following factors need to be in place:

- A permeable pedestrian and cycling network that allows for multiple direct connections between key destinations such as residential areas, shops, schools, employment centres and public transport links
- An attractive and safe pedestrian and cycling environment where high quality facilities are provided supporting their use by all ages and abilities.

To achieve these objectives, South Dublin County Council has engaged in initiatives which will have a direct positive impact on walking and cycling in the area, the initiatives include:

- 
- Cycle South Dublin – Programme of works to provide a safe cycle network within the County over the next decade.
  - Sustainable Movement Studies – Examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport;
  - Greenway projects including the extension of the Grand Canal Greenway and the continuing rollout of the Dodder Greenway.
  - School Streets Initiative - Initiative is to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school.

There are no bike share schemes such as Dublin Bike, Bleeper bikes or Moby operating in the vicinity of the proposed development at present. Bike share schemes are expanding throughout the city and are also available to private schemes such as residential developments who wish to avail of a private hub. Electric bikes have become a popular mode of transport in recent years, Bike hire companies now provide E-bikes for hire to subscribers and rent E-bikes to employers who wish to have private E-bikes available for staff use. Private E-bikes and scooters have become a popular mode of transport throughout the Greater Dublin Area.

## **5. OBJECTIVES AND TARGETS OF THE TRAVEL PLAN**

### **5.1 Objectives of the Mobility Management Plan**

The objectives of the Mobility Management Travel Plan include:

- Increase the number of people walking, cycling, and using public transport.
- Reduce the need for car journeys, particularly single occupancy car journeys.
- Reduce carbon emissions and traffic congestion.
- Improve air quality and reduce noise pollution
- increase road safety and safer streets

In order to achieve the objectives of the MMP and to encourage a transition away from private car journeys, targets are set out under the key travel modes to encourage a positive modal split. The targets for the development MMP are set based on proposed improvements to public transport and pedestrian / cycle facilities in the region. The targets will be reviewed by the MMP manager when the development is occupied and adjusted in line with future sustainable travel trends.

## **5.2 Car Travel**

It is an objective of this MMP to reduce the number of single occupancy car journeys to and from the development and to increase car sharing when journeys by private car are unavoidable. Parking at the development will be provided for car club vehicles to encourage a reduction in car ownership. Parking at the development will be maintained at a level which will serve the needs of the development and will encourage residents to transition to other more sustainable modes of transport.

Data from the 2016 census shows some 62% of trips originating in South Dublin County are by private transport and are mainly car based. 26% of the trips are under 3km in length, 23% of the trips are between 3km and 6km and the remaining 50% are journeys greater than 6km. The South Dublin Council Development Plan targets to reduce private car journeys from 62% to 50% by 2028.

The target mode share for private vehicles originating from the development will be set at 40% due to the proximity of high quality public transport links.

## **5.3 Bus Travel**

The proposed development is well located adjacent to an existing bus route and close to bus stops which will encourage residents to travel by bus. Planned improvements to the bus services on Greenhills Road as part of CBC No. 9 will further encourage residents to journey by bus.

Data from the 2016 shows that 17% of trips originating in south Dublin County are taken by bus. South Dublin County Council have targeted a 3% increase in bus journeys to 20% mode share by 2028. Targets for bus journeys originating from the proposed development will be set at 30% due to the proximity of the development to high quality bus services.

## **5.4 Rail Travel**

The proposed development is located within walking distance of the Luas Red Line which provides a high-quality rail service linking Tallaght to the Greater Dublin Area.

Data from the 2016 shows that 3% of trips originating in south Dublin County are taken by train. South Dublin County Council have targeted a 2% increase in train journeys to 5% mode share by 2028. Targets for train journeys originating from the proposed development will be set at 5% in line with South Dublin County Council.

## **5.5 Walking**

The proposed development is well located adjacent to an existing footpath network and residents will have direct access onto Greenhills Road. Planned improvements to the footpath network on Greenhills Road as part of CBC No. 9 and South Dublin County Council inactivates such as school streets and greenways will further encourage residents to journey on foot.

Data from the 2016 shows that 13% of trips originating in south Dublin County are taken on foot. South Dublin County Council have targeted a 2% increase in walking to 15% mode share by 2028. Targets for journeys taken on foot originating from the proposed development will be set at 15% in line with South Dublin County Council.

## **5.6 Journeys by Bicycle**

The proposed development is well located adjacent to an existing cycleway network and residents will have direct access onto Greenhills Road. The proposed development will have secure parking for 448 bicycles including 100 bicycle spaces for visitors.

Planned improvements to the cycleway network on Greenhills Road as part of CBC No. 9 and South Dublin County Council inactivates such as Cycle South Dublin will further encourage residents to journey on bicycle.

Data from the 2016 shows that 5% of trips originating in south Dublin County are taken by bicycle. South Dublin County Council have targeted a 5% increase in journeys by bicycle to 10% mode share by 2028. Targets for journeys taken by bicycle originating from the proposed development will be set at 10% in line with South Dublin County Council.



## **6. MOBILITY MANAGEMENT PLAN OPERATION**

### **6.1 Specific Mobility Measures Provided within the Development**

In order to achieve the objectives and targets of the MMP for the proposed development, specific measures need to be in place to aid residents transitioning from private vehicles to a more sustainable form of transport. The following measures are provided at the development to achieve the positive modal targets set out in the MMP.

The grounds of the development are permeable for Pedestrian who can access directly onto Greenhills Road to avail of bus services, rail services, public footpaths and cycleways.

The development will have secure bicycle parking for residents and bicycle parking for visitors to encourage cycling.

The development will have 3 car parking spaces dedicated to car club / car sharing which will encourage a shift away from car ownership.

The development will have broadband facilities to assist residents who can avail of flexible working / home working, reducing the requirement to travel.

The development will have a creche which can be used by local residents who will not be required to travel for childcare facilities.

### **6.2 Role of the Mobility Manager**

A mobility manager will be appointed by the development company to oversee the implementation and operation of the MMP. The duties of the mobility manager will include

- Promotion of the MMP and preparation of “sustainable Travel Pack” to be issued to all new residents.
- Liaison with the Local Authority regarding initiatives relating to sustainable travel which will benefit residents and occupiers of the development
- Liaison with bus service providers regarding timetables, fares, special offers, changes to schedules and maintenance works.

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- Liaison with rail service providers regarding schedules, fares, special offers, changes to schedules and maintenance works.
  - Liaison with resident groups and residents with special travel needs
  - Carry out travel surveys at regular intervals and evaluate the MMP.
  - Assist residents with information relating to sustainable travel options and local facilities / amenities.
  - Advertise and promote initiatives relating to sustainable travel.
  - Promote walking and cycle schemes and initiatives.
  - Manage car clubs and promote car share

### **6.3 Monitoring the Mobility Management Plan**

The MMP for the development will be monitored on an annual basis to ensure that it meets its objectives and that its targets are achievable and realistic.

Baseline conditions relating to modal choice will be established following the first occupations of the development. Following the baseline survey, annual surveys will be undertaken during neutral traffic months to review travel trends at the development, the surveys will be in the form of a questionnaire which will be completed by occupants of the development. The results of the surveys will be compared against MMP targets and published for residents.

## **7. SUMMARY**

This Mobility Management Plan (MMP) was prepared by Jennings O'Donovan and Partners Limited. The purpose of the MMA is to guide the delivery and management of coordinated initiatives to encourage sustainable travel practices for all journeys to and from the proposed development.

The proposed development will consist of 197 apartments, creche, commercial units, car parking spaces, bicycle parking and landscaped grounds.

The proposed development is located adjacent to the Greenhills Road in close proximity to high quality public transport links including bus and Luas light rail services. The development is located adjacent to the planned Core Bus Corridor No.9 which will improve bus services and provide enhanced walking and cycling facilities on the Greenhills Road. The layout of the proposed development has been planned to facilitate future upgrade works which may be required to provide additional carriageway width for the Core Bus Corridor.

The grounds of the development are permeable for Pedestrian who can access directly onto Greenhills Road to avail of bus services, rail services, public footpaths and cycleways. The development will have secure bicycle parking for residents and bicycle parking for visitors to encourage cycling.

The development will have 3 car parking spaces dedicated to car club / car sharing which will encourage a shift away from car ownership.

The development will have broadband facilities to assist residents who can avail of flexible working / home working, reducing the requirement to travel.

The development will have a creche which can be used by local residents who will not be required to travel for childcare facilities.

The proposed development is located within walking distance of employment, retail, commercial, educational and health facilities.

The development company will appoint a mobility manager who will assist residents with sustainable travel options, implement / monitor the MMP and promote the benefits / cost savings of sustainable travel.

## **8. CONCLUSION**

The Mobility Management Plans shows that the proposed development is well located close to high quality bus and Luas public transport services and will have direct access onto the existing Greenhills Road footpath and cycleway network. The combination of existing services combined with future improvements in public transport such as the Core Bus Corridor will encourage residents and businesses to use sustainable travel and reduce dependency on private vehicles.