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## **Mobility Management Plan**

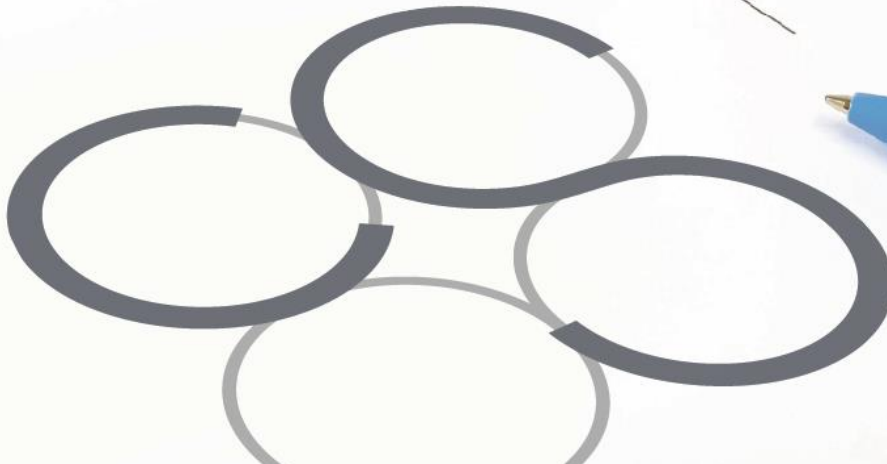
## **Proposed Residential Development**

## **Belgard Square, Tallaght, Dublin 24**

Client: South Dublin County Council

Job No. C186

July 2020





## MOBILITY MANAGEMENT PLAN

### PROPOSED RESIDENTIAL DEVELOPMENT, BELGARD SQUARE, TALLAGHT, DUBLIN

24

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## 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by South Dublin County Council to prepare a Mobility Management Plan for a proposed residential development at Belgard Square, Tallaght, County Dublin.

The proposed development site is located at Belgard Square North, Tallaght, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council and has a total area of approximately 0.49 ha.

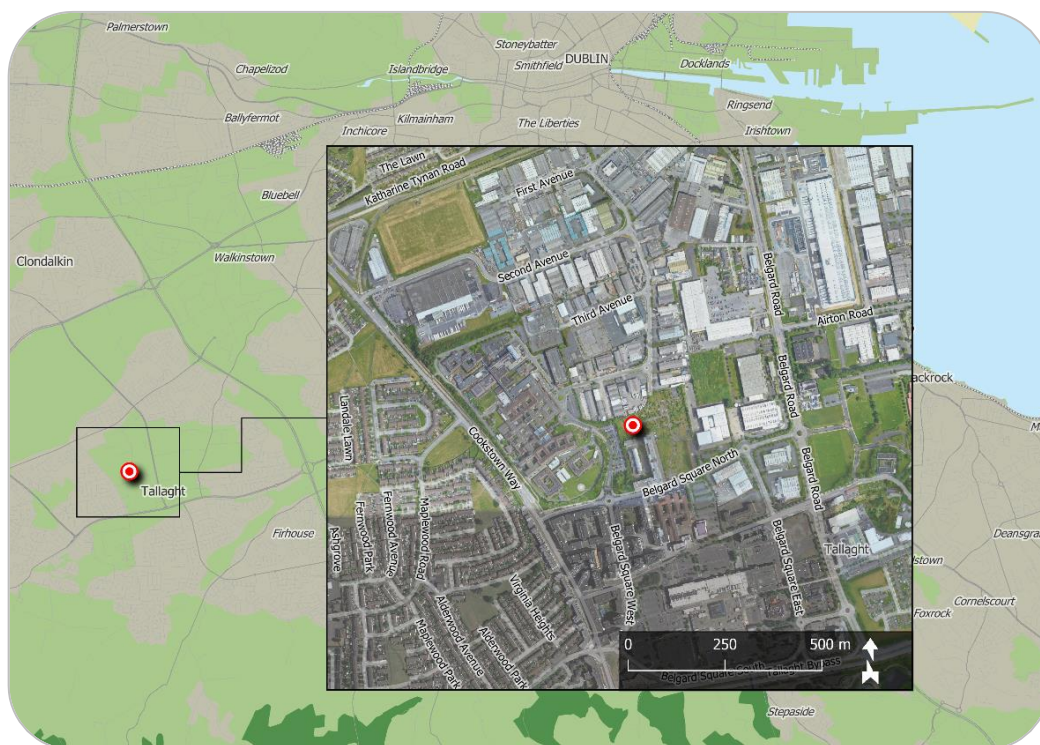


Figure 1 – Location of proposed development site  
(map data & imagery: EPA, OSM Contributors, Google)

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

The site is bounded to the west by Tallaght University Hospital, to the north by lands in industrial use, to the east by future development lands and to south by the Exchange Hall residential development and commercial buildings.



Figure 2 – Site extents and environs

The development site is formerly a temporary halting site known as “Maelruan”. The site is currently being used as a compound by the Contractor currently carrying out construction works of the Belgard Square to Cookstown link road.



## 2.0 PROPOSED DEVELOPMENT

The development will consist of the construction of 133 affordable rental apartments with a community facility (c 11,430m<sup>2</sup>) in two blocks ranging from six to eight storeys linked by a single storey podium containing a three storey block with associated balconies/ terrace for each apartment and roof mounted solar panels.

Block A (west- c 5,170m<sup>2</sup>) accommodates 2 no. studios, 31 no. 1 bed apartments and 28 no. 2 bed apartments.

Block B (east – c 5,900m<sup>2</sup>) accommodates 1 no. studio, 33 no. 1 bed apartments, 35 no. 2 bed apartments and 1 no. 3 bed apartment.

Block C (podium – 360m<sup>2</sup>) accommodates 2 no. 3 bed apartments laid out over 3 floors.

The podium accommodates 39 no. car parking spaces which includes 3 no. universal access spaces, 246 no. bicycle spaces, ESB substation and switch room, plant spaces, bins and other stores.

Ancillary site development works include the provision of pedestrian zip link/ greenway, access roadway, footpaths, 26 no. bicycle spaces, hard and soft landscaping, new boundary treatments and a landscaped courtyard at podium level.

### **3.0 MOBILITY MANAGEMENT PLAN PURPOSE**

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

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

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



## 4.0 EXISTING SITE CONDITIONS

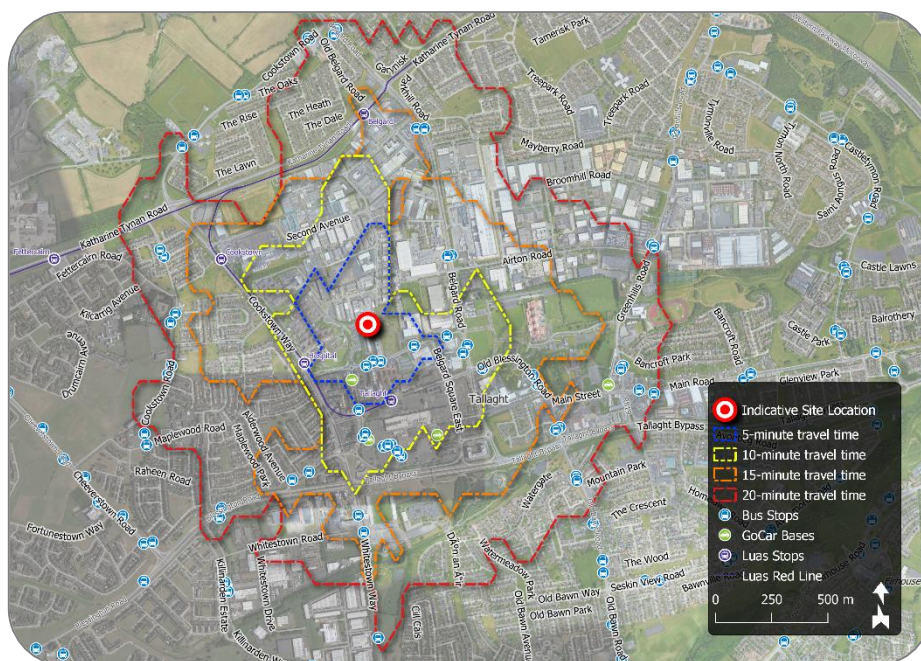


Figure 3 – Walking times and public/shared transport accessibility  
(map data and imagery: NTA, OSM Contributors, Google, Traveltime Platform)

### 4.1 Pedestrian Accessibility

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

Existing pedestrian facilities on Belgard Square North and neighbouring streets in the vicinity of the development site are in good condition. Raised footpaths and public lighting are in place on Belgard Square North and Fourth Avenue the vicinity of the subject development site.

## 4.2 Public Transport Services

### 4.2.1 Light Rail Services

The Luas Red Line connects Tallaght to The Point via Dublin city centre. Luas connectivity to the wider rail network is good, with connections at Heuston and Connolly Stations. The Luas Red Line intersects the Luas Green Line at Abbey Street/O'Connell Street in Dublin City Centre.

Table 1 – Luas Services adjacent to Site

Direction	Destinations	Peak Interval
Northbound	The Point	6-8 mins
Southbound	Tallaght/Saggart <sup>1</sup>	6-8 mins

The subject development site is located adjacent to Tallaght Hospital Luas Stop on the Luas Red Line. Light rail services operating to and from this stop connect the development directly to the Point in the north via Dublin city centre and to Tallaght Town Centre and Saggart<sup>1</sup> in the south. Trams serve Tallaght Hospital Luas Stop at intervals of approximately 6 minutes at peak times.

<sup>1</sup> Interchange required at Belgard Tram Stop

#### 4.2.2 Bus Services

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

Route No.	Operator	Destinations	Weekday Services <sup>2</sup>	Peak Interval
27	Dublin Bus	Clarehall / Jobstown	98	10 min
54a	Dublin Bus	Pearse St / Ellensborough	33	20 min
65	Dublin Bus	Poolbeg St / Blessington	14	120 min
77a	Dublin Bus	Ringsend Rd / Citywest	54	10 min

Bus stops on Belgard Square North, within a 5 minute walk of the subject site, are served by 4no. bus routes operated by Dublin Bus. Details of these bus routes are given in Table 2. Full timetables can be found in Appendix B.

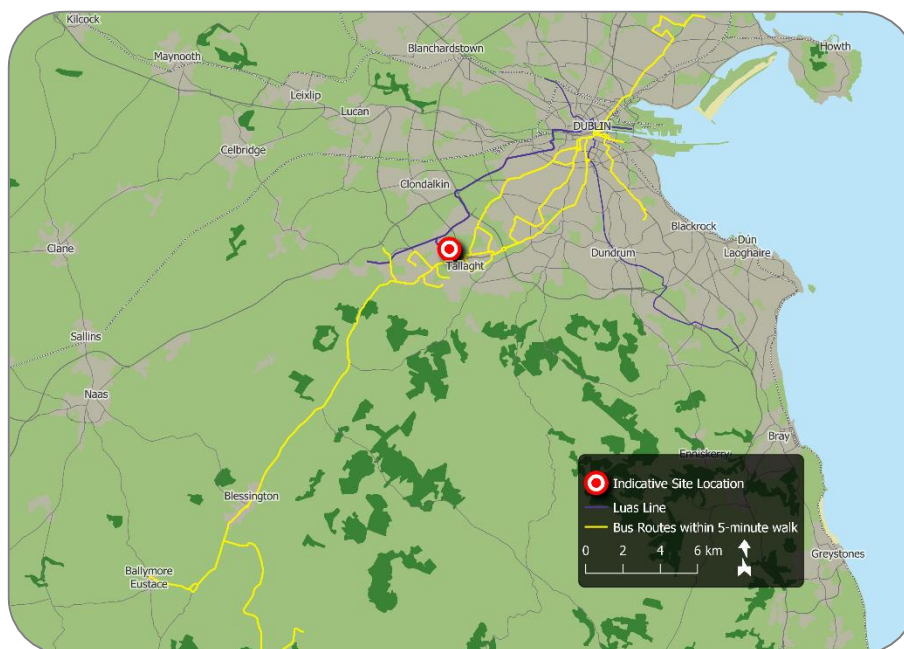


Figure 4 – Direct public transport routes within 5-minute walk of site  
(map data sources: NTA, EPA, OSM Contributors)

<sup>2</sup> Average number of services per day in each direction, Monday-Friday





Figure 4 shows the extents of the direct bus and rail routes within a 5-minute walk of the development site. Figure 5 shows the reach of public transport journeys from the development site by total travel time (including service interchanges, and walking to and between stops), based upon a departure time of 17:00 on a typical weekday; Figure 6 shows the reach of public transport journeys to the development site, based upon an arrival time of 09:00 on a typical weekday.

### 4.3 Bicycle Infrastructure

A segregated cycle lane is present on Belgard Square North in the eastbound direction. No other cycle infrastructure is present on Belgard Square North adjacent to the subject development site. A segregated cycle track is present on Cookstown Way in the vicinity of the subject site in the northbound direction. There is no other existing cycle infrastructure in the immediate vicinity of the subject development site.

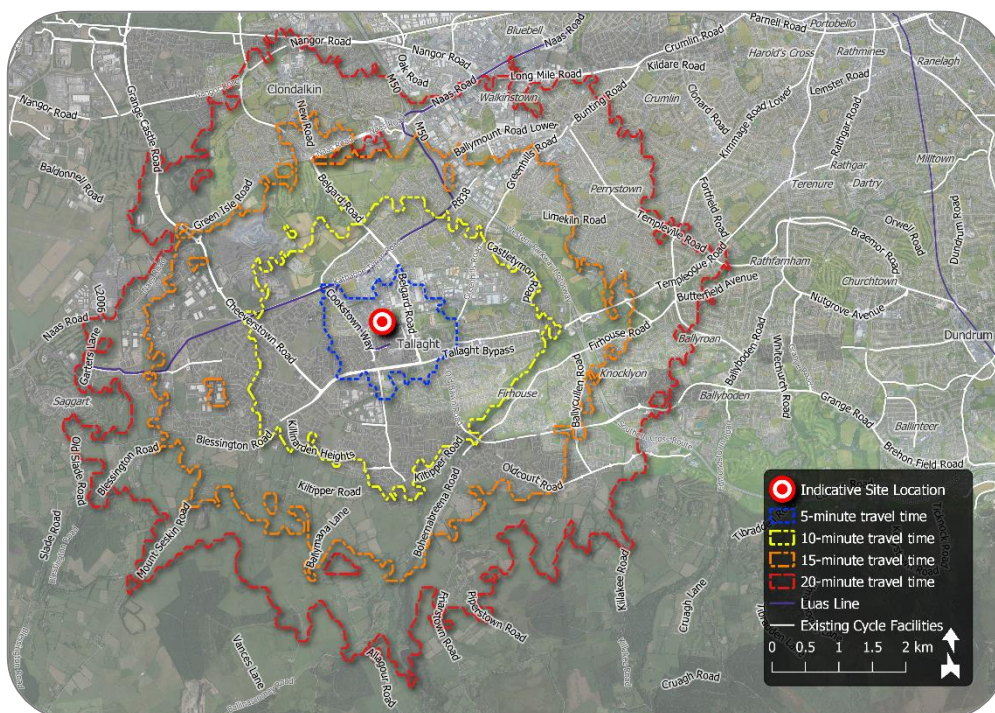


Figure 7 – Cycling times to/from development location  
(map data sources: EPA, NTA, OSi, OSM Contributors, Traveltime Platform)



Within the development, secure indoor bicycle parking for residents has been provided in accordance with the *South Dublin County Development Plan 2016-2022* and the *Design Standards for New Apartments: Guidelines for Planning Authorities* to promote cycling as a mode of transport for residents.

#### **4.4 Proposed Road Network Improvements**

It is an objective under the *South Dublin County Development Plan 2016-2022* to implement the Belgard Square North – Cookstown Industrial Estate Link Road Scheme to the east of the subject development site.

The works will comprise the following:

- The extension of the existing Cookstown Road to connect with Belgard Square North
- A new signalised junction where the Belgard Square North – Cookstown Link Road connects to the Belgard Square North, with pedestrian and cyclist crossing facilities
- Provision of a new footpath/cycle track along both sides of the proposed Belgard Square North – Cookstown Link Road
- Provision of advisory cycle track along the Belgard Square North
- Improvements to pathways, cycleways and crossings and improvements to the quality of the public realm locally.
- Provision of new public lighting, signage, street furniture, associated drainage for the route and
- All ancillary works

As part of the *Cycle Network Plan for the Greater Dublin Area*, administered by the National Transport Authority, it is proposed that a primary cycle route be implemented along Cookstown Way in the vicinity of the subject development site. It is also proposed to implement feeder routes along

Belgard Square North, Tallaght Hospital and Fourth Avenue in the vicinity of the subject development site.

It is proposed under the BusConnects Dublin Area Revised Bus Network to implement Spine routes A3, D2, D4 and D5 along Belgard Square North in the vicinity of the subject development site. These routes will operate at a midday frequency of 10-15 mins between Tallaght and Dublin's north/northeastern suburbs via Dublin City Centre. It is also proposed to implement orbital routes W2, W4, W8 and S6 along Belgard Square North, these routes will operate at a midday frequency of between 10-15 mins and 30 mins.

In addition to the aforementioned Belgard Square North – Cookstown Industrial Estate Link Road, it is an objective of the *South Dublin County Council Development Plan 2016-2022 and the DRAFT Tallaght Local Area Plan 2020-2026* to implement secondary road objectives at the following locations in the vicinity of the subject development site;

- Linking Airton Road and Fourth Avenue
- Linking Belgard Square East and the above link road

It is also proposed to implement a green cycling route linking Tallaght Hospital to TUD Tallaght and the Dodder Valley Park. A section of this cycle route shall be constructed along the development site extents as part of the subject development.

At the time of writing this report, no other road development objectives or other infrastructural improvements capable of having a significant effect on the subject development have been included in the *South Dublin County Council Development Plan 2016-2022*.



## 5.0 CONTENT OF THE MOBILITY MANAGEMENT PLAN

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

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

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

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

An effective Mobility Management Plan should be informed by and founded upon the following:

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

The Mobility Management Plan for the subject development follows the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Mobility Management Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Mobility Management Plan for the proposed development are as follows:

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

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

### **Objective 1**

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

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

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

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

## **Objective 2**

To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.

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

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

## **Objective 3**

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

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the

environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the MMP.

In addition, the Local Authorities require mobility management plans for developments which the planning authority may consider generate significant trip demand.

#### **Objective 4**

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

The MMP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitude which in turn can influence behaviour.

## 6.0 INITIAL TARGETS OF THE MOBILITY MANAGEMENT PLAN

### 6.1 Population Groups

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

### 6.2 Census Data

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 267147030 only	SA 267147030 + adjacent
Driving a Car or Van	35%	29%
Passenger in a Car	7%	9%
Bicycle	2%	2%
Motorcycle	0%	0%
Bus	4%	13%
Train or Tram	8%	14%
Walking	9%	23%
Other / Work from Home	1%	1%
Not Stated	34%	9%

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2016

census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. 267147030. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 3.

### 6.3 Development Modal Splits

Table 4 gives both the assumed starting modal splits and the suggested initial Mobility Management Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 4 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial MMP Targets
Driving a Car	30%	22%
Passenger in a Car	9%	10%
Bicycle	7%	9%
Motorcycle	0%	0%
Bus	15%	17%
Train or Tram	17%	19%
Walking	22%	23%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Mobility Management Plan targets should be amended by the Mobility Management Coordinator, if appropriate. These targets should be



reappraised at regular intervals thereafter as part of the periodic Plan review process.

#### **6.4 Implementation Timeframe**

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

#### **6.5 Plan Monitoring and Review**

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

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

## 7.0 MOBILITY MANAGEMENT MEASURES

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

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour. Events such as 'Car Free Day' and 'Cycle-to-Work Day' provide focus and additional publicity of the measures and the Plan.

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

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

### **Marketing & Communications**

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

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

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

## **7.1 Walking & Cycling**

### **7.1.1 Safe Walking and Cycling Routes**

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

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

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

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.
- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

### 7.2 **Public Transport**

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

#### 7.2.1 Service Information

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

#### 7.2.2 Promotion of Tickets and Passes

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

#### 7.2.3 Multi-Modal Trip Support

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

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

#### 7.2.4 Car Sharing

For those who cannot avail of public transport or live too far to walk /cycle, car sharing is the mechanism that has the highest probability to reduce travel by single occupancy private car. 3no. GoCar bases are situated within a 10-minute walk of the subject development, providing access to a total of 7no. shared vehicles.

#### 7.2.5 Multi-Modal Trip Support

Development occupants should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

### 7.3 **Implementation / Consultation / Monitoring**

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

To implement the Mobility Management Plan, the following inputs are required:

- Management support and commitment;
- A Mobility Management Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;

- Consultations with development users and external organisations.

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

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

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Mobility Management Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Mobility Management Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

## 8.0 SUMMARY

The proposed development site is located in Cookstown, Tallaght, Dublin 24, in proximity to existing high-quality light rail and bus services that connect it to Dublin city centre. It is therefore an objective under this Mobility Management Plan that a reduced proportion of the trips generated by this development be made by private car.

## 8.1 Mobility Management Measures

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

### 8.1.1 General

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

### 8.1.2 Walking and Cycling

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

### 8.1.3 Public Transport

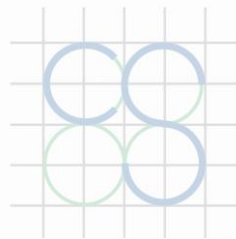
- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning





## **Appendix A**

Links to relevant guidance documents concerning Mobility Management



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## Appendix 15 – Useful Links and Resources

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

### Workplace Travel Plans

[www.smartertravelworkplaces.ie](http://www.smartertravelworkplaces.ie)  
[www.ways2work.bitc.org.uk](http://www.ways2work.bitc.org.uk)

### Sustainable Travel

[www.smartertravel.ie](http://www.smartertravel.ie)  
[www.sustrans.org.uk](http://www.sustrans.org.uk)  
[www.nationaltransport.ie](http://www.nationaltransport.ie)  
[www.dttas.ie](http://www.dttas.ie)  
[www.eltis.org](http://www.eltis.org)  
[www.mobilityweek.eu](http://www.mobilityweek.eu)

### Getting Active

[www.getirelandactive.ie](http://www.getirelandactive.ie)

### Public Transport Information

[www.transportforireland.ie](http://www.transportforireland.ie)  
[www.taxesaver.ie](http://www.taxesaver.ie)

### Cycle to Work Scheme

[www.revenue.ie](http://www.revenue.ie)

### Walking challenges

[www.pedometerchallenge.ie](http://www.pedometerchallenge.ie)  
[www.irishheart.ie](http://www.irishheart.ie)

### Cycling

[www.cyclechallenge.ie](http://www.cyclechallenge.ie)  
[www.dublinbikes.ie](http://www.dublinbikes.ie)  
[www.irishcycling.com](http://www.irishcycling.com)

### Cycle to Work scheme

[www.revenue.ie](http://www.revenue.ie)  
[www.bikescheme.ie](http://www.bikescheme.ie)

### Designing and Planning for Cycling

[www.cyclemanual.ie](http://www.cyclemanual.ie)  
 Transport for London Workplace Cycle Parking Guide  
 See p16 for technical guidance on space allocations for cycle parking  
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

### Walking/ Cycling Routes

[www.mapmyride.com](http://www.mapmyride.com)  
[www.mapmyrun.com](http://www.mapmyrun.com)

### Car Sharing

[www.carsharing.ie](http://www.carsharing.ie)

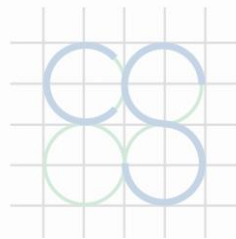
### Misc.

Copenhagen Cycle Chic - Bikes, style and Copenhagen



## **Appendix B**

### Local Public Transport Timetables



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27

Buses from/to  
**From Clare Hall To Jobstown**  
 Operative Date: 21/10/2018  
 Version: TT 8.1

## From Clare Hall Towards Jobstown



Halla Chláir , Timpeallán Ard Aidhin , Fionnradharc , Cé Éidin , An Camán , Crois Bhaile Bhailcín , Tamhlacht (An Chearnóg) , Baile na Miontáin

### Buses leave terminus at:

#### Route Variations

c To city centre  
 r From Ringsend to Jobstown

#### Monday - Friday

05:15 05:30r 05:45 05:55r  
 06:00 06:10 06:15r 06:20  
 06:30 06:30r 06:40 06:50  
 then every 10 minutes until 1930  
 19:50 20:10 20:30 20:50  
 21:10 21:30 21:50 22:10  
 22:30 22:50 23:10c 23:30c

#### Saturday

05:30 06:00 06:30 07:00  
 07:30 08:00 08:20 08:40  
 09:00 09:10 09:20 09:30  
 then every 10 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00  
 23:30c

#### Sunday

08:00 08:30 09:00 09:20  
 09:40 10:00 10:20 10:40  
 11:00 11:15 11:30 11:45  
 then every 15 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00  
 23:30c

Clare Hall » 16mins » Artane Roundabout » 14mins » Fairview » 10mins » Eden Quay » 14mins » Dolphin's Barn Cross » 17mins » Walkinstown Cross (The Kestrel) » 13mins » Tallaght (The Square) » 12mins » Jobstown

All times are off peak estimates

## From Jobstown Towards Clare Hall



Baile na Miontáin , Tamhlacht (An Chearnóg) , Crois Bhaile Bhailcín , An Camán , Cé Éidin , Fionnradharc , Timpeallán Ard Aidhin , Halla Chláir

### Buses leave terminus at:

#### Route Variations

v Via Crumlin Village to city centre  
 e From Eden Quay to Clare Hall  
 c To city centre

#### Monday - Friday

05:15c 05:35 05:55v 06:00  
 06:05e 06:10 06:20 06:30  
 then every 10 minutes until 1930  
 19:50 20:10 20:30 20:50  
 21:10 21:30 21:50 22:10  
 22:30 22:50c 23:10c 23:30c

#### Saturday

05:30 06:00 06:30 07:00  
 07:30 08:00 08:20 08:40  
 09:00 09:10 09:20 09:30  
 then every 10 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00c  
 23:30c

#### Sunday

08:00 08:30 09:00 09:20  
 09:40 10:00 10:20 10:40  
 11:00 11:15 11:30 11:45  
 then every 15 minutes until 1900  
 19:20 19:40 20:00 20:20  
 20:40 21:00 21:20 21:40  
 22:00 22:20 22:40 23:00c  
 23:30c

Jobstown » 12mins » Tallaght (The Square) » 13mins » Walkinstown Cross (The Kestrel) » 17mins » Dolphin's Barn Cross » 14mins » Eden Quay » 10mins » Fairview » 14mins » Artane Roundabout » 16mins » Clare Hall

All times are off peak estimates

### Fare Stages

89 11 Clare Hall  
 88 12 Malahide Rd. (N32)  
 87 13 Priorswood Rd.  
 86 14 Glin Rd. / Greencastle Rd.  
 85 15 Greencastle Rd. / Greencastle Ave.  
 84 16 Brookville Rd. (Ascal Measc)  
 83 17 St. Brigid's Rd. (Roundabout)  
 82 18 Malahide Rd. (Killester Park)  
 81 19 Malahide Rd. (Donnycarney Church)  
 80 20 Malahide Rd. (Griffith Ave.)  
 79 21 Fairview (St. Joseph's School)  
 78 22 Annesley Bridge Rd.  
 77 23 Newcomen Bridge  
 76 24 Connolly Rail Station  
 75 25 Eden Quay  
 74 26 Werburgh St. / Lord Edward St.  
 73 27 Kevin St. (Patrick St.) / Patrick St.  
 72 28 Cork St. (Ardee St.)

71 29 Cork St. (Donore Ave.)  
 70 30 Cork St. (Coombe Hospital)  
 69 31 Dolphin's Barn Cross  
 68 32 Crumlin Rd. (Loreto Convent)  
 67 33 Crumlin Rd. (Bangor Drive)  
 66 34 Crumlin Rd. (Cooley Rd.)  
 65 35 Drimnagh Rd. (Halfway House)  
 64 36 Walkinstown Cross (The Kestrel)  
 63 37 Greenhills Rd. (O'Malley's)  
 62 38 Greenhills Rd. (Green Park)  
 61 39 Greenhills Rd. (Ballymount Rd. Up.)  
 60 40 Greenhills Rd. (Cuckoo's Nest)  
 59 41 Greenhills Rd. (Mayberry Rd.)  
 58 42 Greenhills Rd. (Airton Rd.)  
 57 43 Tallaght (The Square)  
 56 44 Blessington Rd. (Raheen Rd.)  
 55 45 Jobstown

# 54a

Buses from/to  
**From Pearse St. To Ellensborough / Kiltipper Way**  
 Operative Date: 20/01/2019  
 Version: TT 9.1

## From Pearse Street Towards Ellensborough / Kiltipper Way



Sráid an Phiarsaigh , Faiche Chrois Araid , Tobair na Spá , Seanbhóthar Bhaile Coimín , Buirg Eibhlin /An Bealach Choill Tobair

	Monday-Friday				Saturday				Sunday			
Buses leave terminus at:	06:30	07:00	07:30	08:00	07:15	08:15	09:15	09:45	10:00	11:00	12:00	13:00
	08:30	09:00	09:30	10:00	10:15	10:45	11:15	11:45	14:00	15:00	16:00	17:00
	10:30	11:00	11:30	12:00	12:15	12:45	13:15	13:45	18:00	19:00	20:00	21:00
	12:30	13:00	13:30	14:00	14:15	14:45	15:15	15:45	22:00	23:00		
	14:30	15:00	15:30	16:00	16:15	16:45	17:15	17:45				
	16:30	17:00	17:30	17:45	18:15	19:00	19:45	21:00				
	18:00	18:30	19:00	19:30	22:15	23:30						
	20:00	20:30	21:10	22:20								
	23:30											

Pearse Street >> 20mins >> Harold's Cross Green >> 20mins >> Spawell >> 20mins >> Old Blessington Rd. (The Square) >> 10mins >> Ellensborough / Kiltipper Way

All times are off peak estimates

## From Ellensborough / Kiltipper Way Towards Pearse Street



Buirg Eibhlin /An Bealach Choill Tobair , Seanbhóthar Bhaile Coimín , Tobair na Spá , Faiche Chrois Araid , Sráid an Phiarsaigh

	Monday-Friday				Saturday				Sunday			
Buses leave terminus at:	06:30	07:00	07:20	07:40	07:30	08:30	09:30	10:30	09:00	10:00	11:00	12:00
	08:00	08:30	09:00	09:30	11:00	11:30	12:00	12:30	13:00	14:00	15:00	16:00
	10:00	10:30	11:00	11:30	13:00	13:30	14:00	14:30	17:00	18:00	19:00	20:00
	12:00	12:30	13:00	13:30	15:00	15:30	16:00	16:30	21:00	22:00	23:00	
	14:00	14:30	15:00	15:30	17:00	17:30	18:00	18:30				
	16:00	16:30	17:00	17:30	19:15	20:00	21:00	22:15				
	18:00	18:30	19:00	19:30	23:30							
	20:00	20:30	21:00	21:30								
	22:30	23:30										

Ellensborough / Kiltipper Way >> 10mins >> Old Blessington Rd. (The Square) >> 20mins >> Spawell >> 20mins >> Harold's Cross Green >> 20mins >> Pearse Street

All times are off peak estimates

### Fare Stages

<b>25 75</b> Pearse Street	<b>37 63</b> Wellington Lane (St. Judes GAA Club)
<b>26 74</b> Lord Edward St. / Nicholas St.	<b>38 62</b> Tallaght Rd. (Spawell Bridge)
<b>27 73</b> Patrick St. (Dean St.)	<b>39 61</b> Tallaght Rd. (Spawell Golf Range)
<b>28 72</b> Clanbrassil St. (Lombard St. West)	<b>40 60</b> Tallaght Rd. (Firhouse Bridge)
<b>29 71</b> Leonard's Corner	<b>41 59</b> Tallaght Rd. (Balrothery / Castle Park)
<b>30 70</b> Harold's Cross Green West	<b>42 58</b> Tallaght Rd. (Newtown Park)
<b>31 69</b> Lwr. Kimmage Rd. (Sundrive Rd.)	<b>43 57</b> Tallaght Village
<b>32 68</b> Lwr. Kimmage Rd. (Ravensdale Park)	<b>44 56</b> Old Blessington Rd. (The Square)
<b>33 67</b> Kimmage Cross Rd.	<b>45 55</b> Blessington Rd. (Raheen)
<b>34 66</b> Wainsfort Rd.	<b>46 54</b> Killinarden (Community Centre)
<b>35 65</b> Fortfield Park	<b>47 53</b> Kiltipper Way (Ellensborough/Marfield)
<b>36 64</b> Willington Rd. Roundabout	

**Customer Comment Desk:** (01) 8734222  
 Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

65

Buses from/to  
**From Poolbeg St. Towards Blessington / Ballymore**  
 Operative Date: 01/12/2018  
 Version: TT 8.2

[Click here to view Route 65 from Tallaght \(The Square\) towards Blessington/Ballymore](#)

[Click here to view Route 65 from Tallaght \(The Square\) towards Poolbeg St.](#)

## From Poolbeg St. Towards Blessington / Ballymore



Sráid an Phoill Bhig , Sráid Camden , Ráth Maonais , Tír an Iúir , Teach Mealóg , Tamhlacht (An Chearnóg) , Crois an tSéipéil , Baile Coimín / Baile Mór

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	05:30k	05:40b	06:40	07:45b	05:40b	07:00	08:00b	09:30	08:00	09:30b	11:30b	13:30
<b>Route Variations</b>	09:30	11:30	13:30	15:30	11:30b	13:30b	15:30	17:30b	15:30b	17:30b	18:30	20:30b
k To Ballyknockan	16:30	17:30k	18:30b	20:00	18:30b	20:30	21:30b	23:15	21:30b	23:15		
b To Ballymore	21:30	23:00b										

Poolbeg St. >> 10mins >> Camden St. >> 10mins >> Rathmines >> 15mins >> Terenure >> 15mins >> Templeogue >> 15mins >> Tallaght (The Square) >> 20mins >> Cross Chapel >> 15mins >> Blessington / Ballymore

All times are off peak estimates

## From Blessington / Ballymore Towards Poolbeg St.



Baile Coimín / Baile Mór , Crois an tSéipéil , Tamhlacht (An Chearnóg) , Teach Mealóg , Tír an Iúir , Ráth Maonais , Sráid Camden , Sráid an Phoill Bhig

	Monday to Friday				Saturday				Sunday			
<b>Buses leave terminus at:</b>	06:30	07:00k	07:10b	08:00	07:10b	08:30	09:30b	11:30	09:30	11:30b	13:30b	15:30
<b>Route Variations</b>	09:30b	11:30	13:30	15:30	13:30b	15:30b	17:00	19:00b	17:00b	19:00b	20:00	22:00b
k From Ballyknockan	17:30	18:30	19:45k	20:30b	20:00b	22:00	23:00b	00:20	23:00b	00:20		
b From Ballymore	21:30	23:15	00:15b									

Blessington / Ballymore >> 15mins >> Cross Chapel >> 20mins >> Tallaght (The Square) >> 15mins >> Templeogue >> 15mins >> Terenure >> 15mins >> Rathmines >> 10mins >> Camden St. >> 10mins >> Poolbeg St.

All times are off peak estimates

### Fare Stages

<b>25 75</b> Poolbeg St.	<b>37 63</b> Tallaght (Cheeverstown House)
<b>26 74</b> Sth. Great George's St.	<b>38 62</b> Tallaght Rd. (Spawell Bridge)
<b>27 73</b> Aungier St. (Bishop St.)	<b>39 61</b> Tallaght Rd. (Spawell Golf Range)
<b>28 72</b> Richmond St. South	<b>40 60</b> Tallaght Rd. (Firhouse Bridge)
<b>29 71</b> Rathmines Rd. Lwr. (Richmond Hill)	<b>41 59</b> Tallaght Rd. (Balrothery)
<b>30 70</b> Rathmines Rd. (Rathgar Rd.)	<b>42 58</b> Tallaght Rd. (Newtown Park)
<b>31 69</b> Rathgar Rd. (Frankfort Ave.)	<b>43 57</b> Tallaght Village
<b>32 68</b> Terenure	<b>44 56</b> Old Blessington Rd. (The Square)
<b>33 67</b> Templeogue Rd. (Rathdown Park)	<b>45 55</b> Blessington Rd. (Raheen)
<b>34 66</b> Templeogue Rd. (Fortfield Rd.)	<b>46 54</b> Jobstown
<b>35 65</b> Templeogue Post Office	<b>47 53</b> De Selby Quarries
<b>36 64</b> Templeogue Bridge	<b>48 52</b> Saggart Rd.

### Fare Information

Fare between Castle Park to Raheen is charged as 3 stages.

Minimum fare operates on this route as follows:

Monday to Friday between 16:30 and 21:30 hours from City Centre.

Saturday between 11:30 and 23:15 hours from City Centre.

Sunday from 09:30 to 15:30 hours and from 20:30 to 23:15 hours from City Centre.

Passengers boarding from City Centre - Cash Fare €3.30, Leap Fare €2.50

Passengers boarding between South Great George's Street and Rathmines (Rathgar Road) - Cash Fare €3.00, Leap Fare €2.25

Passengers boarding between Rathgar Road (Frankfort Avenue) and Templeogue Road (Fortfield Road) - Cash Fare €3.00, Leap Fare €2.25

Passengers boarding from Fortfield Road - normal fares apply

[Click here](#) for further information on stages and fares

**Customer Comment Desk:** (01) 8734222

Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

77a

Buses from/to  
**From Ringsend Rd. Towards Citywest**  
Operative Date: 21/10/2018  
Version: TT 8.1

**From Ringsend Rd. Towards Citywest**

Bóthar na Rinne , An Carnán , Crois Bhaile Bhaileín , Baile an Ridire , Tamhlacht (An Chearnóg) , Iarthar na Cathrach

	Monday to Friday				Saturday				Sunday			
Buses leave terminus at:	05:40	06:00	06:20	06:40	05:55	06:30	07:00	07:30	07:00	07:30	08:00	08:30
	07:00	07:20	07:40	08:00	08:00	08:20	08:40	09:00	09:00	09:30	10:00	10:30
	08:20	08:40	09:00	09:20	09:20	09:40	10:00	10:20	11:00	11:30	12:00	12:30
	09:40	10:00	10:20	10:40	10:40	11:00	11:20	11:40	13:00	13:30	14:00	14:30
	11:00	11:20	11:40	12:00	12:00	12:20	12:40	13:00	15:00	15:30	16:00	16:30
	12:20	12:40	13:00	13:20	13:20	13:40	14:00	14:20	17:00	17:30	18:00	18:30
	13:40	14:00	14:20	14:40	14:40	15:00	15:20	15:40	19:00	19:30	20:00	20:30
	15:00	15:20	15:40	16:00	16:00	16:20	16:40	17:00	21:00	21:30	22:00	22:30
	16:20	16:40	16:55	17:10	17:20	17:40	18:00	18:30	23:00	23:30		
	17:25	17:40	17:55	18:10	19:00	19:30	20:00	20:30				
	18:30	18:50	19:10	19:30	21:00	21:30	22:00	22:30				
	20:00	20:30	21:00	21:30	23:00	23:25						
	22:00	22:30	23:00	23:25								

Ringsend Rd. >> 22mins >> Dolphin's Barn >> 22mins >> Walkinstown Cross >> 15mins >> Balrothery >> 15mins >> Tallaght (The Square) >> 12mins >> Citywest

All times are off peak estimate

**From Citywest Towards Ringsend Rd.**

Iarthar na Cathrach , Tamhlacht (An Chearnóg) , Baile an Ridire , Crois Bhaile Bhaileín , An Carnán , Bóthar na Rinne

	Monday to Friday				Saturday				Sunday			
Buses leave terminus at:	06:00	06:20	06:40	07:00	06:20	06:50	07:20	07:50	08:00	08:30	09:00	09:30
	07:20	07:30	07:40	07:50	08:10	08:30	08:50	09:10	10:00	10:30	11:00	11:30
	08:00	08:10	08:20	08:30	09:30	09:50	10:10	10:30	12:00	12:30	13:00	13:30
	08:40	09:00	09:20	09:40	10:50	11:10	11:30	11:50	14:00	14:30	15:00	15:30
	10:00	10:20	10:40	11:00	12:10	12:30	12:50	13:10	16:00	16:30	17:00	17:30
	11:20	11:40	12:00	12:20	13:30	13:50	14:10	14:30	18:00	18:30	19:00	19:30
	12:40	13:00	13:20	13:40	14:50	15:10	15:30	15:50	20:00	20:30	21:00	21:30
	14:00	14:20	14:40	15:00	16:10	16:30	16:50	17:10	22:00	22:30	23:00	23:30
	15:20	15:40	15:55	16:10	17:30	17:50	18:10	18:30				
	16:20	16:30	16:45	17:00	18:50	19:20	19:50	20:20				
	17:15	17:30	17:45	18:00	20:50	21:20	21:50	22:20				
	18:20	18:40	19:00	19:30	22:50	23:20						
	20:00	20:30	21:00	21:30								
	22:00	22:30	23:00	23:30								

Citywest >> 12mins >> Tallaght (The Square) >> 15mins >> Balrothery >> 15mins >> Walkinstown Cross >> 22mins >> Dolphin's Barn >> 22mins >> Ringsend Rd.

All times are off peak estimate

**Fare Stages**


22 78 Ringsend Rd. (Barrow St.)	37 63 Greenhills Rd. (O'Malley's)
23 77 Pearse St. (Macken St.)	38 62 Greenhills Rd. (Green Park)
24 76 Pearse St. (Lombard St.)	39 61 Greenhills Rd. (Ballymount Rd. Upr.)
25 75 College St. / Townsend St.	40 60 Greenhills Rd. (Cuckoo's Nest)
26 74 Werburgh St. / Lord Edward St.	41 59 Tymon Park
27 73 Kevin St. (Patrick St.) / Patrick St.	42 58 Castle Lawns
28 72 Cork St. (Ardee St.)	43 57 Balrothery (Castle Park)
29 71 Cork St. (Donore Ave.)	44 56 Seskin View Rd.
30 70 Cork St. (Coombe Hospital)	45 55 Old Bawn Rd.
31 69 Dolphin's Barn Cross	46 54 Tallaght (The Square)
32 68 Crumlin Rd. (Loreto Convent)	47 53 Blessington Rd. (Raheen)
33 67 Crumlin Rd. (Bangor Drive)	48 52 Jobstown
34 66 Crumlin Rd. (Cooley Rd.)	49 51 De Selby Quarries
35 65 Drinnagh Rd. (Halfway House)	50 50 Citywest
36 64 Walkinstown Cross (The Kestrel)	

**Fare Information**

Fare between Kevin Street Upper and Dolphin's Barn and fare between Greenhills Road (Cuckoo's Nest) and Tallaght (The Square) charged as 3 stages.

# Luas Frequency - Tallaght Hospital Stop (Luas.ie)

## Frequency

Eastbound 

Monday - Friday			
	Min	Avg	Max
05:31-07:00	10	14	20
07:00-10:00	3	8	10
10:00-16:00	9	9	10
16:00-19:00	9	9	10
19:00-00:01	6	10	15

Saturday			
	Min	Avg	Max
06:31-10:00	12	15	20
10:00-16:00	12	12	13
16:00-19:00	10	11	13
19:00-00:01	3	11	15

Sunday & Bank Holidays			
	Min	Avg	Max
07:01-12:00	10	13	20
12:00-19:00	10	10	11
19:00-23:01	10	11	12

## Frequency

Westbound 

Monday - Friday			
	Min	Avg	Max
06:18-07:00	3	11	23
07:00-10:00	2	8	15
10:00-16:00	2	9	10
16:00-19:00	8	9	10
19:00-01:17	7	11	15

Saturday			
	Min	Avg	Max
07:17-10:00	5	15	25
10:00-16:00	4	12	13
16:00-19:00	3	11	13
19:00-01:17	8	11	15

Sunday & Bank Holidays			
	Min	Avg	Max
07:47-12:00	3	12	20
12:00-19:00	9	10	12
19:00-00:17	3	11	21