

# Proposed Mixed Development at Stillorgan Library Site, St. Laurence's Park, Stillorgan

## Travel Plan

## Quality information

### Prepared by



Zachary Cave  
Traffic Planner / Engineer

### Checked by



Brian McMahon  
Associate Director

### Approved by



Brian McMahon  
Associate Director

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Prepared for:

Dun Laoghaire Rathdown County Council  
County Hall  
Marine Road  
Dun Laoghaire  
Co. Dublin  
Ireland

Prepared by:

AECOM Ireland Limited  
4th Floor  
Adelphi Plaza  
Georges Street Upper  
Dun Laoghaire  
Co. Dublin A96 T927  
Ireland

T: +353 1 238 3100  
aecom.com

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## Table of Contents

1.	Introduction.....	5
2.	Methodology .....	6
3.	Receiving Environment.....	7
3.3.1	N11 Bus Stops .....	9
4.	Travel Plan Objectives.....	15
4.3.1	Travel Plan Partners .....	15
4.3.2	TP Steering Group .....	15
4.3.3	Travel Plan Coordinator .....	16
4.4.1	Measures to Promote Public Transport (Bus) .....	16
4.4.2	Measures to Promote Cycle/Walking .....	16
4.4.3	Car Occupancy .....	17
4.4.4	Car Club.....	17
5.	Monitoring.....	19

# 1. Introduction

## 1.1 Background

AECOM have been commissioned by Dun Laoghaire Rathdown County Council to prepare a Travel Plan (TP) to accompany a planning application for a proposed mixed use development at the existing Stillorgan Library in St. Laurence's Park, Stillorgan, Co. Dublin. The existing development is currently accessed via St. Laurence's Park, a residential estate off the Old Dublin Road. The site is bound to the east by the N11, to the south by Kilmacud Road Lower, to the west by Leisureplex Stillorgan and to the north by St. Laurence's Park residential estate.

The proposed development comprises of the demolition of 16 no. residential dwellings (maisonettes), 2 no. detached dwellings and the existing Stillorgan Library on site and the provision of a mixed use development comprising of a library (1,010 sq. m) and 88 no. apartments (76 no. 1 bed, 11 no. 2 bed and 1 no. 3 bed) in the form of interlinked apartment blocks. Figure 1.1 below indicates the site location.



Figure 1.1 – Site Location (Source: Google Maps)

## 1.2 Overview

AECOM have prepared this TP for the subject development in accordance with the Dun Laoghaire Rathdown County Council (DLRCC) Development Plan (2016 – 2022). Objective 8.2.4.3 of the Plan notes that planning applications for new and significantly extended developments shall include a Travel Plan or a Travel Plan Statement for the following circumstances:

- a) The proposed development has the potential to employ more than 100 employees;
- b) The proposed development is a school; and
- c) The proposed development has 100 dwellings or more.

These thresholds do not preclude the submission of a Travel Plan for developments below the prescribed thresholds, e.g. proposed centres of employment, existing town centres, central areas where expansion/redevelopment is proposed, which the Local Authority considers may have significant travel implications.

The aim will be for reducing car use and the need for car use where possible. This TP will set targets into the future which will be flexible of maximum achievable modal split at any time dependent on actual public transport provision and other facilities available. The measures compiled within this TP will focus on residents of the development, library staff, as well as travel undertaken by visitors to the library. Measures will also be presented for visitors and staff members on site.

## 2. Methodology

### 2.1 Introduction

The environmental and congestion impacts of road transport have led to policy changes by officials of the industry. These changes have led to increasing the priority of more sustainable modes of transport. The aim of a TP is to encourage modes of travel other than the car, whilst recognising that some staff, customers and visitors to the development would still need to use the car.

### 2.2 Aims

A TP will help reduce motorised journeys, which in turn help to reduce the environmental impact of the car. In order to achieve these aims a two-stage approach has been adopted. These stages are summarised below:

- Stage 1: To provide a number of measures from the outset as part of the development which provide residents, employees, customers and visitors with safe and viable transport alternatives to the car for accessing the site; and
- Stage 2: To continually monitor the travel patterns of people using the site to ensure that the most sustainable travel patterns to and from the development are encouraged.

### 2.3 Benefits

Travel plans are intended to bring the following benefits:

- A partnership approach between customers, employees and the business to influence travel behaviour;
- Widen accessibility of the site and buildings;
- Encourage safe and viable alternatives for accessing the site;
- Pragmatic initiatives based on a continual appraisal of customer and employee travel patterns;
- A benchmark from which future developments can be assessed;
- Improvement to the amenity of the area around their buildings;
- Reduction in overall vehicle mileage;
- Reduction in congestion and air pollution;
- Fewer vehicular trips than would otherwise be the case;
- Improved road safety on and near the site;
- Accommodate those journeys, which need to be made by car;
- Preserve valuable land and avoiding the costs of providing too much parking; and,
- Support staff retention and recruitment.

### 2.4 Policy Guidance

Fundamentally a TP is a suitable mechanism by which new developments can support the objectives of sustainability and the achievement of reduced car dependency. The following documents have been taken into account when considering accessibility options for the proposed development:

- The DLRCC Development Plan (2016 – 2022);
- Smarter Travel, A Sustainable Transport Future (2009 – 2020); and
- Achieving Effective Workplace Travel Plans Guidance for Local Authorities (2012).

## 3. Receiving Environment

### 3.1 General

A site visit was carried out on the 23rd of April 2018 to determine the existing infrastructure and available modes of transport to and from the development. This chapter includes a review of existing 'baseline' conditions established from this site visit including public transport, walking and cycling facilities and the current operation of the surrounding public road network in the vicinity.

### 3.2 Existing Site Uses

The Stillorgan Library is bounded to the north by St. Laurence's Park, to the east by the N11 – Stillorgan Road, to the west by Leisureplex Stillorgan and to the south by Lower Kilmacud Road – see Figure 3.2 below. The site is located near Stillorgan Village, adjacent to Stillorgan Shopping Centre and Leisureplex. The site is located approximately 7km south of Dublin City Centre, 2.5km from University College Dublin (UCD) and less than 5km from Dun Laoghaire Town.

The DLRCC Development Plan (2016 - 2022) sets out the Authority's land use zoning objectives for the continuing sustainable development of DLRCC for the period 2016 to 2022.

Stillorgan is identified as a Secondary Centre as part of the Core Strategy in this Development Plan. The proposed development has a land use zoning objective of DC, to "protect, provide for and-or improve mixed use district centre facilities". See Figure 3.1 below.

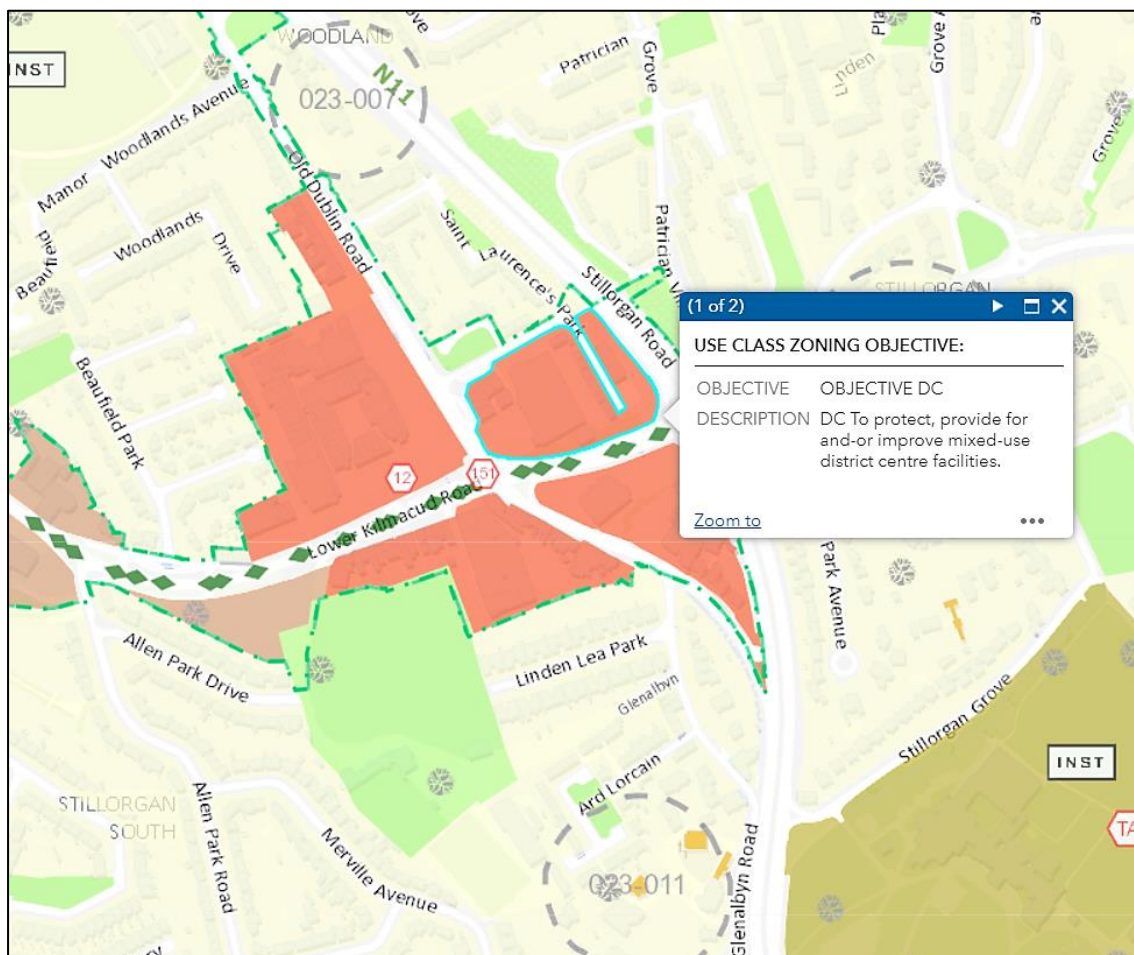
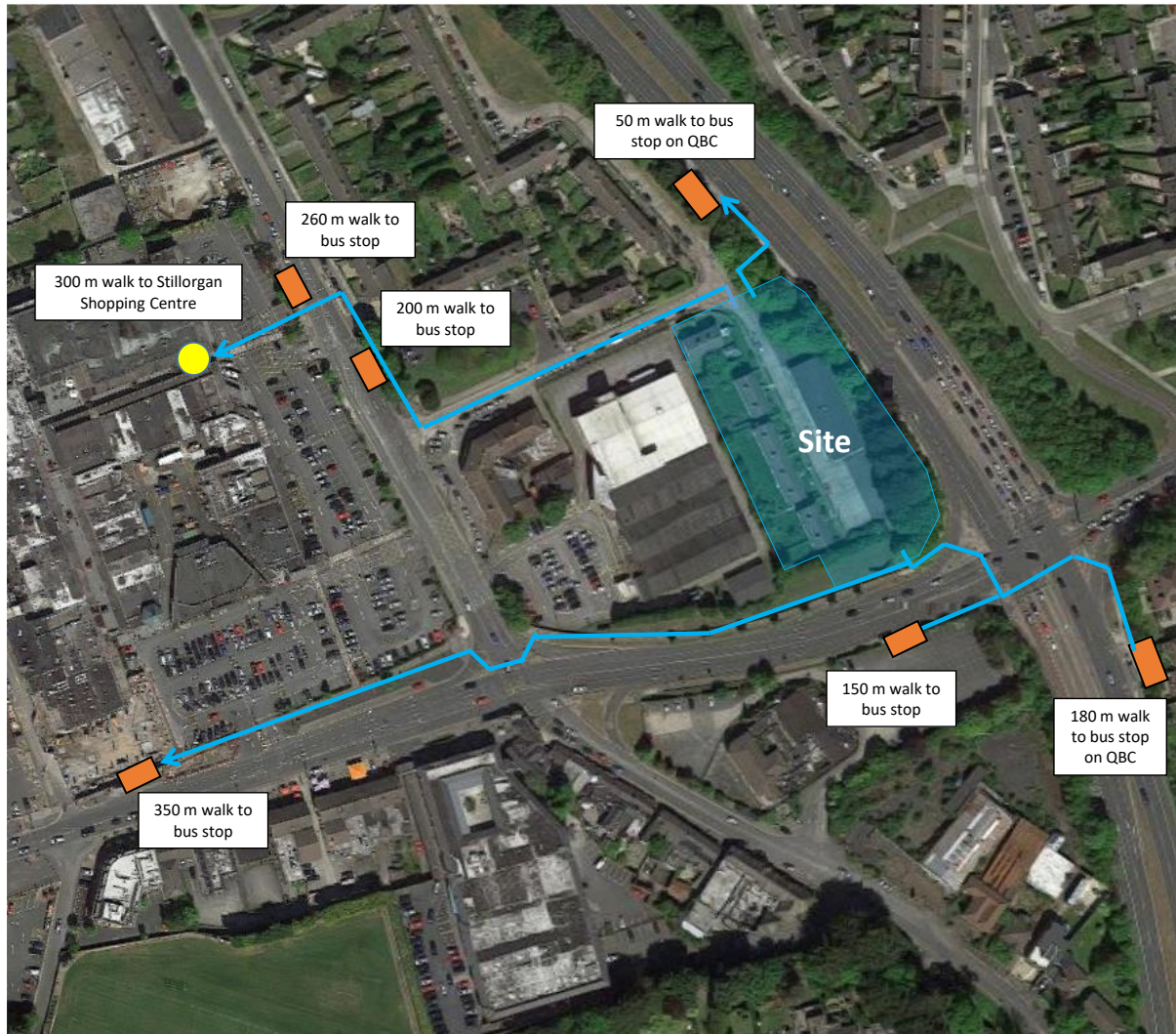


Figure 3.1 – Zoning Objective of Proposed Site.



### 3.3 Public Transport - Bus

There are a number of bus stops located in close proximity to the site (5 minute walk) – see Figure 3.2.



**Figure 3.2 – Walking Distances to Bus Stops and Stillorgan Shopping Centre**

The different bus routes serving these stops are listed in Table 3.1 and can be seen in Figure 3.3 below.

**Table 3.1 – Local Bus Routes**

Details Number	Operator	Peak Frequency (2-way services per hour)	To / From
7b	Dublin Bus	1	From Mountjoy Sq. to/from Dalkey
7d	Dublin Bus	4	From Mountjoy Sq. to/from Shankill
46a	Dublin Bus	12	Dun Laoghaire to/from Phoenix Park
46e	Dublin Bus	1	Blackrock Rail Station to/from Mountjoy Sq.
47	Dublin Bus	2	Poolbeg to/from Belarmine
75	Go-Ahead	4	Square Tallaght to/from Dun Laoghaire
84x	Dublin Bus	4	Hawkins St. to/from Newcastle/Kilcoole



116	Dublin Bus	1	Parnell St. to/from Ashtown Rail Station
118	Dublin Bus	1	Kilternan to/from D'Olier St.
133	Bus Éireann	1	Gorey to/from Dublin
145	Dublin Bus	6	Ballywaltrim to/from Heuston Rail Station
700	Aircoach	4	Dublin Airport to/from Leopardstown/Sandyford



**Figure 3.3 – Bus Stops in Close Proximity to the Proposed Mixed Development Site**

Dublin bus routes 46a and 145 are high frequency routes which connect Stillorgan to the City Centre along the N11. The NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and Dun Laoghaire-Rathdown Development Plan 2016-2022 have identified the Stillorgan Road (N11) as a Priority 1 Quality Bus Corridor with the potential to upgrade to a Core Bus Corridor. Core Bus Corridors represent the most important bus routes in the Greater Dublin Area, which are generally characterised by a high frequency of bus services, high passenger volumes and with significant trip attractors located along the route.

### 3.3.1 N11 Bus Stops

The N11 Bus Stops are easily accessible from and to the proposed development. As shown in Figure 3.2, the N11 northbound bus stop is located approximately 50m from the proposed development. Figures 3.4 and 3.5 show the existing pedestrian link from St. Laurence's Park to the N11, and the N11 bus stop, highlighting the convenient and easily accessible link between the development and the main bus link into Dublin City Centre.



**Figure 3.4: Existing Pedestrians Link from St. Laurence's Park on the N11 (Google Maps)**



**Figure 3.5: Existing N11 Bus Stop beside St. Laurence's Park (Google Maps)**

As shown in Figure 3.2, the N11 southbound bus stop is located approximately 180m from the proposed development. Figures 3.6 and 3.7 show the southbound N11 bus stop and the dedicated pedestrian crossing on the N11 junction.





**Figure 3.6: Existing Pedestrians Link from St. Laurence's Park on the N11 (Google Maps)**



**Figure 3.7: Existing Pedestrians Link from St. Laurence's Park on the N11 (Google Maps)**

Furthermore, DLRCC have proposals to upgrade the N11 beside the proposed development in order to provide an improved pedestrian access to new improved bus facilities. As part of the Stillorgan Village Area Movement Framework Plan (SVAMFP), it is proposed to upgrade the existing public transport facilities on the N11 and the pedestrian connects to them. From the SVAMFP Options Assessment Report the following were key interventions were proposed:

- Establish strong pedestrian link along upgraded streetscape from shopping centre eastwards directly to QBC bus stop on N11;
- Enhance steps and ramps leading to bus stop;
- Re-location of southbound N11 bus stop northwards to be opposite the northbound bus stop, and incorporating an at-grade pedestrian crossing as an alternative to the underpass.

The proposals above are set out in the SVAMFS drawings, shown in Figure 3.8 below.

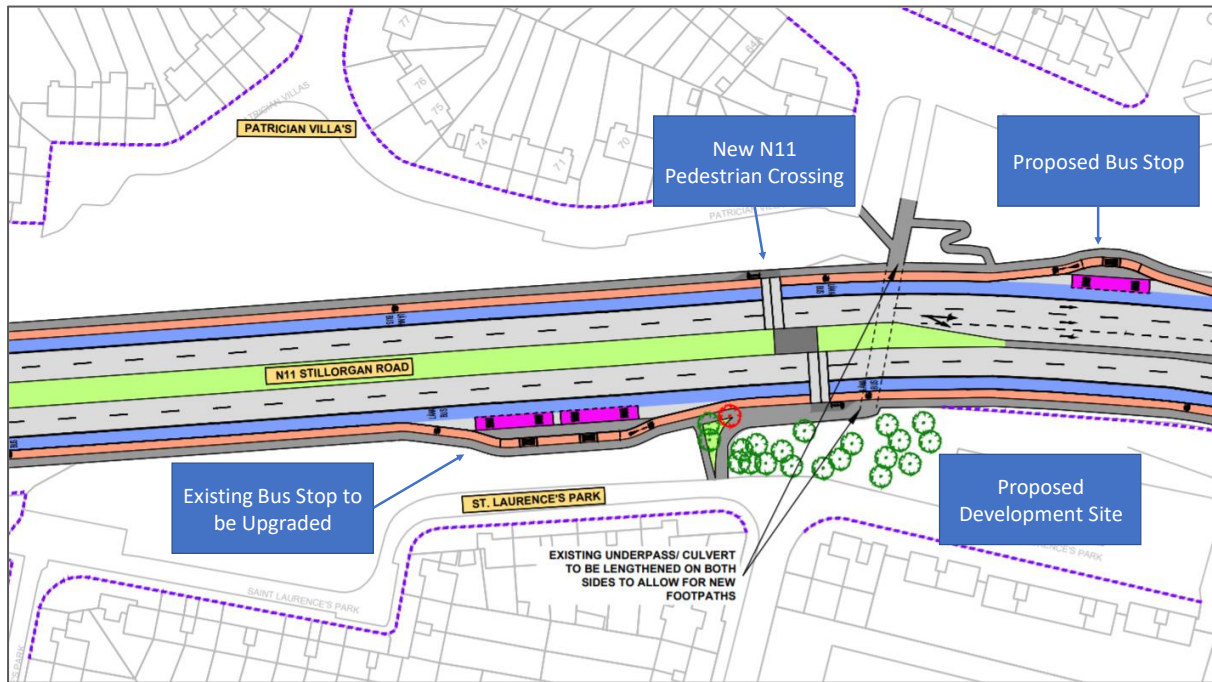


Figure 3.8: BusConnects Proposals on the N11 in Stillorgan (Source: busconnects.ie )

### 3.4 Walking

Footpaths are provided either side of the road along St. Laurence's Park, Lower Kilmacud Road and Old Dublin Road. Controlled pedestrian crossings are provided at lower Kilmacud Road / The Hill / Old Dublin Road and N11 / Lower Kilmacud Road. Pedestrian access to the proposed site is provided at the south of the site onto Lower Kilmacud Road (Figure 3.9), at the north via a path to the N11 and via the pedestrian underpass (to the north of the library) below the N11 between St. Laurence's Park and Patrician Villas (Figure 3.10). These facilities provide a high level of permeability for pedestrians and provide good access to the bus stops located on the N11 Quality Bus Corridor (QBC). Figure 3.2 shows the walking distances to the nearby bus stops and to the Stillorgan Shopping Centre.



Figure 3.9 - Pedestrian Access



Figure 3.10 – Pedestrian Underpass



The outermost isochrone contour in Figure 3.11 below defines the perimeter pedestrians can reach in 15 minutes or less at a typical walking pace. There are in excess of 9,000 people living within a 15-minute walk from the proposed development. Local amenities including grocery shopping, leisure, banking and medical facilities are located within Stillorgan Village approximately a 5 minute walk from the proposed development.

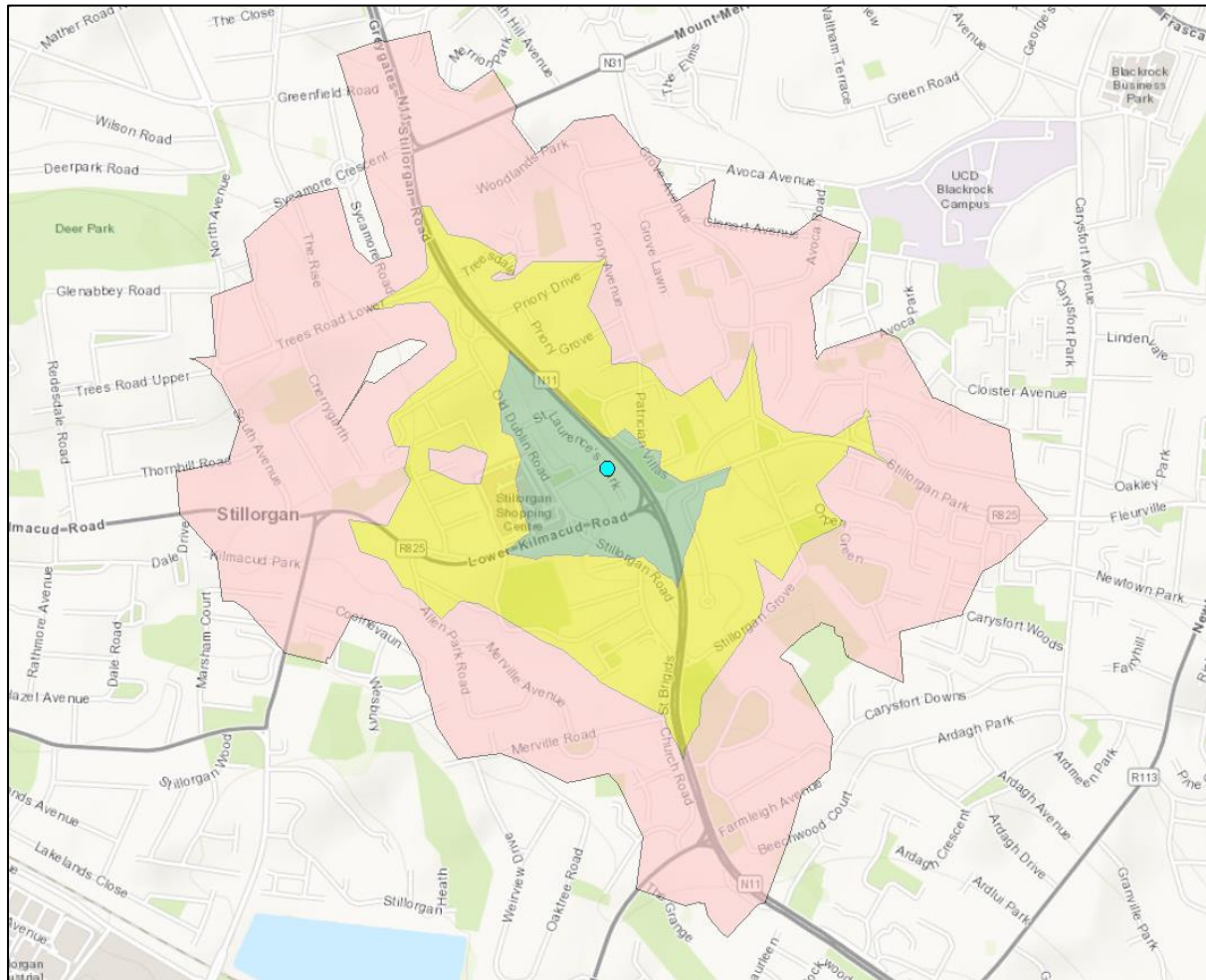


Figure 3.11 – Walking Catchment

### 3.5 Cycling

The N11 runs to the east of the proposed mixed development and has segregated cycle tracks along its entire length. In addition, Stillorgan Park has segregated cycle facilities and shared cyclist / pedestrian facilities along its length. The existing and proposed cycle network is presented in Figure 3.12 and 3.13 respectively below.

The proposed cycle network as per the Greater Dublin Area Cycle Network 2010 identifies the N11, Stillorgan Park and Lower Kilmacud Road as primary cycle routes. The N11 forms part of Route 12 which extends from St. Stephens Green to Cornelscourt (where it becomes Route 12A). Stillorgan Park and Lower Kilmacud Road form part of the SO5 primary cycle route which connects Dun Laoghaire, Stillorgan, Dundrum, Tallaght and Ronanstown.





Figure 3.12 – Existing Cycle Network (NTA – DGA Cycle Network Plan)

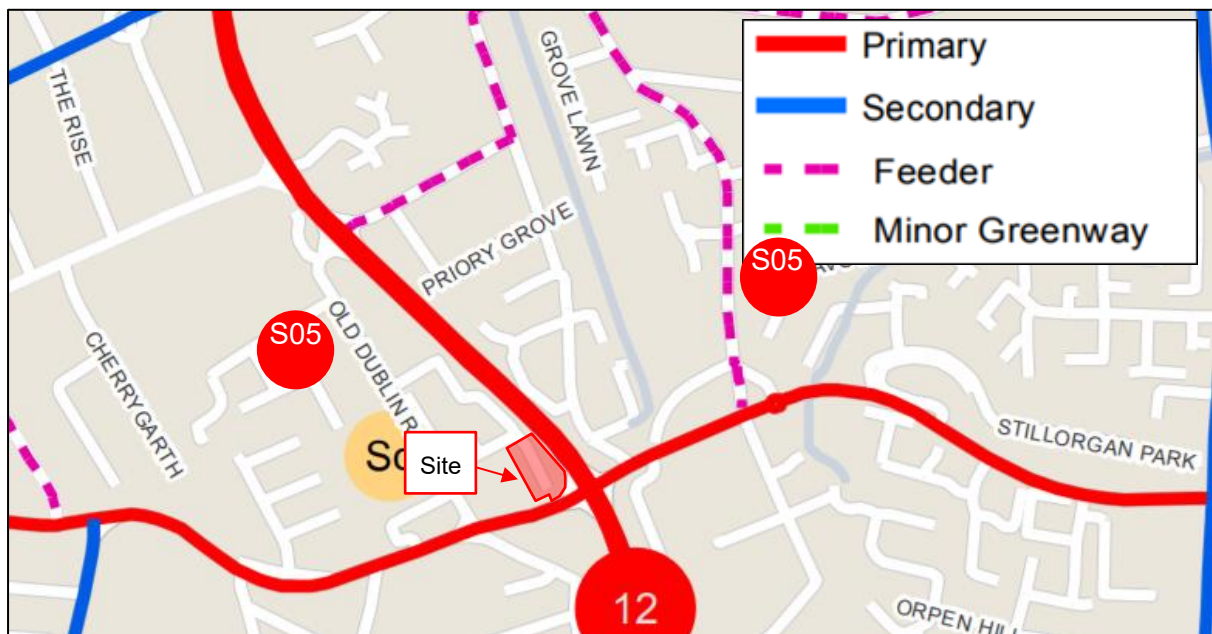


Figure 3.13 – Proposed Cycle Network (NTA – GDA Cycle Network Plan)

The site provides good accessibility for pedestrians and cyclists to access employment areas and educational campuses. Within a 15 minute walk of the proposed mixed development, there are approximately 2,200 attending a place of work and 1,600 attending an educational institution. (These figures are based on the Census 2011 Small Area Population Statistics (SAPS)). Key existing and future employment and leisure facility areas include the city centre, Dun Laoghaire, Dundrum, Leopardstown/Sandyford and Cherrywood. The educational campuses of UCD and Dun Laoghaire IADT are within a 10 and 16 minute cycle, respectively.

### 3.6 Accessibility Summary

In summary the site is reasonably well located to provide for non-car mode of travel for both residents and visitors alike from surrounding residential areas. All of the surrounding roads (St Laurence's Park, N11- Stillorgan Road, R285 – Lower Kilmacud Road, R825 – Stillorgan Park, The Hill, Old Dublin Road,) provide sufficient footpaths and pedestrian crossings, however not all roads cater for cyclists. There are segregated cycle facilities on the N11 along most of its length, and off-road cycle facilities are provided along the R825 – Stillorgan Park. Bus services are available on the N11, Lower Kilmacud Road and on Old Dublin Road.

## 4. Travel Plan Objectives

### 4.1 Scheme Proposals

AECOM have been commissioned by Dun Laoghaire Rathdown County Council to prepare a Travel Plan to accompany a planning application for a proposed mixed use development at the existing Stillorgan Library in St. Laurence's Park, Stillorgan, Co. Dublin. The proposed development comprises of a library (1,010 sq. m) and 88 no. apartments (76 no. 1 bed, 11 no. 2 bed and 1 no. 3 bed) in the form of interlinked apartment blocks.

This TP will focus in preparing sustainable objectives for residents, whilst also including measures for visitors and staff. Sustainable travel targets into the future will be flexible of maximum achievable modal split at any time dependent on actual public transport provision and other facilities available.

### 4.2 Objectives

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

- To discourage private cars as a means of travel to and from the development;
- To increase and facilitate the number of people choosing to walk, cycle or travel by public transport to the development;
- To work with DLRCC, the National Transport Authority and public transport providers to support and encourage resident and staff up take;
- To develop an integrated and unified public transport, private vehicle, business fleet management and suppliers of commercial services to the development; and
- To liaise and co-operate with adjacent developments in relation to a coordinated approach to travel between the various employment areas.

To achieve the above targets, measures have been proposed for the specific modes of transport. These are based on existing infrastructure and public transport systems. These objectives are preliminary and will be further developed in the light of ongoing monitoring as the proposed development is occupied and information becomes available on future travel behaviour of residents and staff.

### 4.3 Measures

#### 4.3.1 Travel Plan Partners

This section presents a 'Toolkit' of measures, identifying a number of 'hard' and 'soft' measures that should be promoted and delivered where possible, to ensure that the theme of sustainability is entrenched within the design of the proposed development.

This section identifies the key individuals and groups that will be responsible for the managing the delivery of the TP.

#### 4.3.2 TP Steering Group

A partnership group should be established prior to the opening of the proposed development with the sole objective of driving the objectives of the TP forward. The Steering Group should contain an appropriate mix of the following representatives:

- TP Co-ordinator
- Site Developer
- TP advisor; and
- Gardai (local community officer)

It is intended that the TP will identify persons to fulfil these roles throughout its development. It is important to recognise the role that these individuals will have in the success of the plan, as they will be the people responsible for leading its delivery.

#### **4.3.3 Travel Plan Coordinator**

A Travel Plan Coordinator should be identified who would be responsible for internally monitoring the travel plan, promoting the travel plan and distributing travel plan information. The coordinator will work in conjunction with DLRCC, the local community and other interested parties for the continuing progression of the TP.

The coordinator should be appointed prior to occupation of the proposed development, to ensure they are involved in developing a travel pack which should be sent out to all residents prior to the opening date. The role of the coordinator should be as follows:

- Overseeing the development and implementation of the TP;
- Designing and implementing effective marketing and awareness raising campaigns;
- Provide a point of contact and travel information;
- Liaison with external organisations; and
- Coordinating the monitoring programme for the TP.

#### **4.4 Travel Plan 'Toolkit'**

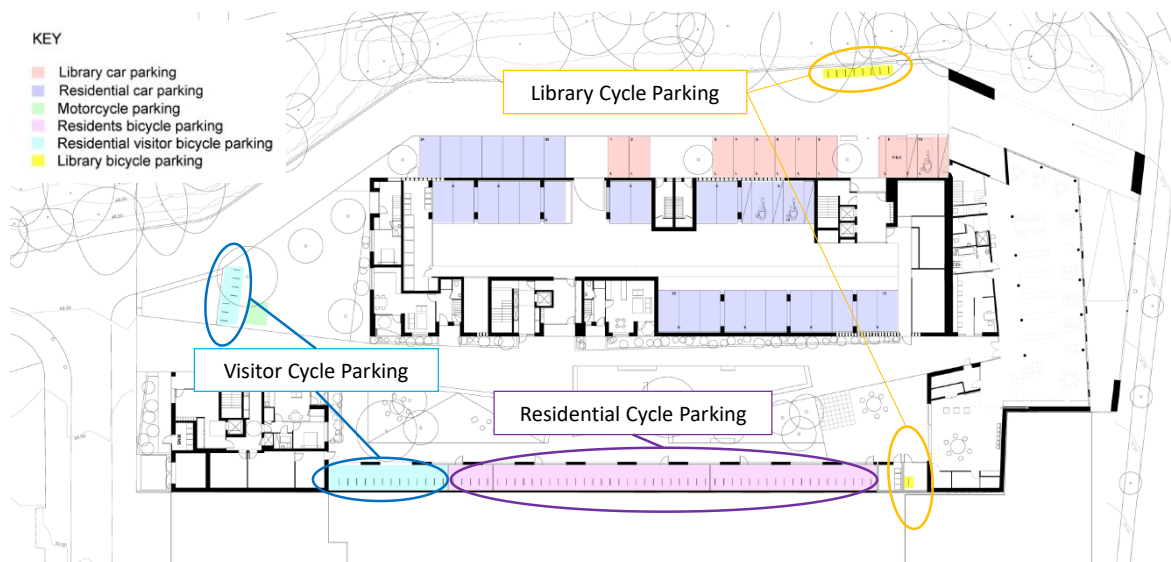
A 'Toolkit' contains a range of 'soft' and 'hard' options, to encourage sustainable travel and achieve the aims of the plan. Examples of 'softer' measures include, promoting of sustainable travel via marketing material on notice boards, whilst examples of 'harder' measures include new cycle parking stands. The toolkit is summarised in the subsequent paragraphs.

##### **4.4.1 Measures to Promote Public Transport (Bus)**

- Provision of public transport maps and timetables in prominent locations on site. Information should be kept up to date. This information could also be made available online.
- Promoting the NTA Journey Planning apps to make using public transport easier (Journey Planner, Real Time Ireland)
- Provision of information on savings that can be made by using Leap Card and details on where Leap Card can be purchased.
- Staff of the development should be offered the opportunity to purchase public transport commuter tickets under the applicable tax saver schemes.

##### **4.4.2 Measures to Promote Cycle/Walking**

- Provision of details on how to access the site on foot. Details would include safe walking routes and location of the nearest bus stops / rail station.
- Provision of information on cycling routes and bicycle user groups.
- Provision of safe and secure cycle stands. It is proposed to provide a cycle store with 63 no. Sheffield Stands which will be located in a sheltered and secure cycle parking building. 50 of these stands are dedicated for the residents of the apartment blocks, while 13 are designated for visitor cycle parking. A further 7 no. stands are provided adjacent to the main car park for visitor cycle parking, while 9 stands are provided close to the library.



**Figure 4.1: Proposed Cycle Parking**

- Availability of puncture repair kits, basic tool kits and pumps within the development, for the benefit of both residents and employees of the development.
- Provision of cloakrooms, shower facilities, storage lockers, and drying facilities at suitable locations for library staff to use within the site.
- Footways, dropped kerbs and surface markings to be provided at dedicated crossing points.

#### **4.4.3 Car Occupancy**

- Encouragement of residents, employees and visitors of the development to use other modes of travel other than private car.
- Where it is necessary for car use to travel to and from work, library staff should be made aware of other people who are either within close proximity of their homes or on their route into work.

#### **4.4.4 Car Club**

- 4 no. parking spaces are reserved for Car Club vehicles.
- Research has been undertaken in relation to the benefits of car clubs across Europe in terms of the potential to reduce the reliance on private vehicular travel. The benefits of Car Club schemes are to reduce car ownership, car dependency, congestion, noise and air pollution. The Car Club research identifies that each Car Club vehicle has the potential to replace up to 20 private cars subject to location.
- It is proposed to provide a total of 4 no. dedicated Car Club parking spaces within the proposed development. The car club spaces will be located within the communal space area, to ensure the car club spaces are clearly visible to future residents, which will assist to promote their uptake and usage. Based on the Car Club research, the provision of 4 no. car club spaces has the potential to replace up to 80 car parking spaces on site.

### **4.5 Parking Provision**

- Car parking spaces for mobility impaired will be located near to the apartment elevator. The car parking provision is such to ensure ease of movement, user safety and convenience. A total of 3 no. car parking spaces (2 for the apartments and 1 for the library) will be allocated for mobility impaired persons, which complies with the DLRCC Development Plan requirements.
- 4 no. parking spaces are reserved for Car Club vehicles. This is to encourage car sharing for journeys where cars are the necessary mode of transport.

## 4.6 Other Initiatives

- Residents to be informed of the health and fitness benefits of cycling and walking through posters and notice boards. National events to be advertised in order to raise the profile of the TP with residents.



## 5. Monitoring

A critical part of any TP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place one year into the operation.

On occupation of the development it would be proposed to undertake travel attitude surveys to establish baseline modal split of residents and staff. This would assist considerably in the setting of appropriate trip rate and modal share targets for the development.

An after study should then be undertaken following the operation of the TP for a reasonable period of time. The two datasets could then be compared to review what changes are necessary after implementation of the various infrastructural measures and initiatives.

Campaigns and promotions would be run throughout the year to maintain public awareness of modes of travel other than the car and the benefits accrued to both the individual and the environment.

The occupiers of the proposed development will be encouraged to continually monitor the TP initiatives in order to maximise on their success. Monitoring results could be included in the annual report or a separate environmental report. The results will also be forwarded to DLRCC at intervals to be determined by agreement.

