OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

D830: SAMUEL BECKETT SPORTS CENTRE

MOBILITY MANAGEMENT PLAN

For

Dún Laoghaire-Rathdown County Council

11 March 2024

NOTICE

DOCUMENT CONTROL & HISTORY

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1 INTRODUCTION

APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Dún Laoghaire-Rathdown County Council to carry out the design of the Civil Engineering services associated with the proposed sports and swimming pool development.

ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction of Dun Laoighaire Rathdown Planning (DLRCC).

This assessment has given due consideration to the relevant guidelines including:

- Traffic & Transport Assessment Guidelines (2014) as published by the former National Roads Authority (NRA) now Transport Infrastructure Ireland (TII);
- Guidelines for Traffic Impact Assessment (1997) as published by the Chartered Institute of Highways & Transportation;
- Dun Laoighaire Rathdown Development Plan 2022 – 2028;
- Greater Dublin Area (GDA) Cycle Network Plan 2022; and
- National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042.

STUDY AREA

The proposed development is located at the existing site of the Samuel Beckett Civic Campus, immediately bound by the Ballyogan Road. The development site can be found situated south of the M50 between junction 13 and junction 15.

The indicative location of the development can be seen in the figure overleaf.

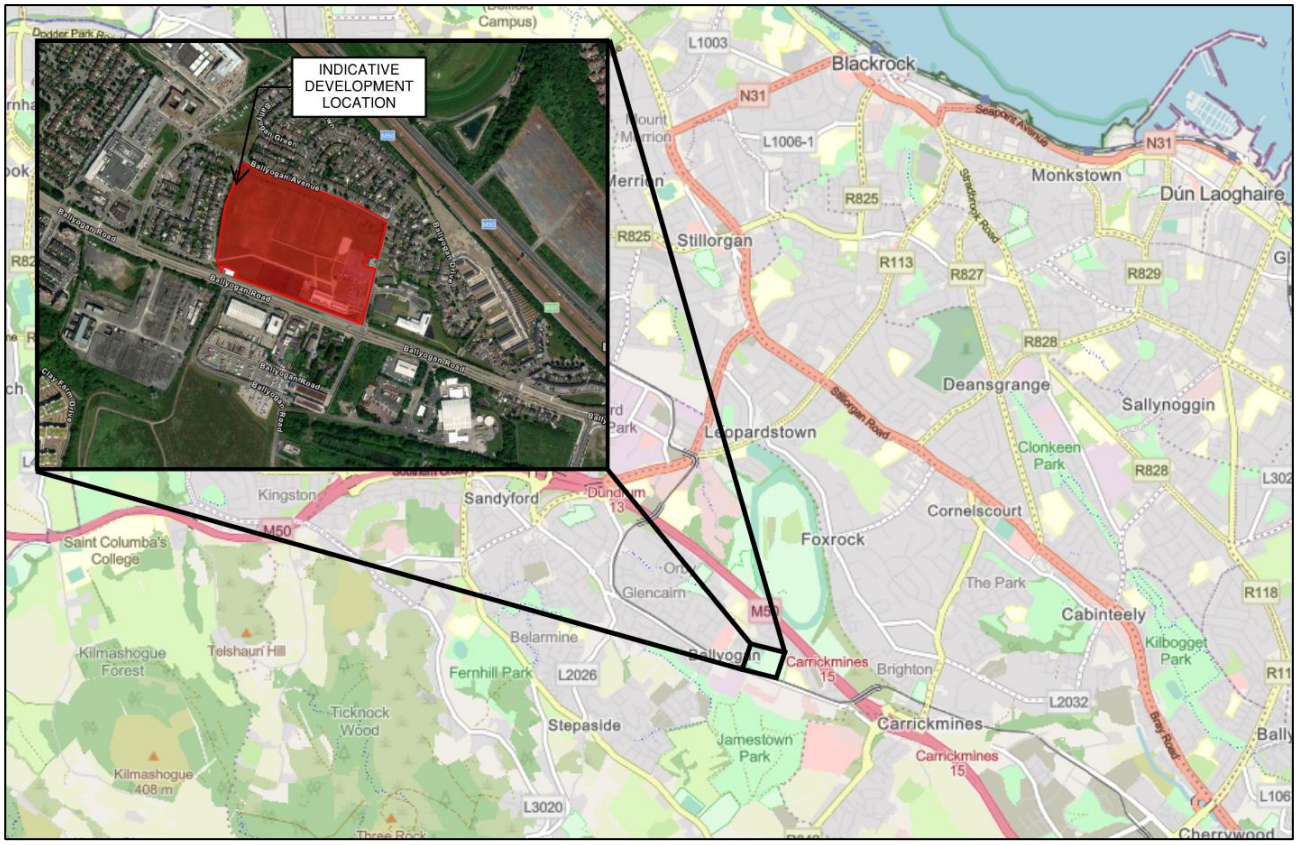

Figure 1: Indicative Location of Development

DEVELOPMENT DESCRIPTION

DLRCC intend to apply for permission for development on this site. The proposed development is a part of a previously granted masterplan and will consist of a swimming pool, learners pool, large multi-use sports hall, fitness / equipment gyms, dance studios, reception, ancillary staff changing facilities, plant and incidental spaces. In addition to the above, DLRCC plan to include a bicycle parking structure, additional carparking, site services and the reconfiguration of site landscaping, as part of this planning application.

The site layout can be seen in the following figure.

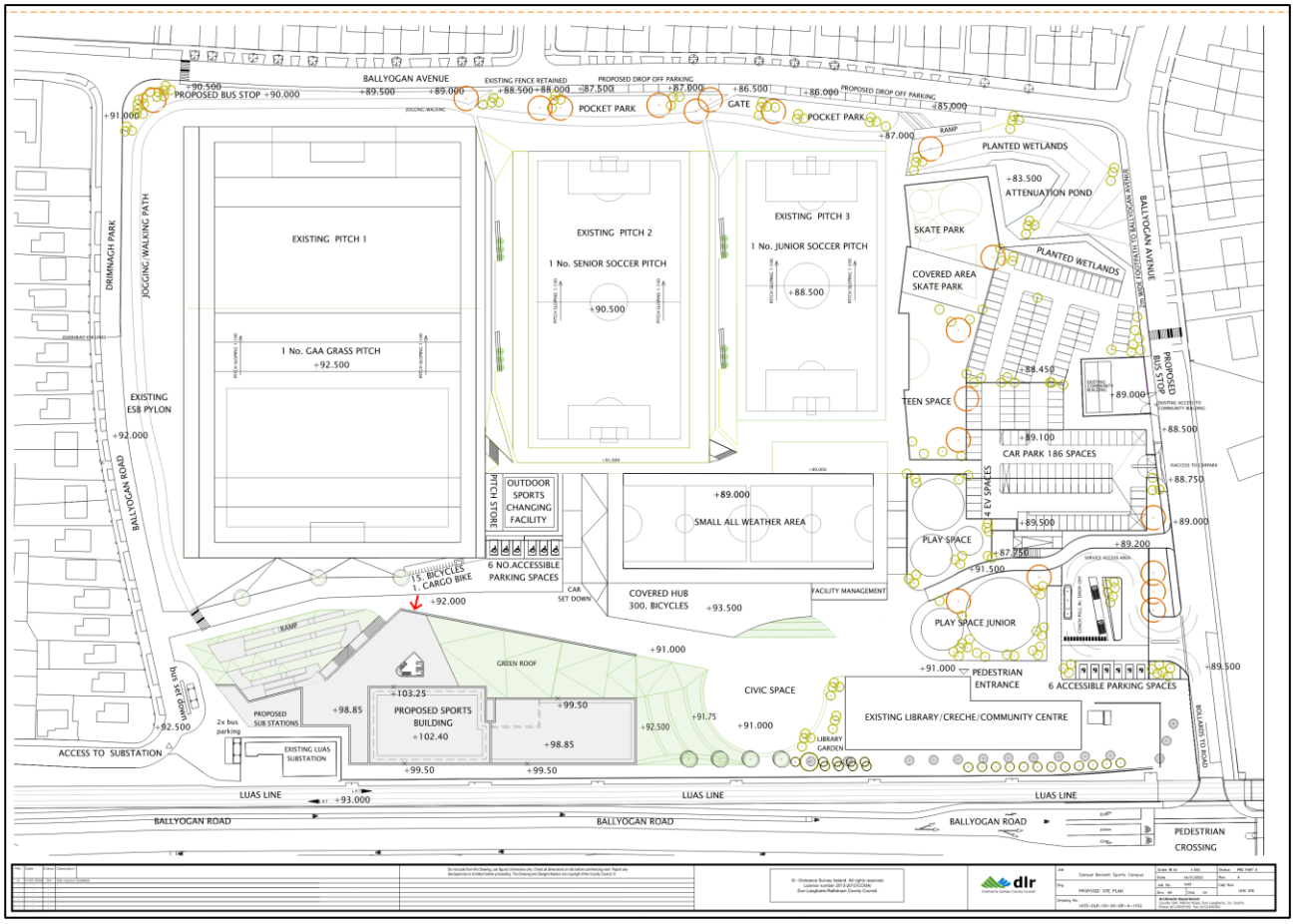

Figure 2: Site Layout

The location of the Samuel Beckett Civic Campus will be a critical hub in regard to Dún Laoghaire-Rathdown County Council's Active Travel routes. As such, it is envisaged that a bridge may be constructed over the existing Ballyogan Road and LUAS line connecting Jamestown Park with the Samuel Beckett Civic Campus and onwards to other Active Travel routes.

Furthermore, the main building will incorporate a traversable green roof along with design allowances for future plans of a bicycle/pedestrian bridge connecting this development site to lands in at Jamestown Park, south of the Ballyogan road, as illustrated in the following figure.

Figure 3: Conceptual Design of Future Bicycle/Pedestrian Bridge

The site has two historical planning permissions, from 2008 and 2012. The planning permission associated with this report can be considered as Phase 2 of the master plan. The building schedule is outlined in table 1 below.

Table 1: Site Floor Areas

Use	Floor Area
Childcare	750m2
Community	750m2
Temp Gym	1500m2
Sports Grounds (Pitches)	Na
Library	1500m2
Sports Build (2023 Proposal)	4700m2
Sports Build (2008 Proposal)	6670m2

2 CONTENT OF THE TRAVEL PLAN

There are generally considered to be two types of MMPs, dictated by the stage of development and whether or not the final occupants are known at the time of its development. In this instance, the final occupants are known and given the commercial nature of the development, there is considered to be significant potential variation in their travel habits. Based on best practice, this MMP is intended to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available;
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes) from the development to the public transport services;
- Provide the baseline travel patterns for staff at the development;
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns; and

Based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support the modal shift.

Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.

3 EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

Several high-quality public transport and sustainable travel facilities are operating in close proximity to the development site as detailed below.

Figure 4: Public Transport Locations

RAIL SERVICES

The site is adjacent to the existing Luas Green line, with the Leopardstown Valley Luas Stop approximately 300m (4 min walk) west of the development. Additionally, the Ballyogan Wood Luas Stop is located approximately 400m (5 min walk) east of the development. The location of these two stops in the context of the development location is shown in the figure above.

These two stops provide access to the Luas line and the wider Irish Rail Network. The location of the development in the context of the Dublin area rail and airport bus services is shown in the figure below.

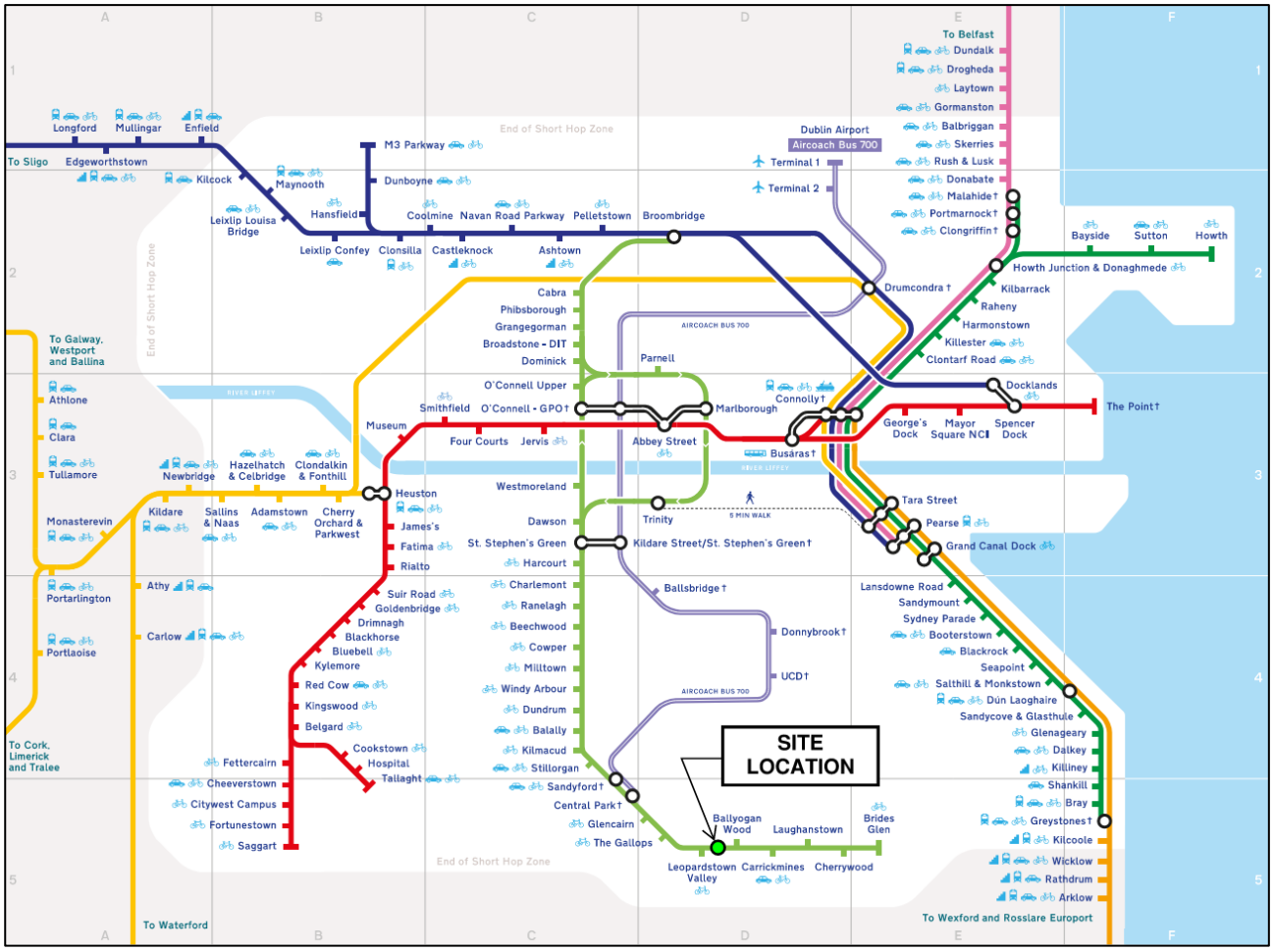

Figure 5: Dublin Area Rail and Airport Bus Service (www.dublinpublictransport.ie)

The frequency of services at these two stops on a typical weekday is shown in the tables below.

Table 2: Leopardstown Valley Luas Stop Weekday Frequency (Source: luas.ie)

Leopardstown Valley - Monday - Friday							
Northbound				Southbound			
Time	Min	Avg	Max	Time	Min	Avg	Max
05:40-07:00	10	16	20	05:36-07:00	6	12	21
07:00-10:00	6	9	14	07:00-10:00	4	9	14
10:00-16:00	12	13	14	10:00-16:00	13	13	15
16:00-19:00	6	10	16	16:00-19:00	6	10	14
19:00-00:55	12	13	15	19:00-00:22	10	13	19

Table 3: Leopardstown Valley Luas Stop Saturday Frequency (Source: luas.ie)

Leopardstown Valley - Saturday							
Northbound				Southbound			
Time	Min	Avg	Max	Time	Min	Avg	Max
06:40-10:00	15	16	20	05:35-07:00	6	16	27
10:00-16:00	14	14	15	07:00-10:00	8	14	23
16:00-19:00	14	14	14	10:00-16:00	14	14	14
19:00-00:10	7	14	15	16:00-19:00	13	14	15

Table 4: Leopardstown Valley Luas Stop Sunday & Bank Holidays Frequency (Source: luas.ie)

Leopardstown Valley – Sunday & Bank Holidays							
Northbound				Southbound			
Time	Min	Avg	Max	Time	Min	Avg	Max
07:00-12:00	12	14	20	05:35-07:00	5	14	27
12:00-19:00	12	12	12	07:00-10:00	12	12	12
19:00-23:10	12	13	15	10:00-16:00	12	13	17

As can be seen from these three tables, the stops around the development will provide high-frequency services which tie into the wider rail network. This enables a large number of future visitors/staff to make use of sustainable travel options rather than car travel.

BUS SERVICES

There are several bus stops located within the area of the development. The closest bus stops are along Ballyogan Avenue and Ballyogan Road. These three stops are located adjacent to the site and therefore require minimum walking to reach each stop. These stops are served by both the 63 and the 63A bus routes which offer services to and from Kilternan, Carrickmines, Cornelscourt and Dun Laoghaire.

Figure 4 highlights the proximity of these three bus stops to the development site, further supporting the justification of adequate public transport to and from the development.

The available routes per direction along the R108 are shown in the tables below. The tables also indicate which routes are available at each of the applicable stops.

The 63 bus route has a frequency of twice per hour in each direction with the 63A bus route going once a day in each direction, serving one additional stop, Foxrock Village.

More details of these bus services including full timetables and route maps can be found at www.dublinbus.ie and www.buseireann.ie.

To put the public transport connectivity into context, the following figure of travel time isochrone illustrates the connectivity of the site by displaying the distances a person using public transport may be able to commute, to and from the development site, relative to a 10, 20 and 30 minute travel times.

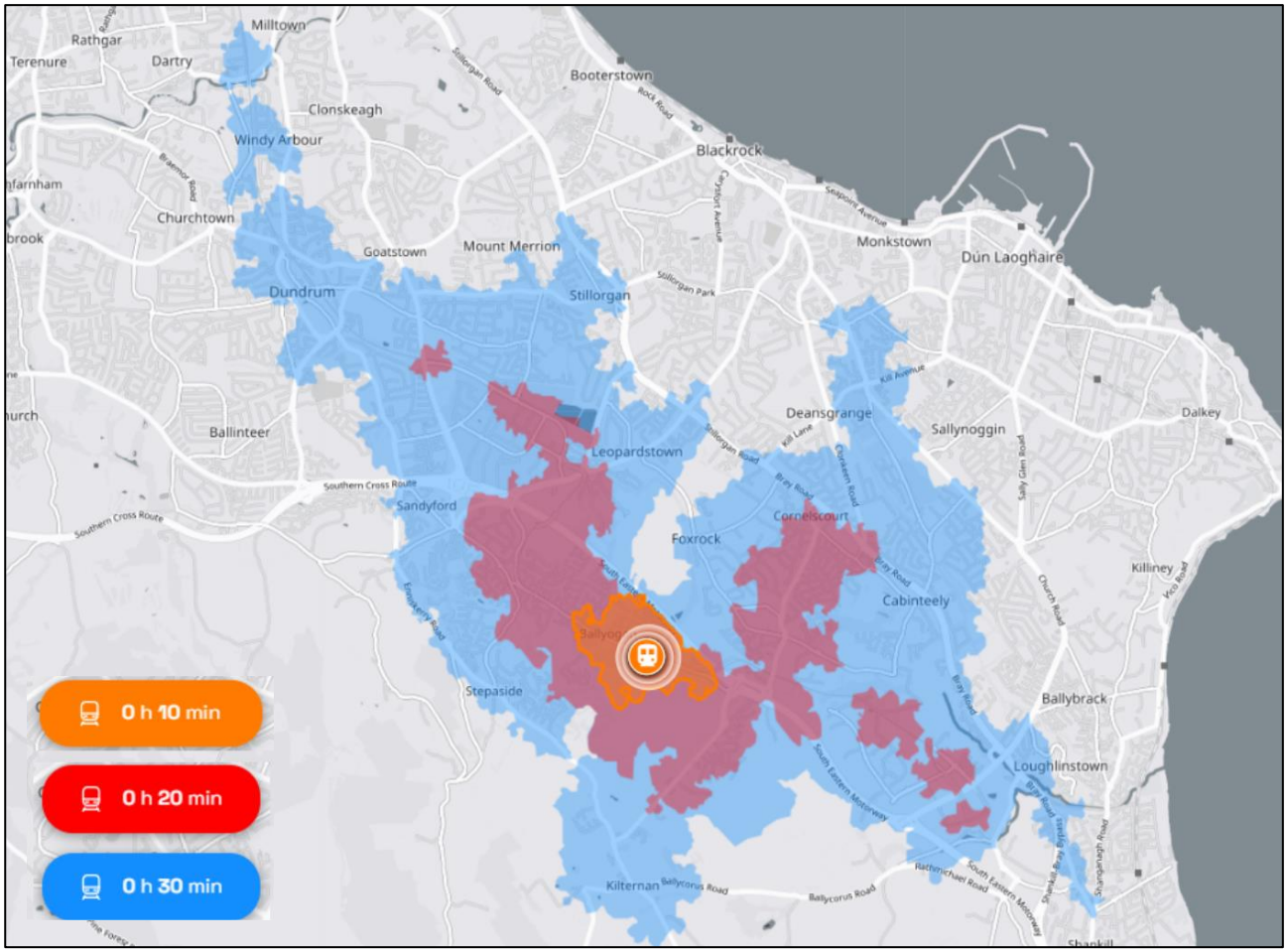

Figure 6: Public Transport Travel Time Isochrone (traveltime.com)

PEDESTRIAN FACILITIES

Pedestrian walkways are available along Ballyogan Avenue, just outside of the entrance to the development, on both sides of the road. These walkways then tie into pedestrian infrastructure along the Ballyogan Road. This infrastructure is also available on both sides of the road along its full length. The footpaths are well served by street lights and adequate controlled and uncontrolled crossings.

Overall the infrastructure in the area is of good quality and provides a highly accessible and safe environment for pedestrian movement.

The following figure highlights a variety of local amenities within a close proximity to the site, including supermarkets, schools, parks, etc.

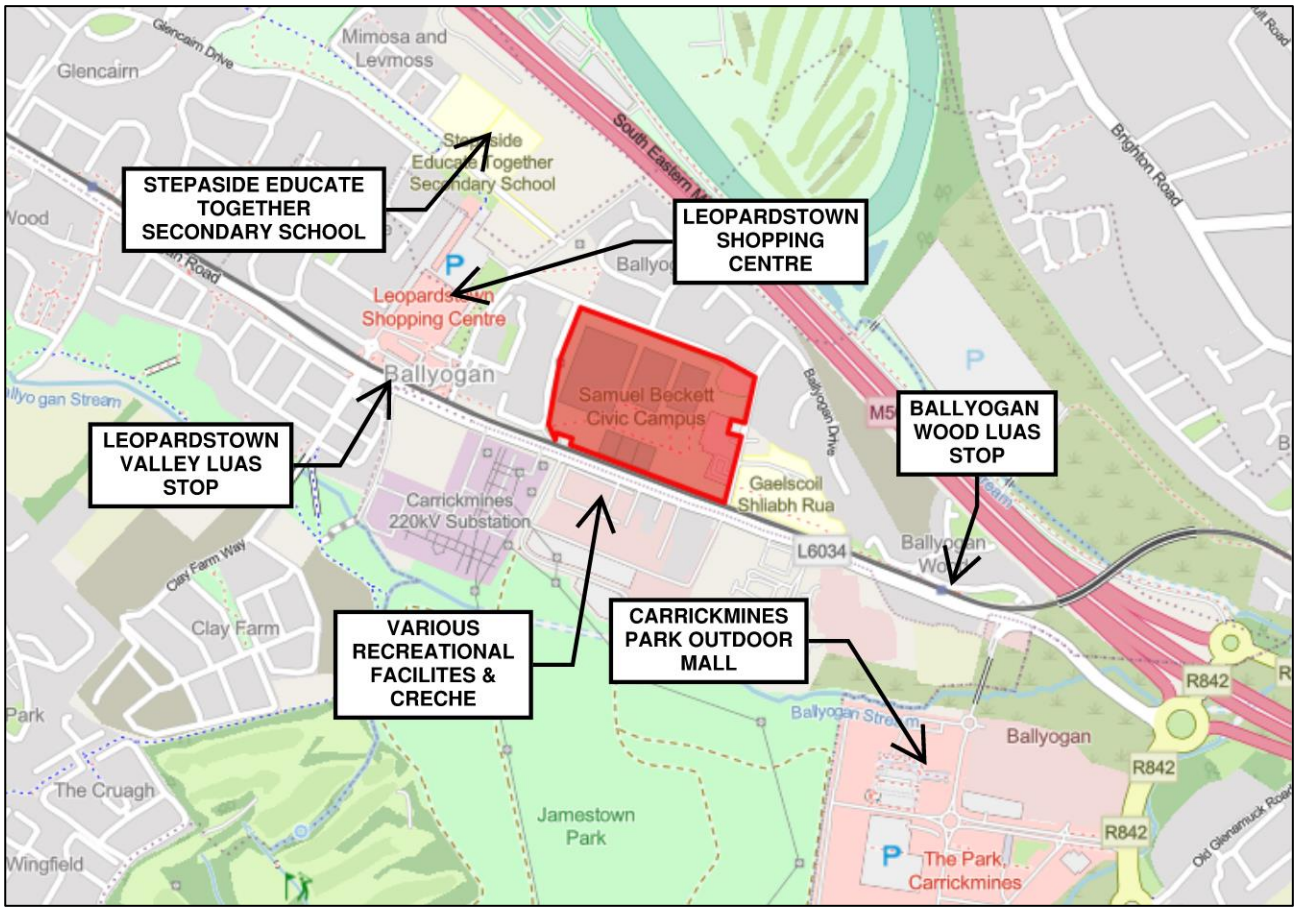

Figure 7: Amenities Within Walking Distance

Also, relevant to travel by foot are the variety of employment opportunities, commercial and leisure amenities within walking distance of the site. These are summarised as follows:

- The site is immediately bordered and in close proximity to considerable areas of employment in the extensively developed surrounding lands to the north, south, east and west which include a wide variety of commercial developments;
- There are several retail units located within walking distance of the site. These include Carrickmines Park Outdoor Shopping Centre located just 800m away (10 minute walk), Leopardstown Village Centre Shopping Centre (contains numerous restaurants, retail units and a Dunnes Stores) just 350m (4 minute walk away);
- There are various amenities (Fitness studios, GoQuest Carrickmines and a Creche) directly opposite from the development site;
- There are primary schools in the vicinity, Gaelscoil Shliabh Rua (1 minute walk) and Stepaside Educate Together Secondary School (7 minute walk);
- There are also a wide number of residential areas and developments within reasonable walking and cycling distance of the development site.

To put the above into context, the following figure of walking travel time isochrone illustrates the connectivity of the site by displaying the distances a person may be able to walk, to and from the development site, relative to a 10, 20 and 30 minute travel times.

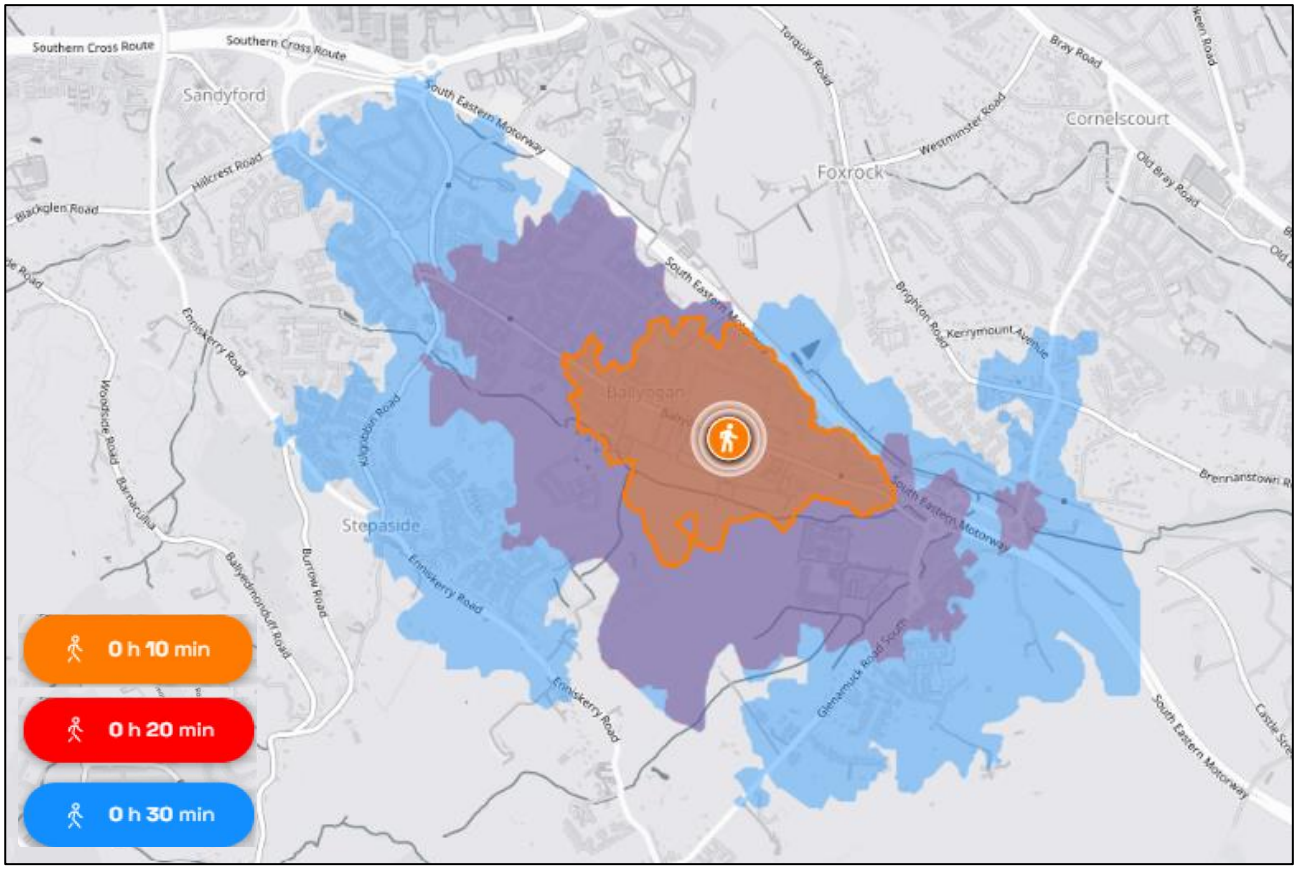

Figure 8: Walking Travel Time Isochrone (traveltime.com)

CYCLE FACILITIES

In terms of cycling, cycle lanes are provided along the Ballyogan Road on both sides with good crossing facilities at junctions.

The figure overleaf shows an extract from the *Greater Dublin Area Cycle Network Plan*. This shows cycle infrastructure in the area of the development. As can be seen from this figure, outside of the development staff will have access to cycle lanes, directly adjacent to the road, on the southern side of the development.

The figure also shows how this infrastructure ties into the wider cycle network within Dublin. Overall the cycling infrastructure around the development is of good quality and provides a viable and efficient alternative to private car use.

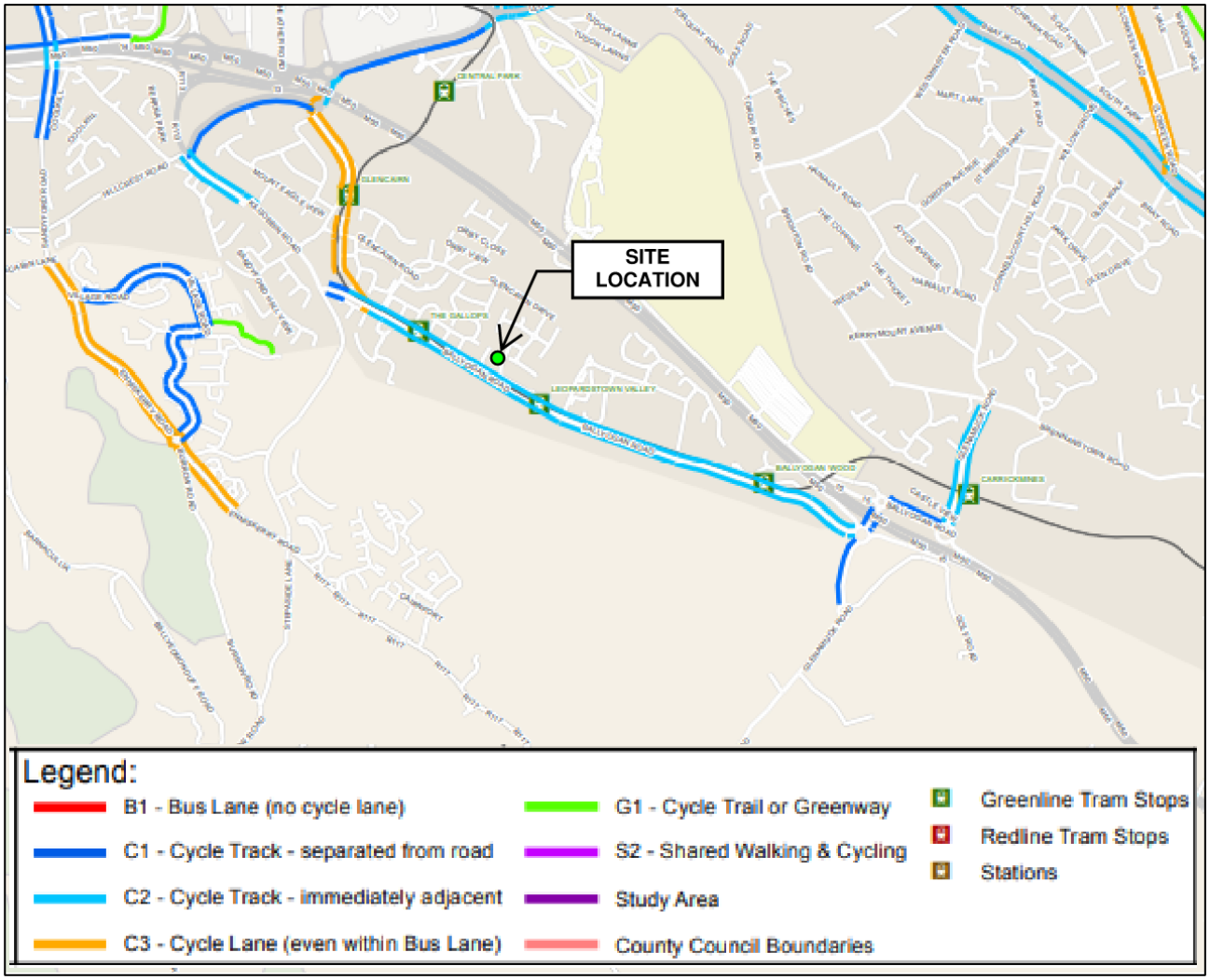

Figure 9: Cycling Infrastructure (Greater Dublin Area Cycle Network Plan)

To put the above into context, the following figure of a cycle travel time isochrone illustrates the connectivity of the site by displaying the distances a person may be able to cycle, to and from the development site, relative to a 10, 20 and 30 minute travel times.

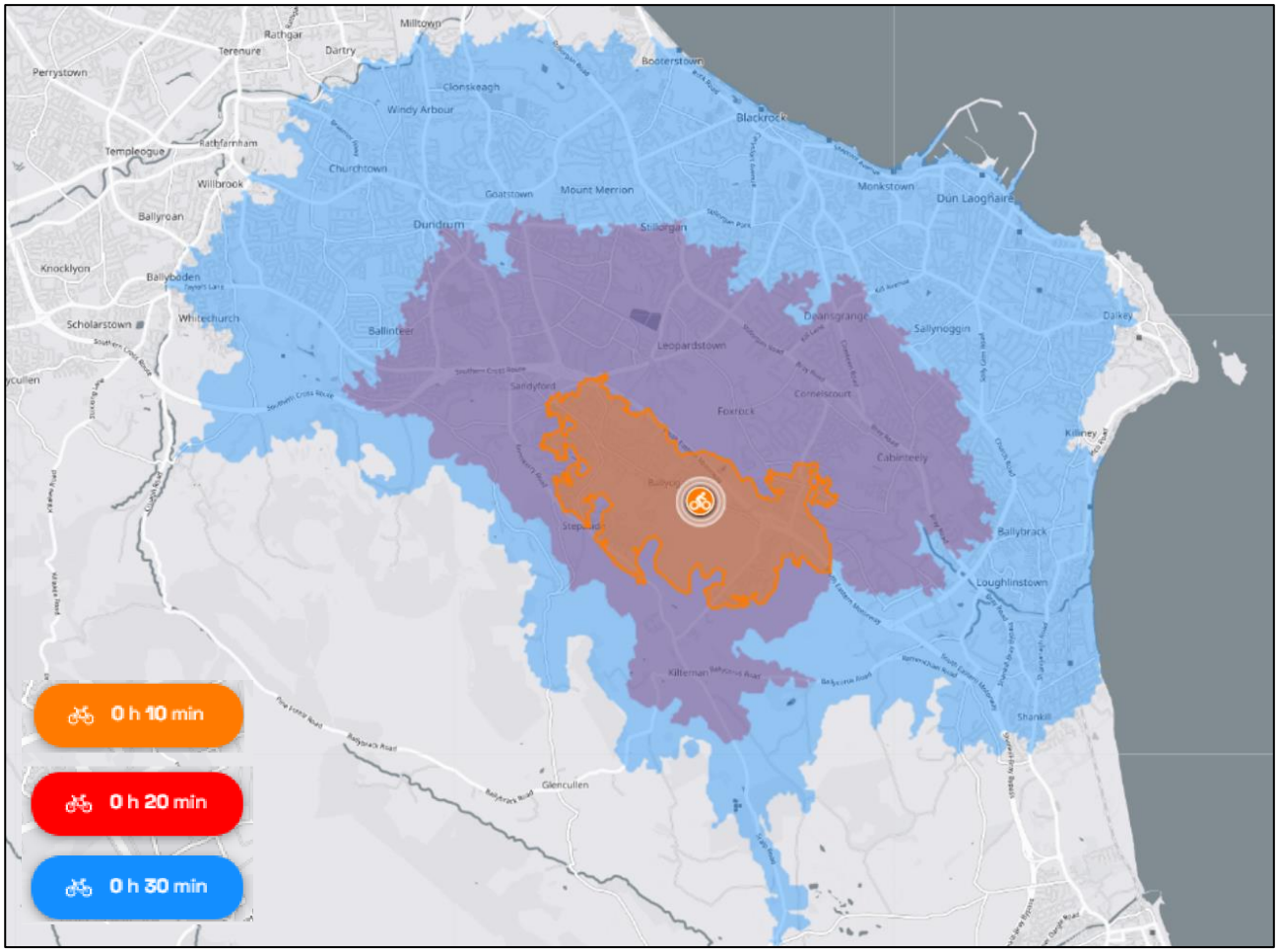

Figure 10: Cycle Travel Time Isochrone (traveltime.com)

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The following schemes, which will improve the infrastructure in the area of the development, have been identified:

- BusConnects;
- Metrolink;
- Greater Dublin Area Transport Strategy (2022 – 2042); and
- The Greater Dublin Area Cycle Network Plan.

BUSCONNECTS

BusConnects aims to overhaul the current bus system in the Dublin region by building a network of next-generation bus corridors on the busiest routes to make bus journeys faster, more predictable, and more reliable. It will see a revision to the overall network to increase efficiency and quality of service. An extract of the latest network plan in the area of the development is shown overleaf.

Relative to the development site, the proposed Route L27 will operate in the closest proximity to the development site and provide direct access to locations such as Kilternan, Cabinteely, Deansgrange and Blackrock. The estimated frequency of Routes L27 will be every 30-60 minutes.

In addition, the site is also connected with the proposed E – Spine, via bus and Luas. the E-spine will run from Ballymun, through the City Centre, to Foxrock Church at a 4-5 minute frequency.

Figure 11: Proposed BusConnects Infrastructure (Source: busconnects.ie)

METROLINK

Metrolink is a high-capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area.

As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19-kilometre route will run underground, an exciting innovation for Irish public transport.

MetroLink will carry up to 50 million passengers annually, cutting journey times from Swords to the city centre to 25 minutes.

The proposed Metrolink will provide a service stop at Charlemont Station, offering commuters using the Green Line Luas, an opportunity to transfer from Luas to Metro in a matter of minutes. To put this into context, the Charlemont Interchange Station will be an approximately 30-minute Luas journey from Leopardstown Valley Luas Station. Thus, the new Metro service will provide high quality access between the site and Dublin City, Dublin Airport and Swords.

The figure below shows the indicative location of the development in terms of the planned infrastructure.

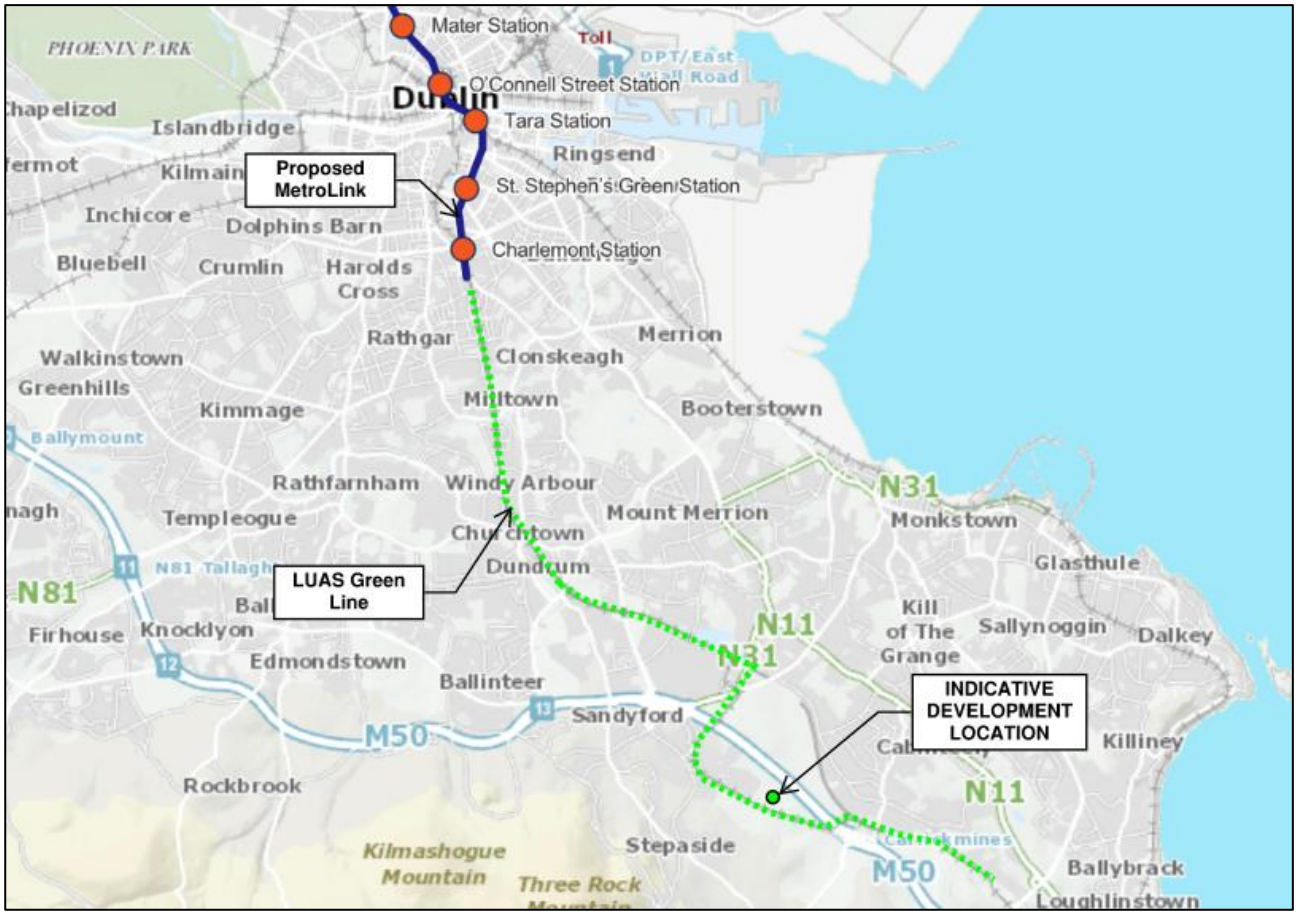

Figure 12: Metrolink Map (metrolink.ie)

GREATER DUBLIN AREA TRANSPORT STRATEGY (2022-2042)

This strategic planning document was published by the NTA and is a revision of the plan that was adopted by the Government in October 2016. It sets out several additional proposals which would significantly improve the public transport infrastructure across Dublin.

The New Metro North Light Rail line will provide a high-speed, high-capacity, high-frequency public transport link from the city centre to Dublin Airport and Swords. This service will serve several significant destinations and will interchange with other rail and bus services in the vicinity of Drumcondra. One of the Core Radial Bus Networks in the region will also serve the route from Swords to Drumcondra via the Airport.

GREATER DUBLIN AREA CYCLE NETWORK PLAN

Published by the National Transport Authority (NTA) in December 2022, this cycle network plan sets out several additional cycle route proposals which focus on the improvement and extension of the cycle network across Dublin. The proposals for the local area are shown below.

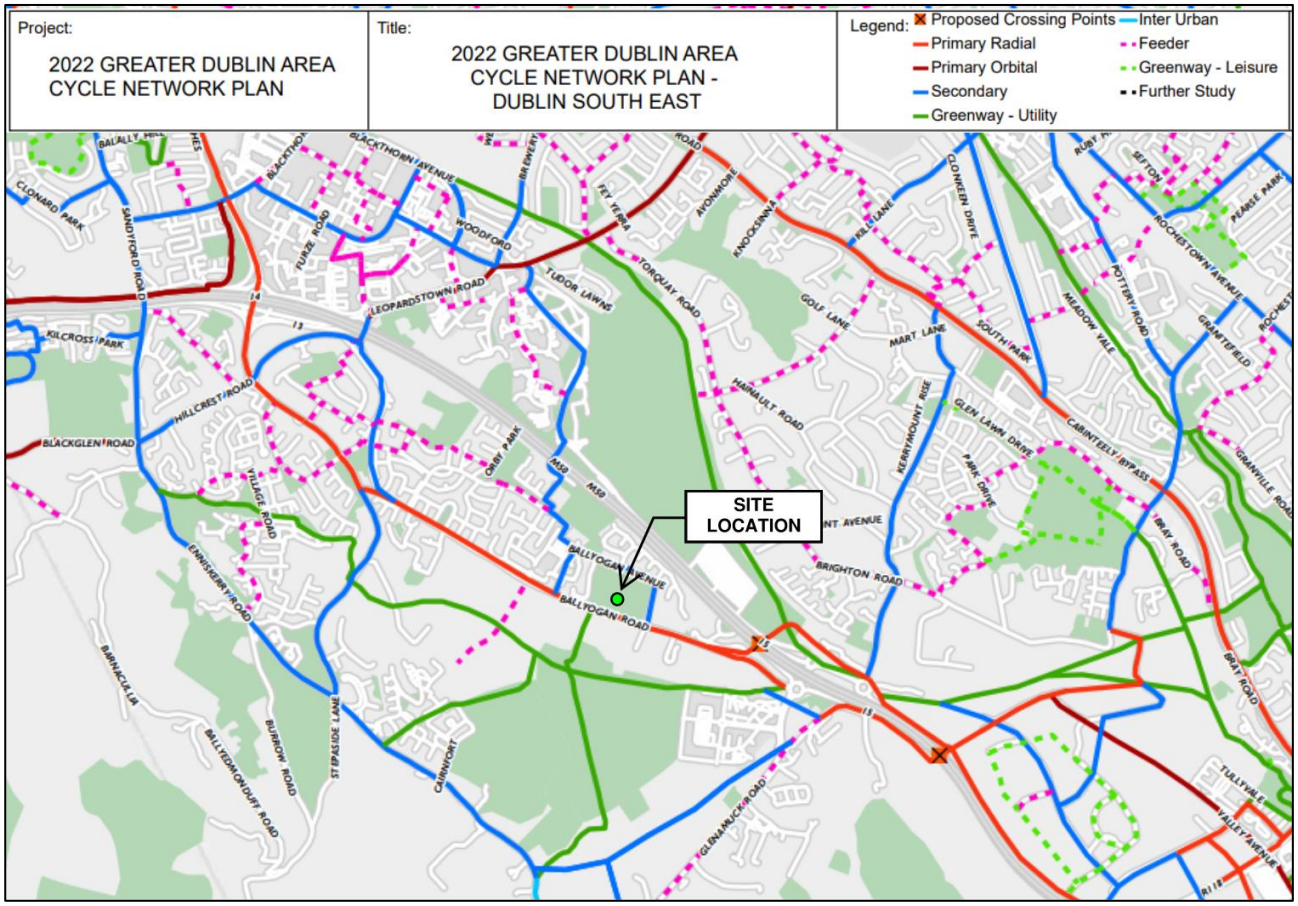

Figure 13: Proposed Future GDA Cycle Network

As illustrated above, there are a variety of planned cycle infrastructure upgrades for the surrounding area of the proposed development. A planned primary route along Ballyogan Road and a secondary route along Ballyogan Avenue, will further increase the connectivity of the development site by connecting this area to the wider cycle network plan.

5 OBJECTIVES OF THE TRAVEL PLAN

The primary goal of this MMP is to both facilitate and encourage a positive modal shift towards more sustainable modes of transport. With this in mind, the principal objectives of this MMP are as follows:

- to **reduce** the dependence on the private car as a means of travel;
- to **discourage** the use of the private car in those circumstances where car use does occur;
- to **increase and facilitate** the number of people choosing to walk, cycle or travel by public transport; and
- to work with DLRC, the National Transport Authority (NTA), and all relevant to identify, fund and implement measures that will support the transition to low-carbon modes of travel.

To achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in light of ongoing experience gained from the implementation of this plan.

CAR PARKING PROVISION

As Phase 1 is operational, there are 114 no. car parking spaces currently on the development site. As part of the 2008 planning application, there was a total of 261 no. spaces planned, however this number has been deflated due to changes in the Development Plan and standards.

With regard to car parking DLRCC have proposed to provide an additional 72 no. car parking spaces, not including Disables Access parking (D/A) or bus parking, to serve the new portion of the development. The summary for the entire site's parking breakdown can be seen below.

- Existing: 90 parking spaces plus 6 Disabled accessible
- Proposed: 72 new plus 6 disabled accessible.

CAR TRAVEL & OCCUPANCY

It is an objective of this plan to minimise the number of people using private cars, particularly during peak commuting hours, and in cases where it does occur, to increase the number people travelling as passengers.

BUS

There are currently 2 bus routes serving stops within a 500m (5 minute) walk of the development site. It is an objective of this plan to increase awareness of these services and encourage their use as a viable and

convenient alternative to private car travel where possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

In terms of site specific measures regarding private bus drop-offs and parking, the proposed development seeks to include the provision of a bus pull-over bay, located to the south west of the site, subject to final design and vehicle tracking. This space will allow for private buses to pull in and turn around, offering private transport for children attending swimming lessons.

RAIL

The nearby Luas service provides direct access to Dublin City Centre and a number of key employment areas. It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

CYCLING/ WALKING

The proposed development site is well served by good quality cycle and pedestrian infrastructure, with significant improvements also planned for the future. It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible during both the construction and operational stages.

There are also provisions for various bicycle parking/storage facilities, providing staff and visitors with a safe and effective way of storing their bicycle throughout the day.

MODAL SPLIT

To put the above into context, Census travel data has been retrieved from the Central Statistics Office (CSO) from the Dún Laoghaire-Rathdown area. Two separate data sets were used for this analysis, people travelling to work and people travelling to school/college/childcare. The following three figures outline the percentage of modal split for each set and the combined modal split.

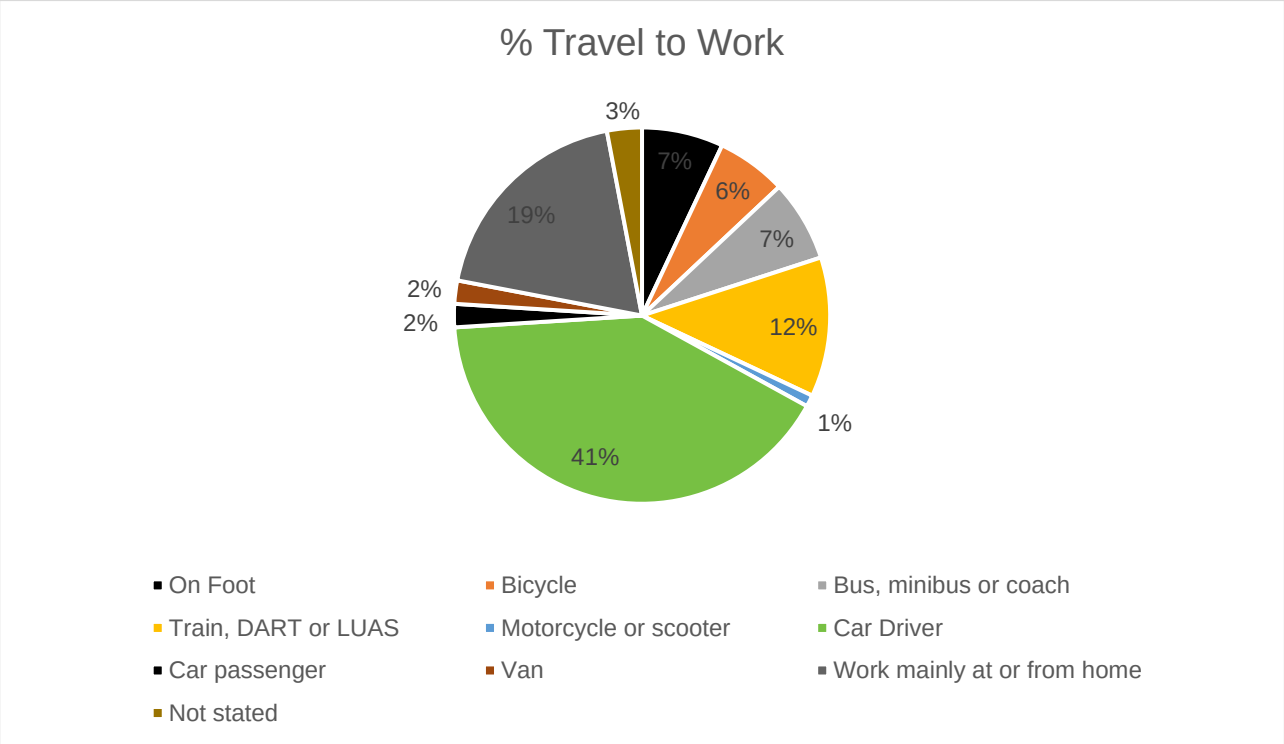

Figure 14: DLR Modal Split - Travel to Work (CSO.ie)

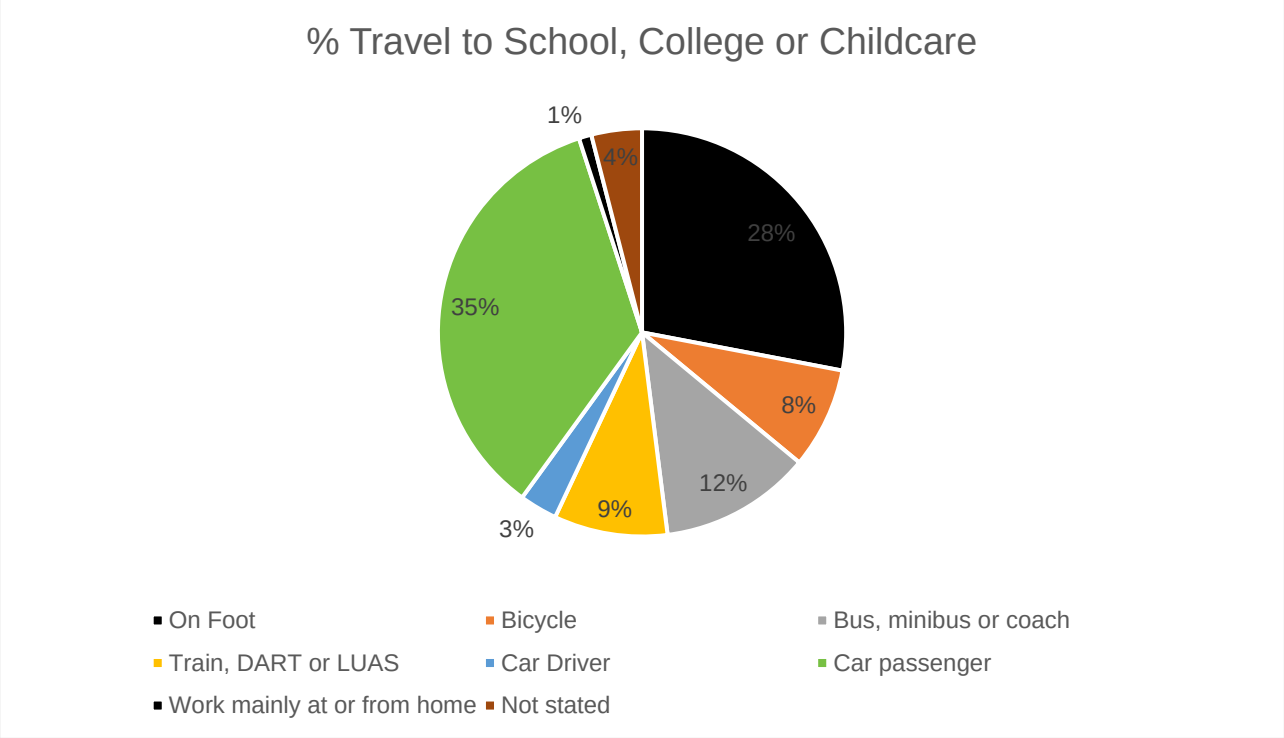

Figure 15: DLR Modal Split - Travel School/College/Childcare (CSO.ie)

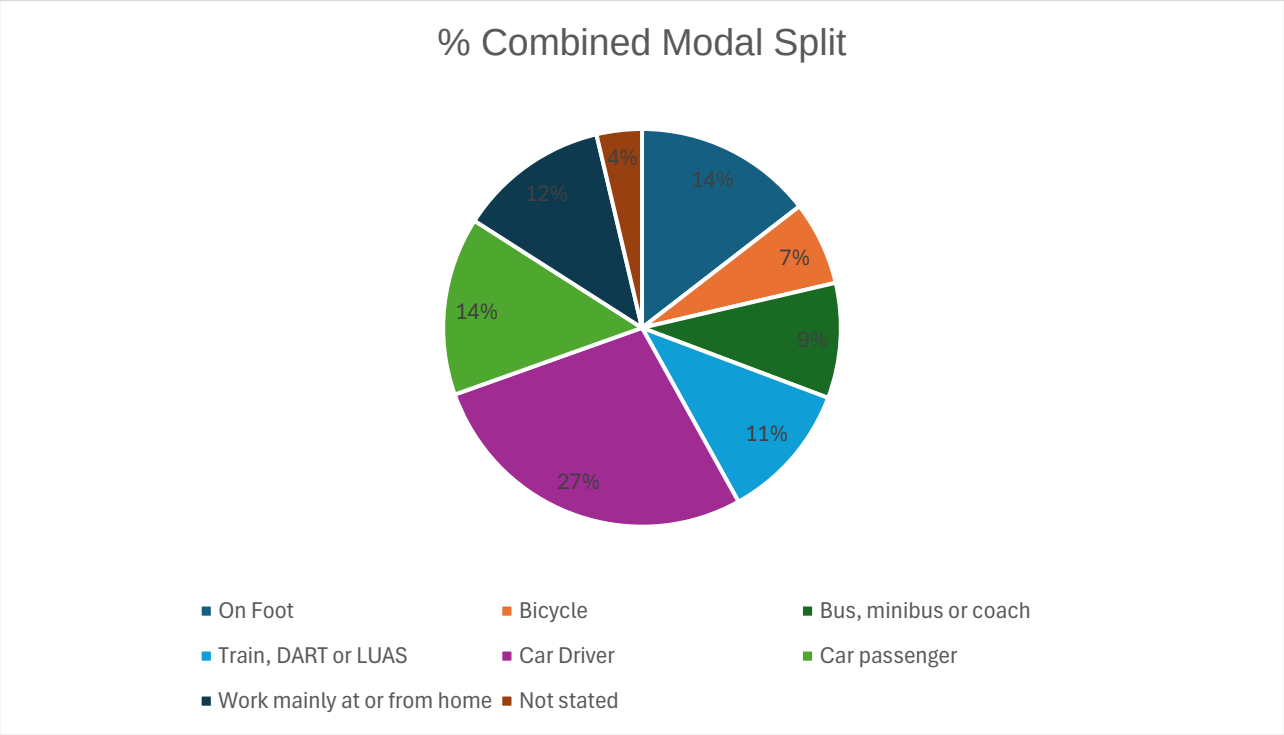

Figure 16: DLR Combined Modal Split (CSO.ie)

Taking the above combined modal split into account, alongside with the proposed parking provision and the level of public transport, cycle & pedestrian infrastructure locally, the following baseline of 27% car usage has been assumed until the operational stage values have been established.

It is noted that once the development is fully occupied, it is proposed to carry out detailed travel surveys in order to establish a more accurate picture of travel patterns at the site. This information will then be used to update the above targets accordingly.

It is envisaged that within 6 months of opening of the development, following a survey of the staff/visitors, the existing modal split of the development will be established and at this stage, it will be possible to set out a target modal split.

These target modal splits will take into account the types of development/infrastructure locally.

6 SPECIFIC MEASURES

To achieve the objectives set out in Section 5, several specific measures are proposed to be put in place.

From an employer point of view, it is intended that the development will participate in the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans but also includes useful information which will assist in encouraging employees to use sustainable transport options. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

MANAGEMENT & COORDINATION

A Mobility Manager/Travel Coordinator will be appointed at the development by the management company. It is envisaged that the management company will oversee the implementation of the Mobility Management Pan including the Mobility Manager and can update the plan regularly following feedback from staff and users, once occupied.

The duties of the Mobility Manager will include inter alia:

- Ensure a timely roll out of proposed measures;
- Oversee the development and implementation of the MMP;
- Design and implement effective marketing and awareness raising campaigns;
- Provide a point of contact for travel information;
- Liaise with external organisations;
- Coordinate the monitoring programme of the MMP.

CAR SHARING

The Mobility Manager will ensure that car-sharing would be promoted throughout via schemes such as encouraging the use of existing car-sharing services, an action that forms part of the Smarter Travel Workplaces programme. The staff and users will be able to avail of this service to get in contact with other people who are travelling to and from similar destinations to share the costs and increase the number of people travelling as passengers.

BUS USAGE

The appointed Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times for staff/users. The appointed Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated regularly for staff and users.

The appointed Mobility Manager will also keep in contact with all bus service providers working in the area to improve/create new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times to promote their services and any special offers available will also be investigated.

RAIL USE

The Mobility Manager will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again, information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, with staff/users being informed of any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible. The possibility of having these local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

CYCLE/PEDESTRIAN FACILITIES

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work';
- Cycle safety training;
- Use of the proposed bike repair unit at the site to check/repair and employee's bikes;
- Discounts on bikes and accessories from various stores;
- Provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people who chose to begin cycling to and from the facility can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted at the development.

The potential for a bike rental scheme to be set up on-site will be investigated which will further complement the aforementioned proposed cycle repair facility on the site. Examples of successful schemes include BleeperBikes which uses existing publicly accessible cycle parking to facilitate access to cycling without the need to own a bicycle.

USE OF TECHNOLOGY

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP, visitors and employees at the completed development will be informed of a variety of potentially useful tools including the following:

- The TFI Journey Planner – Available on the TFI website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- TFI Live App – TFI has its own app that can be used to access live departure information and plan journeys across TFI buses, trains and trams. The key features of this app include:
  - Access real-time departure information for Bus Éireann, Dublin Bus, Go Ahead Ireland, Luas and Iarnród Éireann Irish Rail services
  - Select your origin and destination to find the best route for your journey
  - Search for timetables and maps
  - Save your favourite journeys, departures and timetables
- Transit – Transit is an app that encompasses all public transport in Ireland, including Dublin Bus, Luas, Irish Rail, DART, GoAhead, Bus Éireann, Dublinbikes, TFI and more.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted on a regular basis and information on any new services that become available will also be provided.

SUMMARY

The design of the development is a highly accessible location and is in close proximity to residential areas/local amenities which predisposes it to a low base level of car usage. The objectives and measures set out in this plan will allow this development objective to be achieved and further facilitate travel by public transport, by bike or by foot as a preferred alternative to travel by private car for the vast majority of visitors and employees.

7 PHASING & MONITORING

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular, the demand for cycle parking at the site will be closely monitored to increase the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

8 VERIFICATION

This report was compiled and verified by:

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