

**Proposed Residential Development
at
Ballymount Road Lower
Walkinstown
Dublin 12**

**Traffic Assessment
including
Mobility Management Plan**

**Prepared for
Montane Developments Ireland
Unlimited Company**

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1.0 Introduction.

- 1.1 TPS M Moran & Associates as specialists traffic consultants have been retained by Montane Developments Limited to provide a Traffic Assessment of the proposals to amend a permitted residential development on lands off Ballymount Road Lower, Walkinstown, Dublin 12. This assessment also includes a Mobility Management Plan.
- 1.2 The proposed development site was previously subject of Strategic Housing Development granted by An Bord Pleanala (ABP) under Ref: 309658-21 for 163 residential units, comprising a mix of residential apartments, with ancillary gym, café, and crèche facilities within a site area of 0.9308 hectares.
- 1.3 This Strategic Housing Development for 163 units, was granted planning permission by Bord Pleanala on the 22nd of June 2021 and comprised a mix of the following residential apartment types:
 - 1 Studio Apartment Unit.
 - 57 One Bedroom Apartment Units.
 - 96 Two Bedroom Apartment Units (11 three person and 85 four person).
 - 9 Three Bedroom Apartment Units
- 1.4 Vehicular access is permitted from Ballymount Road Lower by means of a simple priority junction arrangement located towards the west of the site, leading to 69 car parking spaces, a service area and 357 cycle parking spaces. A vehicular layby fronting the development site adjacent to the eastbound carriageway of the Ballymount Road Lower was also permitted.
- 1.5 A new planning application is being submitted under the new Large-Scale Residential Development (LRD) process seeking planning permission for amendments to this permitted scheme.
- 1.6 The proposed amendments to the permitted development include change of use of permitted café to retail unit with ancillary off-license, internal reconfiguration of permitted creche area, omission of lounge area. Other aspects include replacing 2 no. 3 bed (5 person) units with 2no. 2 bed (4 person) units and an additional 2 bed (3 person) unit. Overall, the residential provision will increase from permitted 163 no. units to 164 no. units (1no. Studio, 57no. 1 bed, 99no. 2 bed and 7 no. 3 bed). The provision of an additional 14 cycle parking spaces.

2.0 Permitted Strategic Housing Development 309658-21, Overview.

- 2.1 We consider it worthwhile to outline the findings of An Bord Pleanala within their assessment of the Strategic Housing Development permitted within planning application 309658-21. In particular, the technical traffic and transportation related findings within the Inspectors Report which stated:

The site is accessed from Ballymount Road Lower a 50kph local distributor road. There are a number of vehicular access points serving commercial / industrial sites and residential properties in the vicinity of the SHD site. Walkinstown and residential properties in the vicinity of the SHD site. Walkinstown Crescent to the east is accessed from Walkinstown Avenue (R112) and has pedestrian access only from Ballymount Road Lower. Walkinstown roundabout, a 6-arm roundabout junction, is c. 230 metres to the east of the site. Permission is sought to create a new priority-controlled junction onto Ballymount Road Lower at the western end of the site. The internal layout includes an access road (5m wide) along the western boundary. It is proposed to undertake public realm improvements along the Ballymount Road Lower to include a section of cycle track and drop off bay.

11.7.2. Car and Cycle Parking

A total of 69 no. car parking / drop off spaces are proposed (0.4 spaces per unit). This includes 2 no. car club spaces, 4 no. drop off spaces along Ballymount Road Lower, 4 no. universally accessible spaces and 8 no. electric charging points. A number of submissions received from

third parties express concern in relation to the low level of car parking proposed. Table 11.24 (Zone 25) of the development plan sets out maximum car parking standards. The maximum rate of provision for the proposed development would be 158 no. spaces. While the level of provision falls substantially below this, the CE's Report indicates that the rate of provision is acceptable. The applicant argues that the site is at an accessible urban location and highlights travel patterns in the area and at other comparable apartment developments. The Sustainable Urban Housing Design Standards for New Apartment Guidelines 2020, recommend that car parking provision be minimised, substantially reduced, or wholly eliminated at central and accessible urban locations such as this (Section 11.2 Quantum of Development refers). I consider that the location is suitable for reduced car parking provision based on the site's proximity to high capacity public transport services and employment and that the level of provision proposed is acceptable. I would note that the recommendation in Section 11.3 Design and Layout to relocate the 4 no. visitor spaces to the north of Block B into a parallel car parking bay along the western access street will not impact on the overall level of provision.

A total of 384 no. cycle parking spaces are proposed. The level of provision substantially exceeds the minimum standards in Table 11.22 of the development plan and exceeds the more onerous general requirements set out in the Sustainable Urban Housing Design Standards for New Apartment Guidelines 2020 (Section 4.17).

11.7.3. Traffic and Transport Assessment

Based on the guidance set out in the TII's Traffic and Transport Guidelines 2014 and given the low trip generation rates forecast I am satisfied that the development, of itself, would not have a significant impact on the local road network and that a full TTA is not required.

The PA's Roads Department recommend that prior to commencement of development a Mobility Management Plan, public lighting scheme, final Construction & Demolition Waste Management Plan and Construction & Environmental Management Plan are submitted for agreement. The Report also seeks a reversing distance of 6 metres to rear of car parking spaces, line markings / signage to relevant standards and any cycle facilities to comply with the NTA National Cycle Manual.

I am satisfied that the matters raised by DCC and the SDCC Roads Department relate to detailed design matters and can be satisfactorily addressed by way of condition in the event that permission is granted.

11.7.5. Construction Traffic

The volume of traffic generated during construction will be lower than that generated during the operational phase. The PA request that a Construction Management Plan is submitted for agreement prior to the commencement of construction. I recommend that this plan would include a full traffic management plan for the construction phase. This can be addressed by way of condition.

11.7.6. Conclusion Traffic and Transportation

Having regard to the above assessment, I am satisfied that the development will not result in undue adverse traffic impacts and that any outstanding issues are of a minor nature may be dealt with by condition.

3.0 Existing Road Layout in the vicinity of Development Site.

- 3.0 The site is bounded to the south by the Ballymount Road Lower which functions as a two-way 50kph local distributor road within the South Dublin County Council's city's road hierarchy.
- 3.1 In the vicinity of the proposed development site Ballymount Road Lower has a general carriageway width of 6.20 metres past the site with solid centre line road markings within the centre of this carriageway. Pedestrian footpaths and urban street lighting is provided on either side of the carriageway. Along the length of the Ballymount Road Lower vehicular access is provided to a plethora of land uses that range from commercial, industrial and some residential developments. The majority of these land uses are accessed from the Ballymount Road by means of simple priority junctions or wide industrial type estate roads.
- 3.2 The existing site is currently accessed from the Ballymount Road by means of a simple priority junction which slopes inwards towards the site. To the east of the site the Ballymount Road Lower (adjacent to the existing bus stops) operates with a 3.5 tonne heavy vehicle parking restriction.
- 3.3 In the vicinity of the proposed development site are two bus stops which facilitates the Dublin Bus Route 56 which operates daily between The Square in Tallaght and Ringsend Road. In addition, the proposed residential apartment site is located within a 5-minute walk of the Bus Stops which also serve the bus route 56A located on Walkinstown Avenue. The 27, 77A the 77N bus routes on Walkinstown Road and bus routes 9 and 27 on Cromwellsfort Road which serve the local areas and Dublin City Centre are also within a 5-minute walk of the proposed development site.

4.0 Proposed Change of Development Uses.

- 4.1 The proposed amendments to the permitted development include change of use of permitted café to retail unit with ancillary off-license, internal reconfiguration of permitted creche area, omission of lounge area. Other aspects include replacing 2 no. 3 bed (5 person) units with 2no. 2 bed (4 person) units and an additional 2 bed (3 person) unit. Overall, the residential provision will increase from permitted 163 no. units to 164 no. units (1no. Studio, 57no. 1 bed, 99no. 2 bed and 7 no. 3 bed). The provision of an additional 14 cycle parking spaces.
- 4.2 The proposed retail unit of some 363.50sq metres would, replace the permitted café having a floor area of 155.40sq metres would typically be serviced out of trading hours by 1 to 2 service vehicles per day. The service vehicles generally take 20 minutes to complete a delivery which would take place between 0600hrs and 0800hrs.
- 4.3 The servicing area for the proposed retail unit would be within the proposed set down area off the Ballymount Road Lower and can be conditioned to operate from 0600hrs to 0800hrs Monday to Friday with an occasional delivery on a Saturday and Sunday, when the crèche is closed
- 4.4 It is also proposed to provide a small crèche facility within this development site which would cater for 25 children with 6 to 7 staff members. It is our experience that this land use would not generate new trips but would involve a series of linked trips with residents dropping off or collecting children as part of a work-related trip or as a school related trip. Likewise, it is our experience that the majority of the crèche employees would walk or use public transport to access this facility.
- 4.5 Should crèche related parking take place within the set down area this can be restricted to no more than fifteen minutes in duration.
- 4.6 This restricted car parking can also be applied to car borne customers accessing the retail unit who can also be limited to a 15-minute parking regime operated within this set down area.

- 4.7 These delivery restrictions and parking restrictions can be controlled by signed located at intervals along the extent of the proposed set down area.
- 4.8 It is also proposed to seek permission for an additional 2- bedroom apartment unit. In order to establish the likely trip generation for this additional apartment unit the TRICS 2023(b) trip rate database (Trip Rate Information Computer System) has been reviewed. TRICS 2023(b) is a database that uses survey information to estimate traffic generation for planning purposes. The database consists of over 7,500 traffic surveys, which therefore yields empirical rather than theoretical trip rate generation figures.
- 4.9 A summary of the TRICS 2023(b) database projected peak hour trips for this additional apartment unit is shown in Table 1.0 below:

Additional Apartment	AM Peak		PM Peak	
	Arrival	Departure	Arrival	Departure
	0.0	0.1	0.1	0.0

Additional 1 New Apartment.

Table 1.0

- 4.10 It can be seen from Table 1.0, the extent of peak hour trips associated with the proposed apartment development is negligible, and unlikely to have any impact on the adjacent road network or on the extent of parking demand within the proposed development site.

5.0 Mobility Management Plan as Compliance with Planning Condition 17 – 309658-21.

- 5.1 A Mobility Management Plan is required to be submitted to South Dublin County Council, conditioned as part of the previously permitted SHD Development. Condition 17 of this permitted development states:
- 5.2 This set down parking can also be controlled by the Management Company within part of the Mobility Management Plan.

Prior to the opening/occupation of the development, a Mobility Management Strategy shall be submitted to and agreed in writing with the planning authority. This shall provide for incentives to encourage the use of public transport, cycling, walking, and carpooling by residents/ occupants/ staff employed in the development and to reduce and regulate the extent of parking.

The mobility strategy shall be prepared and implemented by the management company for all units within the development. Details to be agreed with the planning authority shall include the provision of centralised facilities within the commercial element of the development for bicycle parking, shower and changing facilities associated with the policies set out in the strategy.

Reason: In the interest of encouraging the use of sustainable modes of transport.

- 5.3 The provision of Mobility Management Plans (Travel Plan) associated with land use development comprise of a package of transport measures specific to a certain type, scale, and location of development such as workplaces, schools/colleges, hospitals, and mixed-use developments. Travel Plans include sustainable and cost-effective transport measures, initiatives, and incentives to support and encourage sustainable travel for all commuting and travel to that development and to encourage a shift from single occupancy private car use.
- 5.4 Measures may include the provision of infrastructure and incentives to facilitate walking, cycling and public transport, shuttle bus or car share schemes, parking restraints, video conferencing and employee or full time or part time staff working within flexible working arrangements.

- 5.5 The requirement for the submission of a Travel Plan is assessed on a case-by-case basis by the Local Authority and cognisance should be taken of the location, scale of development, the nature of uses proposed and the anticipated impact on the existing and proposed transport network. Preparation of a Travel Plan should be considered at the earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development.
- 5.6 In line with the threshold indicated in the Department of Transport 's Smarter Travel A Sustainable Transport Future 2009-2020 and NTA guidance Achieving Effective Workplace Travel Plans – Guidance for Local Authorities, the Council may request a Travel Plan if an existing or proposed development has the potential to employ over 100 people.
- 5.7 MMP's are also required for all schools and for residential developments of 100 dwellings or more. The National Transport Authority (NTA) have produced a 'Toolkit for School Travel' which provides guidance on School Travel Plans. Developments may include office and commercial buildings, industrial, warehousing and wholesaling, retail, leisure, medical or educational facilities and schools.
- 5.8 The MMP shall include the appointment of a Travel Plan Co-ordinator to implement the plan and liaise with the City Council. The Travel Plan shall require regular monitoring and review of the achievement of actions, targets The National Transport Authority (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities' (2012), should also be utilized as it contains valuable information on the recommended contents, targets, and indicators of a Travel Plan.
- 5.9 A MMP as transport demand management mechanism seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure.
- 5.10 The aim is to reduce demand for and the use of cars by increasing the attractiveness and practicality of other modes of transport with a particular land use(s).
- 5.11 A MMP is a set of measures and procedures tailored to suit the individual circumstances of different locations, but with the common aim of reducing the impacts of travel and transport activity.
- 5.12 It normally brings together a package of measures tailored to the needs of an individual land use site or a collection of land uses. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car-sharing, flexible working, or a combination of these as alternatives to drive-alone journeys to work or other land uses.
- 5.13 Similarly, the National Transport Authority's publication 'Your Step-by-Step Guide to Travel Plans' consists of a package of actions to promote more sustainable and cost-effective travel habits among employees, clients, visitors, and where possible customers. The publication makes recommendations such as:
- *Survey employees to establish their travel habits and opportunities for change.*
 - *Promote more sustainable transport.*
 - *Dedicate some personnel resources to the plan.*
 - *Monitor change and success.*
- 5.14 According to the National Transport Authority, the implementation of a Mobility Management

Plan can have the following benefits:

- *Reduced costs associated with car parking.*
- *Reduced absenteeism & enhance employee wellbeing.*
- *Reduced downtime spent travelling.*
- *Increased accessibility for employees, visitors.*
- *Reduced carbon/Green House Gas emissions.*
- *Enhanced 'Green' profile.*
- *Reduced pressure on parking spaces so they are available to those with most need.*
- *Compliance with planning conditions.*

5.15 In order to make recommendations for the MMP we have discussed the introduction of such a Plan with the applicant.

5.16 Formally applying the recommendations that form part of a MMP via a Mobility Manager appointed by the Management Company within the proposed development site will encourage staff and workers to:

- *Avail of the existing public transport facilities in this area.*
- *Consider walking or cycling to the site.*
- *Consider car sharing.*

5.17 As previously discussed, the Mobility Manager, is assigned the task of co-ordination, development, and implementation of the plan.

5.18 Additional support structures, such as a steering group or working groups, can contribute to a successful plan. It is important that appropriate structures are put in place to deliver the plan and that the promotion of the alternative modes of transport available has to be made on a regular basis to ensure that the momentum is sustained.

5.19 The role of the Mobility Manager includes the day-to-day management and co-ordination of the plan.

5.20 The Mobility Manager will implement the plan at all levels, which means maintaining communication with existing residents, staff both within the residential development and retail development via promotion of the MMP.

5.21 They will also be responsible for external communications with the Local Authority, public transport companies or other organisations engaged in mobility management. An important role for the Mobility Manager is to act as the contact point for the project, both for management, staff, workers, and visitors.

5.22 This Mobility Manager through this live Plan will seek to optimise the potential to use alternative modes to the private car, such as walking, cycling and public transport.

5.23 A key objective being to promote and encourage a high level of permeability to and through the site, in particular for pedestrians and cyclists. The Mobility Manager via the Plan can encourage the following benefits:

- *Optimise permeability for walking and cycling.*
- *Reduced traffic generation compared to similar developments without the same level of pedestrian and cycle connections and access to public transport.*
- *Reduced car parking demand and reduced congestion on the local road network due to lower demand for private transport and /or more efficient use of private motor cars.*
- *Improved safety for pedestrians.*
- *A reduction in car parking and car set down demand, resulting in improved operational efficiency and safety for all employees and office users.*

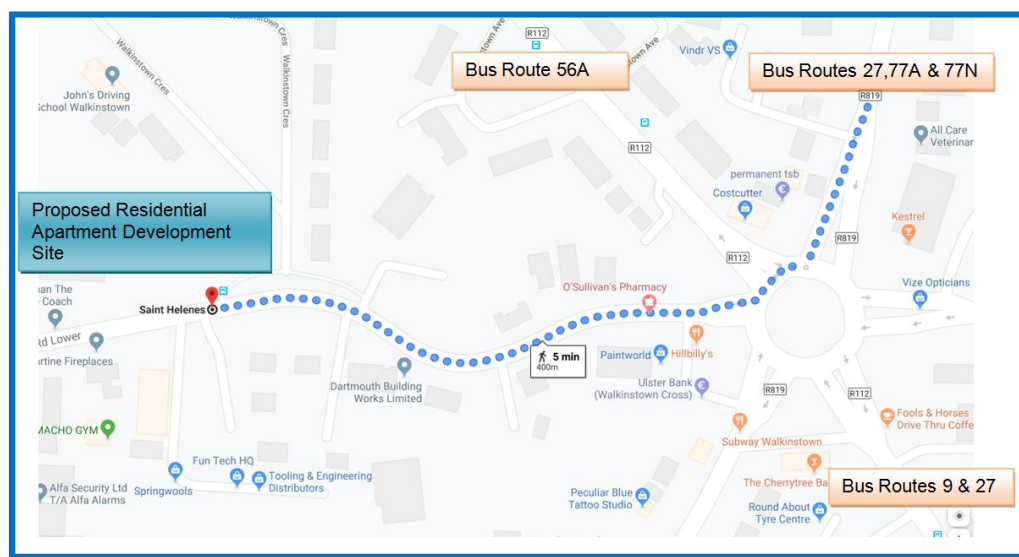
5.24 The MMP can include Public Transport, Pedestrian and Cyclist information within the MMP which will provide retail staff, office staff and office users with a series of credible alternatives to car borne trips.

6.0 Measures to be included within the MMP.

Public Transport.

6.1 The Mobility Manager will make staff and workers aware that no parking spaces are provided on site for retail staff or workers within the development site. As these land uses and the residential land use are located towards the west of Walkinstown Village, the site can readily be accessed by public transport being only a 5-minute walk from numerous bus stop locations.

6.2 The general location of these bus stop locations and bus routes are shown within Map 1.0 below:



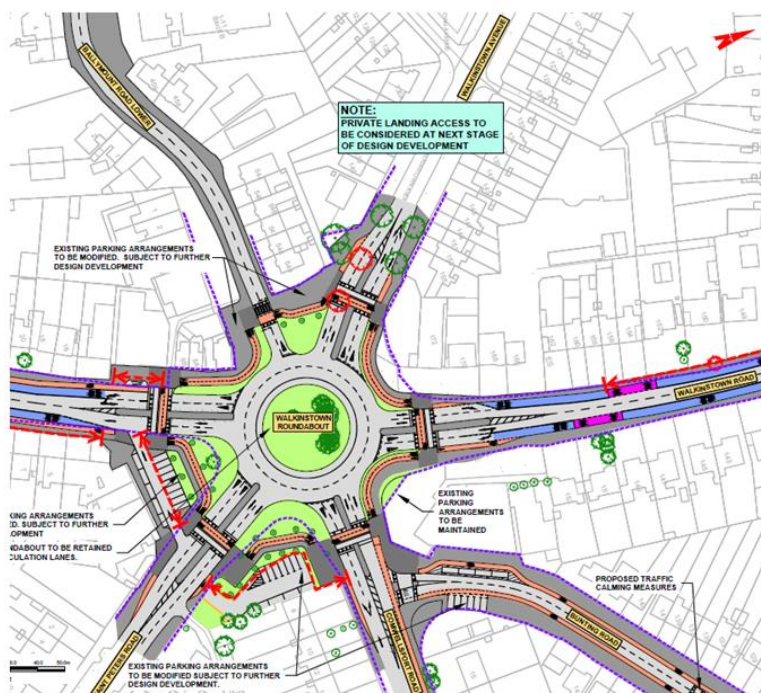
Nearby Existing Bus Stops and Bus Routes.

Map 1.0

6.3 In addition, the proposed residential development site is also within walking distances of the National Transport Authority, Greenhill to Dublin City Centre Bus Connects Bus Corridor. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities.

6.4 It is proposed to upgrade the junction at Long Mile Road and Walkinstown Road to enhance pedestrian and cycling facilities. To enhance cycle facilities and reduce vehicle speeds the proposed left turn slip lane to Walkinstown Road has been removed to improve pedestrian/footpath frontage and minimise cycling conflicts with general traffic. It is proposed to provide one bus lane and one general traffic lane in both directions. There is insufficient space to accommodate dedicated cycle lanes on this section of road. The general layout of the upgrade Ballymount Road Lower/ Walkinstown Road/ Longmile Road is shown within Map extract 2.0 below:

General Location of Proposed Residential Development Site



Bus Connect Greenhills to City Centre Extract. Map 2.0
Cycle Facilities.

- 6.5 It is proposed to provide an additional 14 secure cycle spaces within dedicated sheltered and secure cycle stands adjacent to and within the development site. These spaces can be used by cyclists accessing the site from existing cycle routes or via cycle upgrades as part of the Active Travel Plan which has the following objective:

The overall aspiration of the Network is to provide a safe and comfortable environment for cyclists in the city and surrounding areas, supporting an increase in cycling and encouraging modal shift from the private car to cycling. Walking facilities will also be provided along the network.

- 6.6 These cycle proposals contained within this Plan, can in time be developed to fulfil the Irish Government, the National Transport Agency and Local Authority objectives which are committed to ensuring that cycling as a transport mode is supported, enhanced, and exploited, in order to achieve strategic objectives and reach national goals.
- 6.7 Current policy is set out in various documents produced by the Department of Transport, Tourism & Sport, and its Agencies. However, the National Cycle Policy Framework (NCPF) is the key document that sets out 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, from 2020 with 10% of all journeys being made by bike.
- 6.8 The NCPF requires that cycle-friendly planning principles be incorporated in all national, regional, local, and sub-local plans. These ambitious targets can only be achieved if a much higher proportion of trips by bicycle is undertaken in urban areas, in particular within the GDA, where the use of bicycle for many types of trips is already much more common.

Car Club.

- 6.9 There are also several Car Club spaces operated by GoCar at various locations throughout Dublin City. A dedicated GoCar parking space for 2 Club vehicles is proposed off the internal

site access route within the development site.

- 6.11 The GoCar return to base model is available through online membership who can book a vehicle via the website or mobile phone app. Members unlock the car by phone or GoCard. Fuel, car insurance and maintenance are included.
- 6.12 Research by GoCar indicates that 80% of their Irish members do not own a car. This research also identified that 29% of members commute to work by bicycle, with 28% travelling to work on foot.
- 6.13 Over 60% of GoCar members also use public transport at least once a week and 50% cycle at least once a week supporting the international research that moving to a car sharing scheme increases the use of public transport.

7.0 **Mobility Management Plan Targets.**

- 7.1 We would expect the MMP to be an ongoing document which could be implemented on a phased basis following if the Local Authority are minded to grant planning permission for this development. A suggested series of MMP objectives and targets which are set out within Table 2.0 below:

Objectives	Year	Target Year
Appoint Mobility Manager	1	Ongoing
Select a Steering Committee	1	Ongoing
Register the MMP reporting criteria	1	Ongoing
Appoint Liaison Personnel	1	Annually
Appoint specific MMP Groups	1	Annually
Set out MMP Targets	1	1 to 3
Review of MMP Targets	1	2 to 3

MMP Objectives and Targets.

Table 2.0

- 7.2 The modal shift projections are at the lower end of the objectives set out within the MMP and as greater emphasis is placed on non-car trips, especially as the cost of these trips is likely to continue to increase, we would expect these targets to be overtaken in time.
- 7.3 We would advise that an initial independent evaluation of the operation of the plan could take place one year into the operation. The Plan could be evaluated and appropriately adjusted at that stage.
- 7.4 The results of this monitoring and the proposals for subsequent and ongoing monitoring of the MMP would enable this plan to be an ongoing and a live document.
- 7.5 We respectfully suggest that such a MMP could be submitted to Local Authority for their continued review and agreement.

8.0 **Conclusions.**

- 8.1 The site off the Ballymount Road Lower benefits from a previous Strategic Housing Development granted by An Bord Pleanala under Ref: 309658-21 for 163 residential units, gym, café, and crèche facilities.
- 8.2 Vehicular access was also permitted from Ballymount Road Lower by means of a simple priority junction arrangement located towards the west of the site, leading to the permitted car parking area, service area, cycle parking area. A permitted layby with 4 spaces was also permitted off the Ballymount Road Lower.

- 8.3 The new planning application being submitted under the new Large-Scale Residential Development process. This application seeks permission for amendments to include change of use of permitted café to retail unit with ancillary off-license, internal reconfiguration of permitted creche area, omission of lounge area. Other aspects include replacing 2 no. 3 bed (5 person) units with 2no. 2 bed (4 person) units and an additional 2 bed (3 person) unit. Overall, the residential provision will increase from permitted 163 no. units to 164 no. units (1no. Studio, 57no. 1 bed, 99no. 2 bed and 7 no. 3 bed). The provision of an additional 14 cycle parking spaces.
- 8.4 These amendments can be regarded as negligible in terms of traffic impact and unlikely to have any material traffic impact on the adjacent road network. The operation of a Mobility Management Plan within this site promotes public transport, cycling and walking and can limit the extent of car borne trips.
- 8.5 The introduction and operation of the Mobility Management Plan within This development site also complies with Planning Condition 17 of the grant of planning permission by An Bord Pleanala under Ref: 309658-21 for this development.