



Mobility Management Plan

Project: 24.145

Beaufort, Naas

DOCUMENT CONTROL

Project: Beaufort, Sallins Road, Naas, County Kildare

Project No: 24.145

Document Title: Mobility Management Plan

Document No: 24.145-IR-03

DOCUMENT STATUS

Issue	Date	Description	Orig.	PE	Issue Check
P3	16.03.2026	Issued for Planning	MR	SN	SO'C
P2	06.03.2026	Issued for Planning	MR	SN	SO'C
P1	22/04/2025	Issued for Review	MR	SN	SO'C

© Copyright Barrett Mahony Consulting Engineers. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Barrett Mahony Consulting Engineers no other party may use, make use of, or rely on the contents of this report. The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by Barrett Mahony Consulting Engineers for any use of this report, other than the purpose for which it was prepared. Barrett Mahony Consulting Engineers accepts no responsibility for any documents or information supplied to Barrett Mahony Consulting Engineers by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made. Barrett Mahony Consulting Engineers has used reasonable skill, care, and diligence in compiling this report and no warranty is provided as to the report's accuracy. No part of this report may be copied or reproduced, by any means, without the written permission of Barrett Mahony Consulting Engineers.

Prepared by:

BMCE

52-54 Lower Sandwith Street
Dublin 2
D02WR26

Prepared for:

McAuley Place

Sallins Road,
Naas Co.Kildare
W91 D62E



BARRETT MAHONY
CONSULTING ENGINEERS
CIVIL & STRUCTURAL
www.bmce.ie



CONTENTS

1. INTRODUCTION	3
1.1 PROJECT DESCRIPTION	3
1.2 EXISTING TRAFFIC ENVIRONMENT	4
1.3 SCOPE OF THE REPORT	4
2. PARKING REQUIREMENTS AND PROVISION	5
2.1 CAR AND CYCLE PARKING REQUIREMENTS AS PER KILDARE COUNTY DEVELOPMENT PLAN 2022-2028 AND OTHER SOURCES	5
2.2 CAR AND CYCLE PARKING PROVISION	5
2.3 MODAL SPLITS FOR PROPOSED AGE-FRIENDLY RESIDENTIAL DEVELOPMENT	6
3. GUIDANCE DOCUMENTS ON MOBILITY MANAGEMENT PLANNING	8
3.1 INTRODUCTION	8
3.2 NATIONAL POLICY	8
3.3 LOCAL POLICY	9
4. THE TRAVEL PLAN PYRAMID	12
5. MOBILITY MANAGEMENT PLAN	13
5.1 INTRODUCTION	13
5.2 EXISTING PUBLIC TRANSPORT AND CYCLING FACILITIES	13
5.3 PREDICTED POST-DEVELOPMENT TRAVEL PATTERNS	16
5.4 OBJECTIVES OF MOBILITY MANAGEMENT PLAN STRATEGY	20
5.4.1 <i>OBJECTIVE NO. 1 - MAXIMISING THE EFFICIENT USE OF CAR PARKING FACILITIES</i>	21
5.4.2 <i>OBJECTIVE NO. 2 - ENCOURAGING GREATER USE OF PUBLIC TRANSPORT</i>	21
5.4.3 <i>OBJECTIVE NO. 3 - ENCOURAGING MORE RESIDENTS TO CYCLE</i>	21
5.4.4 <i>OBJECTIVE NO. 4 - ENCOURAGING MORE RESIDENTS TO WALK</i>	21
5.5 ROLE OF THE MOBILITY MANAGEMENT PLAN COORDINATOR	22
5.5.1 <i>APPOINTMENT OF MOBILITY MANAGEMENT COORDINATOR</i>	22
5.5.2 <i>DUTIES OF MOBILITY MANAGEMENT COORDINATOR</i>	22
5.6 FINAL COMMENT ON MOBILITY PLAN	23

APPENDICES

APPENDIX 1 – TRAVEL PLAN PYRAMID

1. INTRODUCTION

1.1 PROJECT DESCRIPTION

Barrett Mahony Consulting Engineers (BMCE) have been commissioned to prepare a Mobility Management Plan for a proposed age-friendly residential development at Beaufort, Sallins Road, Naas, County Kildare.

The adjacent existing 53-unit age-friendly development at McAuley Place is an intergenerational facility that provides independent living for elderly people in Naas town. The proposed development on the Beaufort site at the Sallins Road constitutes an addition to the existing facility.

The purpose of this report is to:

- Compare required and provided car and cycle parking;
- Proposed day-of-opening modal split targets for the proposal;
- Put forward a mobility management strategy for the proposed residential development; and
- Demonstrate significant non-car-based travel alternatives for residents at the proposed development.

The proposal involves the construction of 44 No. age-friendly residential units, 37 No. 1-bed units and 7 No. 2-bed units.

24 No. car parking spaces are proposed for the development, 4 No. on-site and 20 No. within an adjacent public car park.

The location of the site is detailed within Figure 1-1.



Figure 1-1: Site location map (red line boundary is shown indicatively)

1.2 EXISTING TRAFFIC ENVIRONMENT

The site entrance accesses directly onto the Sallins Road (R407), approximately 50 metres south of its intersection with Wolfe Tone Street.

4 No. car parking spaces are located on site and will use this entrance.

In addition, the development will have use of 20 No. car parking spaces located within the Naas Town Centre Car Park, located on the south side of Wolfe Tone Street, approximately 85 metres east of the Sallins Road / Wolfe Tone Street junction.

1.3 SCOPE OF THE REPORT

Section 2 of this report will estimate the car and cycle parking requirement for the overall development, together with the provision proposed. The section also utilises the 2022 Household Survey, published in July 2023 by the National Transport Authority, to derive modal splits for the residents at the proposed development.

Section 3 details guidance and policy documents relating to mobility management.

Section 4 outlines the travel plan pyramid.

Sections 5 contains the Mobility Management Plan (MMP) / Residential Travel Plan (RTP) for the proposal. This section contains revised modal splits for walking and cycling, together with additional measures to achieve these splits. The role of the Mobility Management Coordinator is also discussed.

2. PARKING REQUIREMENTS AND PROVISION

2.1 CAR AND CYCLE PARKING REQUIREMENTS AS PER KILDARE COUNTY DEVELOPMENT PLAN 2022-2028 AND OTHER SOURCES

Table 2-1 below details the car and bicycle parking standards for Kildare County Council based on the rates contained within their 2022 - 2028 Development Plan Written Statement for the age-friendly residential developments, and other relevant guidelines.

Development type	Units	Car parking standards	Car parking required
Age-friendly / Retirement Apartments	37 No. 1-bed 7 No. 2-bed	Not specified in DP <i>Other references</i> DCC DP (Zone 3) 1 No. space per 3 No. sheltered housing units <i>Cluid Guidelines</i> 1 No. space per 7 No. residents	Not specified 21 No. spaces 9 No. spaces (based on 62 No. residents)
		Bike parking standards	Bike parking required
Age-friendly / Retirement Apartments	37 No. 1-bed 7 No. 2-bed	Not specified <i>Standard for apartments</i> 1 per bedroom + 0.5 per unit	37(1) + 7(2) + 43(0.5) = 73

Table 2-1: Parking required under Kildare Development Plan Standards (2022-2028) along with other sources

2.2 CAR AND CYCLE PARKING PROVISION

It is proposed to provide 24 No. car parking spaces for the proposal, equating to 1 No. space per 0.56 units.

The Kildare Development Plan does not specify a car parking requirement for age-friendly residential units.

The Dublin City Council Development Plan requires a maximum of 1 No. car parking per 2 No. sheltered housing units within zone 3 of Mapset J (the outermost zone), equating to 21 No. spaces. The planned provision is 114% greater than this figure.

The Cluid organisation, who manage a number of age-friendly residential developments in Ireland, use a figure of 1 No. space per 7 No. residents.

If one assumes for the 1-bedroom units (37), an average occupancy of 1.35 people per unit (midpoint of 1.2 - 1.5), one can estimate 37 No. units × 1.35 people/unit ≈ 50 No. residents. For the 2-bedroom units (7), if one assumes an average occupancy of 2 No. residents per unit (midpoint of 1.8 - 2.2), one can estimate 7 No. units × 2 people/unit ≈ 14 No. residents. This provides a total figure of 64 No. residents.

Therefore, the Cluid Guideline would translate into a requirement of $64 \div 7 = 9$ No. car parking spaces. The planned provision is 267% greater than the Cluid requirement.

It is thus contended that the proposed provision is more than adequate to meet the needs of 44 No. age-friendly residential units.

In terms of cycle parking provision, it has been agreed with the Local Authority that 44no. bicycle parking spaces are to be provided for the proposed development.

2.3 MODAL SPLITS FOR PROPOSED AGE-FRIENDLY RESIDENTIAL DEVELOPMENT

In order to develop a mobility strategy for the development and maximise the use of sustainable travel modes by the residents, it is essential that a set of baseline modal splits is derived for the day-of-opening of the proposed development.

In this instance, the National Household Travel Survey results have been utilised to help derive modal splits for the proposed development.

Results indicate that just over 6 in 10 (61%) of those living in the Greater Dublin Area travelled by car, eight points below the national average of 69%. One quarter of trips (25%) were made by walking. Trips taken by bus/coach registered at 5%, followed by cycling at 3% and Train/DART/RAIL at 2%.

Figure 2-1 details the modal split figures for the Greater Dublin Area as per the 2023 report:

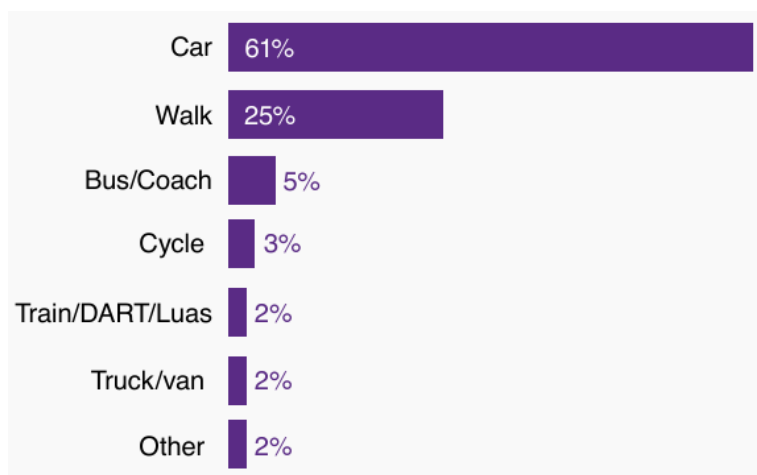


Figure 2-1: Modal splits for the Greater Dublin Area

The above modal splits will be used as the benchmark 'day-of-opening' splits for the proposed development, indicating 35% of the trips made using sustainable modes.

Furthermore, in terms of the car trips, it must be stated that, based on a survey completed on the car parking spaces at the existing McAuley Place complex, not all residents at the age-friendly residential development make a car trip every day.

There are currently 24 No. residents' parking spaces at McAuley Place.

The following is a general breakdown of vehicle movement and usage of the allocated spaces over a 7-day period followed by a space-by-space breakdown of usage.

- Movement (daily): 9 spaces
- Movement (weekdays): 6 spaces
- Movement (3-4 days/week): 4 spaces
- Movement (1-2 days/week): 3 spaces
- Movement (0-1 day/week): 2 spaces

Thus, only 37% of residents, will make a car journey every day, with 62% making a car journey every weekday.

On average, only 66% of the car parking spaces will be vacated during a 24-hour period, with the remaining 34% of spaces remaining occupied during the entire day.

These figures demonstrate the basic difference between an age-friendly residential development and a standard residential complex.

In a standard residential development, one would expect multiple car movements into and out of each available car parking space during a typical working / weekend day.

There is thus an inherent justification for the car parking provision at an age-friendly residential development to be significantly less than for a standard residential proposal.

3. GUIDANCE DOCUMENTS ON MOBILITY MANAGEMENT PLANNING

3.1 INTRODUCTION

A Mobility Management Plan (MMP) is a long-term management strategy covering a selected location with the aim to promote and deliver sustainable transport objectives. A Mobility Management Plan consists of a package of measures put in place by an applicant in order to encourage and support more sustainable travel patterns among both residents and visitors at the proposed development.

The package usually includes measures to promote and improve attractiveness of using public transport, cycling, walking and increased car-occupancy. It should be considered a dynamic process where a package of measures are identified, piloted and monitored on an ongoing basis.

A MMP prepared at planning stage, before the development is both constructed and occupied, can only highlight potential issues to be included in a subsequent MMP to be prepared once the development has obtained a grant of planning permission and is built and occupied.

The environmental and congestion impacts of car-based transport has resulted in policy changes where the priority of more sustainable forms of travel has increased. The MMP helps to encourage use of modes of travel other than the private car.

MMP's are intended to bring the following benefits:

- Greater accessibility of the site.
- Encouraging of safe and viable alternatives for accessing the site.
- Pragmatic initiatives based on appraisal of commuters' travel patterns.

3.2 NATIONAL POLICY

This report was developed with guidance from the documents listed below;

[Making Residential Travel Plans Work \(Department for Transport, UK, 2007\)](#)

UK document providing a framework for residential travel plans, detailing the content that should be provided within the Travel Plan. The structure advocated by this document is incorporated within this report.

[Sustainable Urban Housing: Design Standards for New Apartments \(Guidelines for Planning Authorities\)](#)

This document, published by the Department of Housing, Planning and Local Government in December 2020, details new levels of parking provision for apartment developments in urban areas.

[Smarter Travel: A Sustainable Transport Future 2009 - 2020, National Transport Authority \(NTA\)](#)

The Government's transport policy seeks to promote greater integration between spatial planning and transport policy, planning for an integrated transport network that enables the efficient, effective and sustainable movement of people and goods, in order to contribute to economic, social and cultural progress.

It recognises that, without intervention, congestion will get worse, transport emissions will continue to grow, economic competitiveness will suffer, and quality of life will decline. The key goals are to:

- Improve quality of life and accessibility to transport for all and for people with reduced mobility and those who may experience isolation due to lack of transport;
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car; and
- Improve security of energy supply by reducing dependency on imported fossil fuels.

Its implementation will help meet Ireland's international obligations towards tackling climate change. It will enhance existing legislative provisions to deliver deeper integration of travel and spatial planning. It will support the full integration and alignment of transport plans with the development plan process and local area planning. It will also ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review. It will avail of policy directives to give effect to specific measures needed to meet the vision for sustainable travel.

It details a requirement that developments above a certain scale have viable travel plans in place, must have good public transport connections and safe routes for walking and cycling to access such connections and local amenities, and the necessity for the integration of cycling and public transport with the proposal.

Again, the proposed development fully complies with this consideration.

National Cycle Policy Framework 2009, Department of Transport

The National Cycle Policy Framework NCPF sets out a national policy for cycling to create a stronger cycling culture and a friendlier environment for cyclists.

Regional Spatial and Economic Strategy (Eastern and Midland Regional Assembly, 2019)

This document notes the trends within the Region that indicate an overreliance on the private car for travel to work and education, stating that approximately 46% of Dublin's population commute by private car. Regional Planning Objective 8.7 within this document aims to promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.

Effective Workplace Travel Plans, 2012, NTA

This guidance aims to assist local authorities in fully integrating the principles and practice of Workplace Travel Plans into both the development plan process and the development management process. The principle that underpins sustainable.

3.3 LOCAL POLICY

Kildare County Development Plan 2022-2028

Policy TM A25 of the development plan requires all multi-unit developments and schools to submit mobility management plans and travel plans, including an assessment of the public transport capacity in a manner consistent with existing NTA guidance and to implement mobility management initiatives to minimise the impact of new developments on the road and street network of the County.

One of the overarching goals and objectives of the plan is the commitment to focusing on the need to underpin the planning process with an integrated approach to sustainable transport. Integrated land-use and transportation has a key role to play in delivering social, economic and environmental sustainability. One method for achieving this is seen as the encouragement of employers across all sectors to adopt Workplace Travel Plans in order to reduce car-based travel which plays a crucial role in reducing costs associated with air quality and noise, congestion and climate change.

Workplace travel plans are required to include measures such as:

- Facilitating home working and teleconferencing. Introducing monthly and annual tax saver tickets for public transport;
- Dedicating priority parking for car-shares;
- Introducing the Cycle to Work scheme;
- Covering bicycle parking and providing lockers and showers;
- Reducing leased car parking. Introducing low-carbon business travel policies, and
- Providing information on public transport availability locally.

To this end, development plan objective TM 06 states that it is an objective of Kildare County Council to 'Support and encourage employers to develop and implement Workplace Travel Plans based on the NTA's Workplace Travel Plans: A Guide for Implementers (2013), in order to promote more sustainable travel options.'

Dublin City Centre Transport Study 2015-2033

The Study seeks to address major transport issues facing the core city-centre area, to facilitate the implementation of the Dublin City Council Development Plan, and to safeguard the future growth of the city, specifically in terms of new transport infrastructure. The construction and operation of Luas Cross City will require a significant reconfiguration of current transport arrangements. This study addresses these issues and proposes measures to counter long-standing constraints of the existing City Centre transport network. This will ensure that capacities are in place to meet the demands of future growth in the City, as well as optimising the use of the City Centre's limited road space to maximise the benefits for people living, working and visiting Dublin City Centre. The key objectives include increasing the capacity, reliability and use of public transport into and within the City Centre as well as improving the quality of service for cycling and walking, with particular emphasis on the 'core' City Centre;

The Study advocates significant reductions in the modal split for private cars for the journey to work over the short to medium term in the Greater Dublin Area., including Naas

The achievement of these targets requires developments such as the one proposed at the proposed development to advocate sustainable modes of transport for residents travelling to work and college. Achievement of the objectives and targets as outlined within this document. The residential travel plan framework will be entirely consistent with the aims of the Dublin City Centre Transport Study.

National Transport Authority's Greater Dublin Area Cycle Network Plan (2013)

Sets out proposed primary and secondary radial cycle routes within the GDA, in addition to a network of orbital routes.

Transportation Strategy for the Greater Dublin Area 2022-2042 (NTA, 2022)

This document states that development within the existing urban footprint of the Metropolitan Area should be consolidated to achieve a more compact urban form. Policy should allow for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built-up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for both residents and visitors.

Thus, the above documents confirm and emphasise the importance of maximising the use of sustainable modes of travel and minimising the use of the private car, particularly for trips taking place within an urban location such as Naas town.

4. THE TRAVEL PLAN PYRAMID

The UK document 'Making Residential Travel Plans Work' details the travel plan pyramid that helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A Plan should also combine hard measures – such as new bus stops and cycle ways, and soft measures – such as help with individual journey planning. The Travel Plan should integrate all measures into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

An image of the pyramid is contained within Appendix 1.

The travel pyramid, as detailed within 'Making Residential Travel Plans Work', contains the following five key concepts that are central to a good MMP:

- Location - Residents at the age-friendly development need to be within easy reach of shops and services – so that walking or cycling becomes the natural choice – readily achievable given the proximity of Naas Town Centre;
- Built Environment – Low-density developments are hard work to get round by bike and foot. Encouraging compact development that is walking and cycling friendly, with low parking allowances, is crucial in encouraging sustainable travel choices;
- Mobility Management Plan Coordinator - Successful mobility management plans need people. The Co-Ordinator plays a crucial role in developing the plan and working with residents and management to ensure the plan meets their needs for access and evolves over time;
- Services and facilities - Good public transport can help reduce the need for on-site parking. Other measures, such as broadband internet access and home deliveries can reduce the need to travel off site; and
- Promotional strategy - Welcome packs, public transport information and additional cycle parking facilities can all help introduce the mobility management plan to residents and build enthusiasm.

In terms of location and built environment, one can see the significant advantages of the subject site, within easy access of bus and rail facilities, with the layout of the proposed development making cycling and walking safer and more efficient.

This report will demonstrate the central role that the Mobility Management Plan Coordinator will play in setting targets, minimising private car usage and maximising the circulation of promotional material among residents at the proposed age-friendly development.

5. MOBILITY MANAGEMENT PLAN

5.1 INTRODUCTION

Section 5.2 of this report will summarise the existing public transport and cycling facilities at the subject site.

Section 5.3 takes the existing commuter travel patterns for the area and proposes 'year-of-opening' and 'year-of-opening plus 5' modal splits for the proposed development. It also contains proposed future improvements public transport and cycling facilities nearby which will assist in the attainment of the stated targets.

Section 5.4 details the objectives of the Mobility Management Plan Strategy and lists a suite of measures that aim to facilitate the achievement of these objectives.

Section 5.5 details the central role of the Mobility Management Plan Coordinator in the attainment of the objectives as set out within Section 5.4.

Section 5.6 contains some concluding comments.

5.2 EXISTING PUBLIC TRANSPORT AND CYCLING FACILITIES

EXISTING BUS INFRASTRUCTURE

The 885 bus route links Baltinglass to Sallins Rail Station, operating in each direction every 2 hours.

This bus stops directly outside the development on the Sallins Road.

The 139 bus route runs every hour, and is an orbital route connecting Naas, Sallins, Clane, Rathcoffey, Maynooth, Leixlip, and Blanchardstown.

Figure 5.1 details the route of the 139 bus.

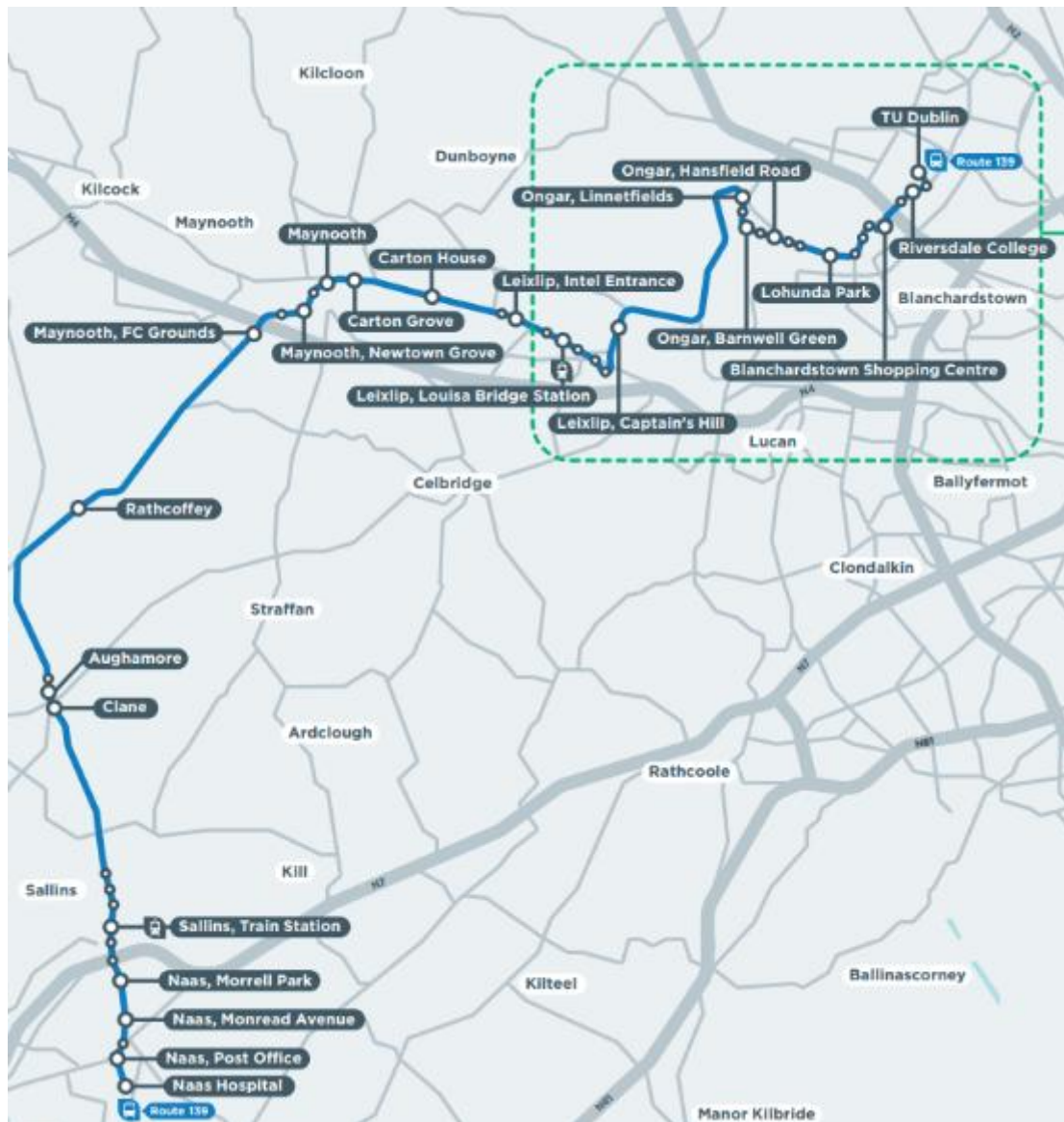


Figure 5-1: Route of 139 bus

The Monread Avenue bus stop on the Sallins Road is located approximately 500 metres north of the subject site.

The 125 and 126 bus routes can be accessed from the Dublin Road, approximately 200 metres east of the subject site.

The 125 route runs every 20 minutes at peak times between Newbridge and Dublin City / Belfield.

The 126 route runs every 20 minutes at peak times between Rathangan and Dublin City / DCU.

The Sallins Naas rail Station is located 3 km north of the site of the proposed development.

The following routes are serviced from Sallins Rail Station:

- Grand Canal Dock – Dublin Heuston Station – Portlaoise (Commuter route)
- Dublin Heuston - Cork (Intercity route)

- Dublin Heuston – Galway (Intercity route)
- Dublin Heuston – Limerick and Ennis (Intercity route)
- Dublin Heuston – Waterford (Intercity route)
- Dublin Heuston – Galway (Intercity route)
- Dublin Heuston – Limerick (Intercity route)

The commuter route runs 8 times per hour on weekdays between 7am and 8am on weekdays between Sallins and Dublin Heuston.

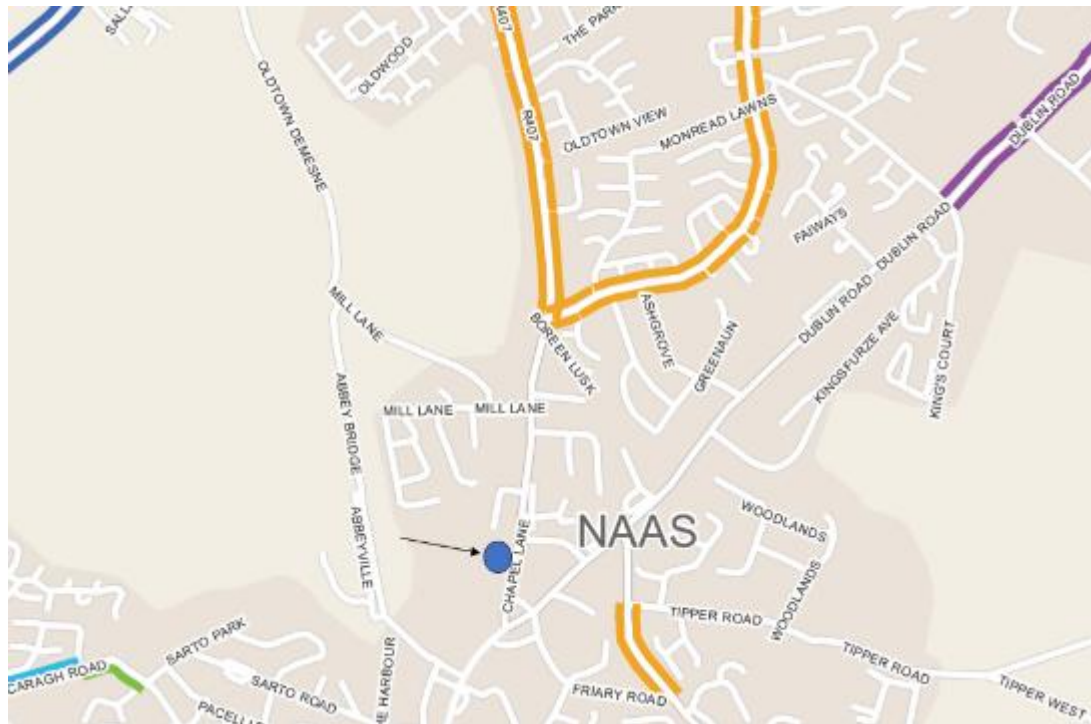
Figure 5-2 highlights this commuter route within the rail network:



Figure 5-2: Sallins – Dublin commuter route

EXISTING CYCLING INFRASTRUCTURE

Figure 5-3 details the existing cycle facilities close to the site:



Legend:

- B1 - Bus Lane (no cycle lane)
- C1 - Cycle Track - separated from road
- C2 - Cycle Track - immediately adjacent
- C3 - Cycle Lane (even within Bus Lane)
- G1 - Cycle Trail or Greenway
- S2 - Shared Walking & Cycling
- Study Area
- County Council Boundaries
- + Greenline Tram Stops
- + Redline Tram Stops
- + Stations

Figure 5-3: cycling facilities in proximity to the subject site

There are no cycle facilities on Sallins Road adjacent to the development. However, approximately 500 metres north of the site, both Sallins Road and Monread Avenue have cycle lane facilities.

5.3 PREDICTED POST-DEVELOPMENT TRAVEL PATTERNS

INTRODUCTION

This report will assume that the modal splits derived within section 3.3 will apply on the day of opening of the development, and details them within Table 6-2 below:

Table 5-1 below also indicates a target profile for the future residents at the proposed age-friendly residential development for the day of opening plus five years:

Transport Mode	Commuter Usage (%) (day-of-opening)	Commuter Usage (%) (+ 5 years)
Car	61	49 (-12)
Walking	25	28 (+3)
Bus	5	8 (+3)
Cycle	3	8 (+5)
Rail	2	3 (+1)
Other	4	4

Table 5-1 - Future Target Modal Splits for proposed McAuley Place age-friendly residential Development

Proposed targets for five years after the day of opening of the proposed development indicate commuting by private car decreasing to 49%, with the modal split for walking increasing to 28%, bus increasing to 8%, cycling increasing to 8% and rail usage increasing to 3%.

The section immediately below details future cycling and public transport projects that will facilitate the planned increases in travel to work by these two forms of transport.

FUTURE PUBLIC TRANSPORT AND CYCLING FACILITIES

Bus Proposals

As part of the Connecting Ireland rural mobility plan, Transport Infrastructure Ireland published the proposed Kildare Public Transport Network in November 2021.

Figure 5-4 details the local routes proposed, highlighting those for Naas and its environs:

Local Route Proposals	183	Sallins	Arklow	Naas, Blessington, Wicklow, Rathdrum and other places en route
	A31	Mullingar	Portlaoise	Kinnegad, Edenderry, Mountmellick and other places en route
	A33	Newbridge	Naas	Milltown, Kilmeague, Prosperous, Caragh and other places en route
	880	Carlow	Naas	Castledermot, Calverstown, Kilcullen and other places en route
	884	Sallins	Carlow	Blessington, Ballymore Eustace, Baltinglass and other places en route

Figure 5-4: Proposed local routes connecting towns and villages and their rural catchments with nearby larger towns such as Naas.

These services will improve access to the range of services available in larger centres, at more useful times of the day and week, for those living in rural areas and smaller villages. It will also permit transfer to Regional Services to travel onwards, with timed reliable connections.

A new route A33 from Newbridge to Naas via Kilmeague, Allenwood and Caragh is proposed, with a minimum service frequency of 3 No. return trips a day.

The 880 route runs from Carlow to Naas via Castledermot, Calverstown, Kilcullen and other places. It is proposed to alter route 880 to serve Narraghmore and Calverstown, with a minimum service of 3 No. return trips a day.

The 884 route runs from Sallins to Carlow, via Blessington, Ballymore Eustace, Baltinglass and other places. It is proposed to run a new route from Carlow to Sallins via Castledermot, Baltinglass, Blessington and Naas, with a minimum service frequency of 3 No. return trips a day.

Rail proposals

The Transportation Plan for the Greater Dublin Area (2022-2042), published by the National Transport Authority in 2021, detailed the following planned public transport improvements in the Sallins area:

- The improvement of the transport network within and serving Naas town, including delivery of a robust and efficient bus network with strong links to Sallins Railway Station;
- The delivery of new and enhanced public transport infrastructure in Naas and Sallins, including Park and Ride and interchange facilities as identified by the NTA and Kildare County Council;
- The extension of the DART service on the Kildare Line to Naas /Sallins, providing additional capacity to this area, including to the planned regional Park & Ride site in this vicinity; and
- The NTA, in conjunction with Irish Rail will develop a new rail station west of Sallins.

Figure 5-5 details the proposed DART extension to Sallins:



Figure 5-5: Proposed DART extension plans, including extension to Sallins

Cycling proposals

Figure 5-6 details the planned cycle lane improvements in the vicinity of the proposed development:

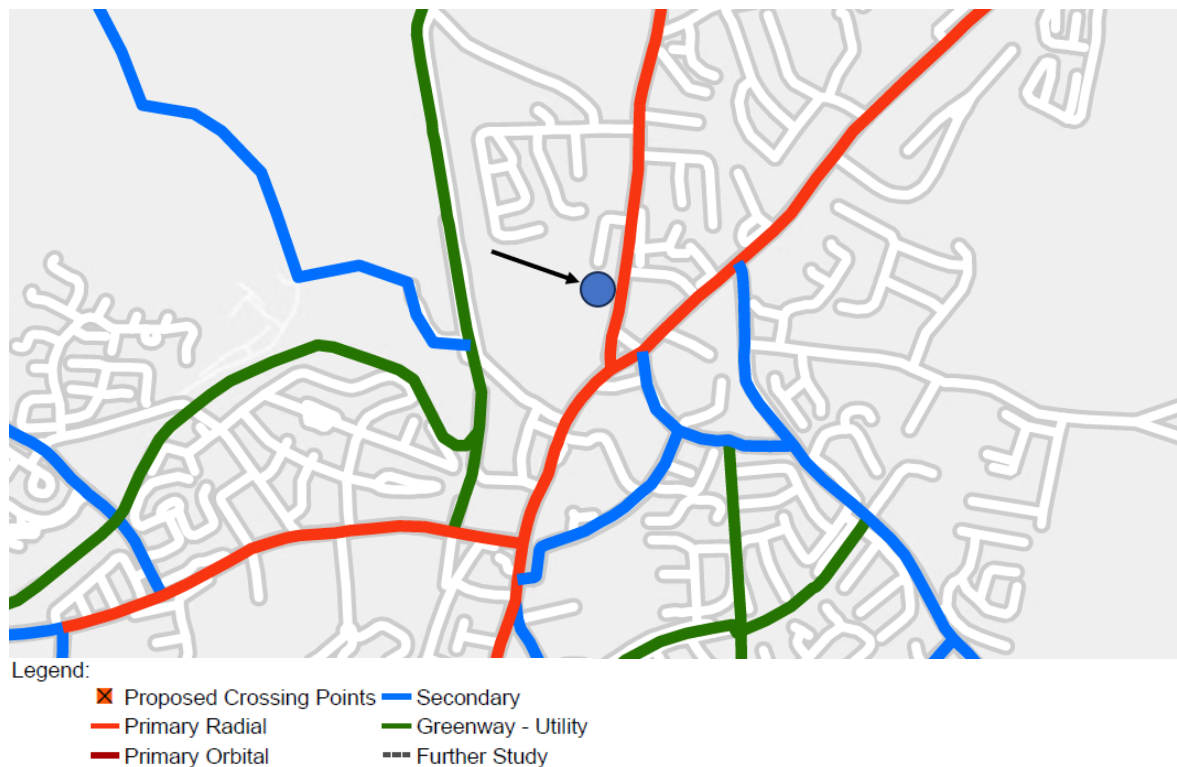


Figure 5-6: Proposed cycle lane improvements close to proposed development

A primary route is planned along the Sallins Road both north and south of the development.

FINAL COMMENT

The above details on the GDA Cycle Network Plan and the Bus and rail proposals indicate how projects are planned which will help increase modal share for public transport users and cyclists living within the proposed development.

In addition, the basic pedestrian network in the vicinity is good. The day-of-opening-plus-5 target for walking indicates an increase in this mode of 3% over day of opening split, achievable with good information on walking routes to important destinations for residents.

In order to further advance the use of non-car-based modes of travel on site, Sections 5.4 and 5.5 of this report will demonstrate how the setting of appropriate objectives and the appointment of a Mobility Management Plan Coordinator (MMPC) to oversee their implementation will ensure that the achievement of sustainable travel modes for occupants at the subject site.

5.4 OBJECTIVES OF MOBILITY MANAGEMENT PLAN STRATEGY

INTRODUCTION

A Mobility Management Plan Framework is a tool that brings together site management issues relating to transportation in a coordinated manner. This document puts in place the objectives of the mobility management strategy for the subject site and the specific measures designed to achieve these objectives.

While recognising that not all car trips can be eliminated, this strategy aims to provide sustainable transport choices for both residents and visitors at the site, thus leading to a reduction in private car use for the trip to and from the site. The strategy will detail specific measures for achieving effective modal shift away from the private car.

The aim of this strategy is thus to introduce measures which will maximise the chances that the modal split targets for year of opening and 5 years thereafter are met if not exceeded.

The objectives of the Mobility Management Plan Strategy for the proposed development in order to meet the stated targets for the subject site are as follows:

- To manage the car parking resources in such a manner that generally discourages use of the private car and maximises the efficient use of the on-site spaces available (Objective No. 1);
- To encourage residents and visitors to use public transport by providing information on the services available to use public transport. New public transport schemes coming on stream will further aid the achievement of this objective (Objective No. 2);
- To encourage residents to cycle, if appropriate, by providing safe parking, enhanced support / promotion of cycling, and general information on the health benefits of cycling (Objective No. 3); and
- To encourage residents to walk to and from their destination if appropriate, by providing all necessary information on this mode of travel (Objective No. 4).

Table 5-2 assumes that measures will be taken within five years of opening to reduce the modal split for car driver travel down to 49% from 61%, to increase bus transport from 5% to 8% and rail from 2% to 3%, and to increase the walking modal split from 25% to 28% and cycling from 3% to 8%.

A number of the proposals listed to achieve these modal splits are easy and inexpensive to implement. Other measures require initial co-operation and co-ordination both within and between public and private organisations.

The general morale of residents will be, to an extent, dependent on their general state of health and fitness, and increasing their use of non-car-based modes can be a significantly beneficial factor in regard to increased fitness and wellbeing.

5.4.1 OBJECTIVE NO. 1 - MAXIMISING THE EFFICIENT USE OF CAR PARKING FACILITIES

INTRODUCTION

The following measures will help both to discourage use of the private car for journeys to and from the site by residents at the age-friendly development and visitors to it:

INCREASING CAR OCCUPANCY RATES

Increasing car occupancy is a powerful tool in decreasing the volume of car trips to and from this type of development. The Mobility Management Plan Coordinator can achieve such overall trip reductions by promoting car sharing through use of a notice board within the residential development and through use of the website for the development which on-site management will set up.

Travelling in groups will also help enhance personal security for residents.

5.4.2 OBJECTIVE NO. 2 - ENCOURAGING GREATER USE OF PUBLIC TRANSPORT

INTRODUCTION

The predicted increase from 7% to 11% public transport (bus + rail) modal split has its basis in the expected local improvements to the public transport access that will come on stream over the coming years, together with upgrades and increased efficiencies within the existing infrastructure.

PUBLIC TRANSPORT INFORMATION

It is vital that timetable information is available to residents in order to encourage maximum usage of the public transport system. Dublin Bus and Irish Rail timetables should be posted on the notice board within the apartment complex and / or the web site to be set up by on-site management.

5.4.3 OBJECTIVE NO. 3 - ENCOURAGING MORE RESIDENTS TO CYCLE

Cycling will be a favoured transport option for a predicted 3% of residents at the proposed development on its day of opening, increasing to 8% five years thereafter.

It is reasonable to assume a significant increase in this modal share over values pertaining in the locality, within the first 5 years after the opening of the residential component of the facility given:

- The provision of a bike storage area within the site for residents and visitors, so that a safe parking space exists for residents and visitors if they choose to utilise this mode (this area is in addition to the assumed storage capability within each housing unit);
- The improvements detailed within the Greater Dublin Area Cycle Plan; and
- The provision of information on the development's noticeboard and website regarding optimum cycle routes to various nearby city centre and suburban centres of retail and recreational activity.

5.4.4 OBJECTIVE NO. 4 - ENCOURAGING MORE RESIDENTS TO WALK

Walking will be a favoured transport option for a predicted 25% of residents at the proposed development on its day of opening, increasing to 28% five years thereafter.

Increase in this modal share will be facilitated by noticeboard and website information on quickest / most efficient / safest routes to town, nearby districts and closest bus stops and rail Stations.

5.5 ROLE OF THE MOBILITY MANAGEMENT PLAN COORDINATOR

5.5.1 APPOINTMENT OF MOBILITY MANAGEMENT COORDINATOR

It will be the intention of on-site management at the proposed development' to appoint a Mobility Management Plan Coordinator to administer, implement, monitor and review the mobility plan management objectives detailed within this report. The coordinator will also liaise with the local authority, public transport companies and facility managers on issues relevant to the maximisation by commuters of non-car-based journeys to work.

It is anticipated that the Buildings Manager at the proposed development will fulfil this role.

5.5.2 DUTIES OF MOBILITY MANAGEMENT COORDINATOR

This Mobility Management Plan has, as its basic aim, the minimisation of private car usage by all residents and visitors, and the maximization of travel by soft modes and public transport.

The co-ordinator will have a vital role in encouraging and enabling residents and visitors at the subject site to adopt the measures listed within the document to achieve the objectives listed above within section 5.4. Details of the duties of the co-ordinator are as follows:

- Promoting the environmental and health benefits of their travel choices;
- Promoting bike use;
- Promoting walking for at least part of their chosen journey;
- Promoting rail and bus-based travel; and
- Monitoring the modal splits for resident and visitor journeys to and from the site of the proposed development on an annual basis.

Promoting the environmental and health benefits of their travel choices

It will be the duty of the coordinator to make residents aware of the environmental and health consequences of their travel choices. The co-ordinator should employ various media to communicate this message. These could include a newsletter and a mobility website, and providing information on issues such as available public transport services, where to buy a bike, and the health benefits of cycling / walking.

Promoting bike use

The coordinator can promote the use of this mode of travel using other measures such as the setting-up of a cycle users group so that experienced cyclists within the development can help encourage newcomers to this mode of travel. The coordinator can also help by

- Keeping tool kits and spare parts on site for cyclists to avail of;
- Using the web site and newsletter as an aid to encouraging the mode of travel, pointing out the potential time savings involved; and
- Keep in contact with the local authority to monitor the progress in implementation of the proposed cycle track network in the locality.

It would also be possible for coordinator at the proposed residential development to agree a group bicycle insurance scheme for residents at preferential rates in order to maximise its use as a mode of travel to work.

Promoting walking

As with cycling, the coordinator should promote the health and fitness benefits of walking and its general viability as a method of getting to and from the site to local destinations. The

coordinator can also liaise with the local authority on work being done close to the candidate site to make the local road network more pedestrian friendly.

Promoting rail and bus-based travel

The coordinator will promote a public transport culture among residents and visitors. The coordinator can use the newsletter and website to provide information on public transport, in particular timetable information, fares, bus and RAIL stop location and route planning, together with information on free-travel options available to residents.

Monitoring the modal splits for the residents' journeys during a typical day

In order to maximise the effectiveness of the Mobility Management Plan, the coordinator should be responsible for the ongoing monitoring of the modal splits within the plan, including the carrying out on a regular basis of travel surveys of all on-site residents and regular visitors.

5.6 FINAL COMMENT ON MOBILITY PLAN

This Mobility Management Plan is required to insure the sustainability of modal choices by residents and visitors at the subject site. This plan is entirely sustainable given the availability of public transport and soft mode options for the potential residents and visitors, the proximity of the site to Naas Town Centre, and the incentives for residents and visitors to cycle given the availability of safe cycle parking on site.

The above Mobility Management Plan for the subject site aims to achieve a sustainable travel culture for residents at the proposed apartment development by:

- Outlining a travel strategy,
- Listing measures to achieve its objectives; and
- Committing to appoint a Mobility Management Plan Coordinator to oversee and monitor progress towards the improved modal splits predicted for the site five years after opening.



Appendix 1

TRAVEL PLAN PYRAMID

The travel plan pyramid



Barrett Mahony Consulting Engineers

Dublin:

Sandwith House,
52-54 Lower Sandwith Street,
Dublin 2,
D02 WR26, Ireland.
Tel: +353 1 677 3200

London:

12 Mill Street,
London, SE1 2AY,
United Kingdom
Tel: +44 203 750 3530.

Sofia:

19 Yakubitsa Street,
Lozenets,
Sofia 1164,
Bulgaria
Tel: +359 2 494 9772

WWW.BMCE.IE