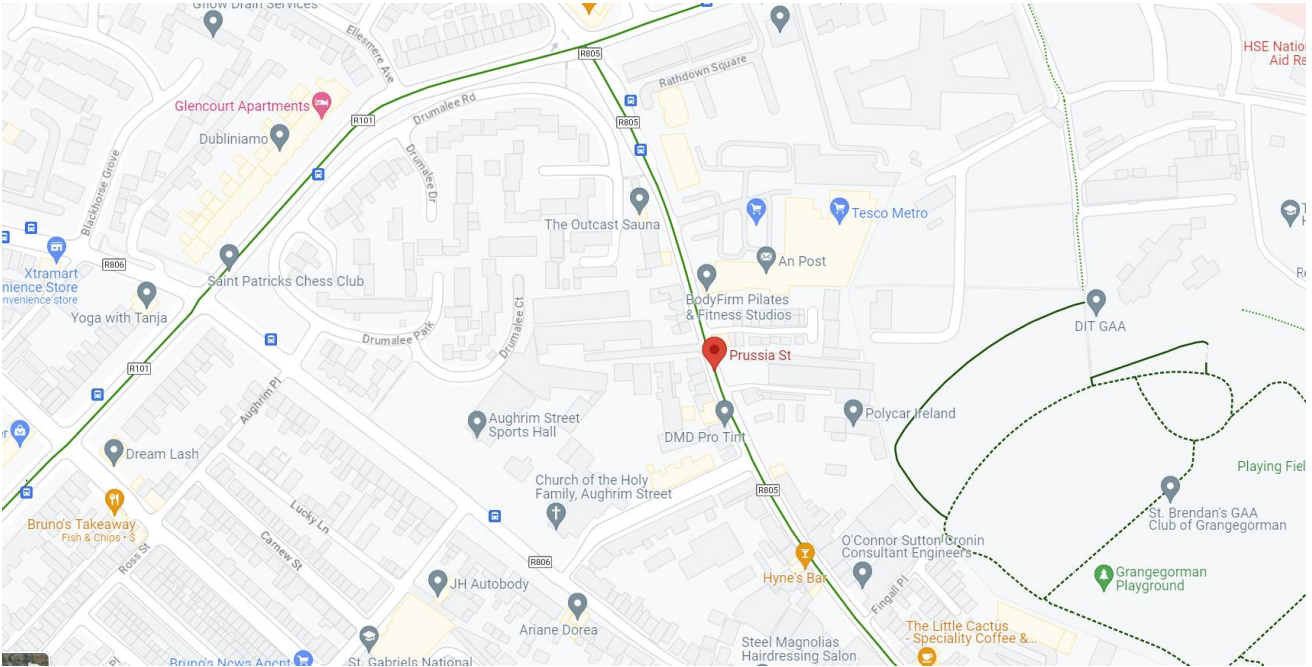


Prussia Street, Student Accommodation



Mobility Management Plan

March 2024



MHL & Associates Ltd.

Consulting Engineers





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1 INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by the applicant, Lyonshall Limited, to prepare this Mobility Management Plan (MMP) report in support of an application to provide a Student Accommodation Building on their lands on Prussia Street, Dublin which encompasses a disused commercial and warehousing park. This report includes sections covering Outline Travel Planning and Outline Movement Strategies for the proposed development.

The proposed development is located on Prussia Street in the area known as Stoneybatter and is accessed directly from the R805 via an existing priority junction. The area is urban in nature with existing public transport provision adjacent to the site. The existing carriageway fronting the site includes a northbound on road cycle lane. Current BusConnects proposals in the area (5. Blanchardstown to City Centre) will see a significant improvement for pedestrians/cyclists and public transport users when implemented.

The proposed scheme comprises the provision of 373 bed spaces with on-site provision for 373 secure bicycle parking with 75 no. bicycle visitor spaces. Internal within the site is a designated refuse truck collection and turning area, which doubles as a loading bay for the café.

1.1 Planning Description

The planning development description states:

The proposed development will consist of the demolition of the structures on the site, and the construction of a large-scale residential development consisting of a Student Accommodation scheme with 373 no. student bedspaces, a café and all other ancillary site development works. The proposed development consists of 2 no. apartment blocks ranging in height from 3 to 5 storeys and a terrace of 6 no. studio units and all ancillary development works.

1.2 Outline Movement Strategy

The Outline Movement Strategy (OMS) should be considered a “Live Document” which forms the basis of the modal shift and travel planning for the site. It aims to support sustainable transport modes, reduce the impact of development based trip generation, and promote Active Transport for the occupants of the development.

A well-resourced and implemented OMS can ensure/promote sustainable travel options as the default mobility choice, lessening the impact on the local and strategic road network by reducing congestion, maximising the benefits of the proposed public transport upgrades in the area, facilitating economic growth and allowing for healthy lifestyles while safeguarding vulnerable road users.

In recognition that Local Authority promoted sustainable travel solutions are actively being worked upon in the area (BusConnects), the outline Movement Strategy was prepared to examine all existing and future modes of transport and seeks to encourage increased use of public transport, walking and cycling for both staff (4 number) and students. The strategy can also be applied to future planned DCC localised infrastructure and capacity improvements.

This OMS addresses the applicant's site's impact, on existing transport and future transport challenges in the area. The following objectives have been identified to guide future mobility strategy elements:

- Improve accessibility through the area to encourage walking and cycling and improve health and wellbeing.
- Promote and improve sustainable travel.
- Reduce traffic congestion, delays, and air quality issues on key routes by employing measures to reduce vehicular trip generation and coordinate with DCC localised infrastructure improvements.

The objectives outlined above, if implemented, will enable people/staff/employers to think about the way they currently travel and seeks to provide information, advice, and motivation to walk, cycle, use public transport and car-share more often.

The nature of the proposed scheme and its location centrally located, serving the nearby Dublin Technological University (DTU), is ideally suited for the implementation of an Active Travel Plan which will form a critical element of the Movement Strategy. The scheme is 100% served by sustainable travel relying on public transport, walking and cycling with no on-site car parking provided. An assessment of nearby car parks and the distance to main public transport hubs was carried out to confirm that the set/down collection of end-users does not require on-site car parking provision, normally start/end of term.

Dublin City Council in conjunction with the National Transport Authority aim to deliver the 'Blanchardstown to City Centre' Core Bus Corridor to provide enhanced walking, cycling and bus infrastructure which will enable and deliver efficient, safe and integrated sustainable travel along its length. The proposed development will rely on such schemes to facilitate its operation. Details of this scheme and its impact on the proposed development site are presented in Section 5 of this report. The Project Manager, BusConnects, was contacted and details of the scheme sent to confirm that the development does not prejudice their scheme. This confirmation was received with the right to review the proposal once formally submitted for planning permission.

The proposed development of the site for student accommodation is expected to contribute to the economic viability of adjacent bus routes, justifying the proposed upgrades in the area through the BusConnects Project.

2 EXISTING CONDITIONS

The proposed development is located on Prussia Street as shown in the following Figure 2.1 below. The following figures show the walking distance from the site based on current infrastructure.

Walking Distance:

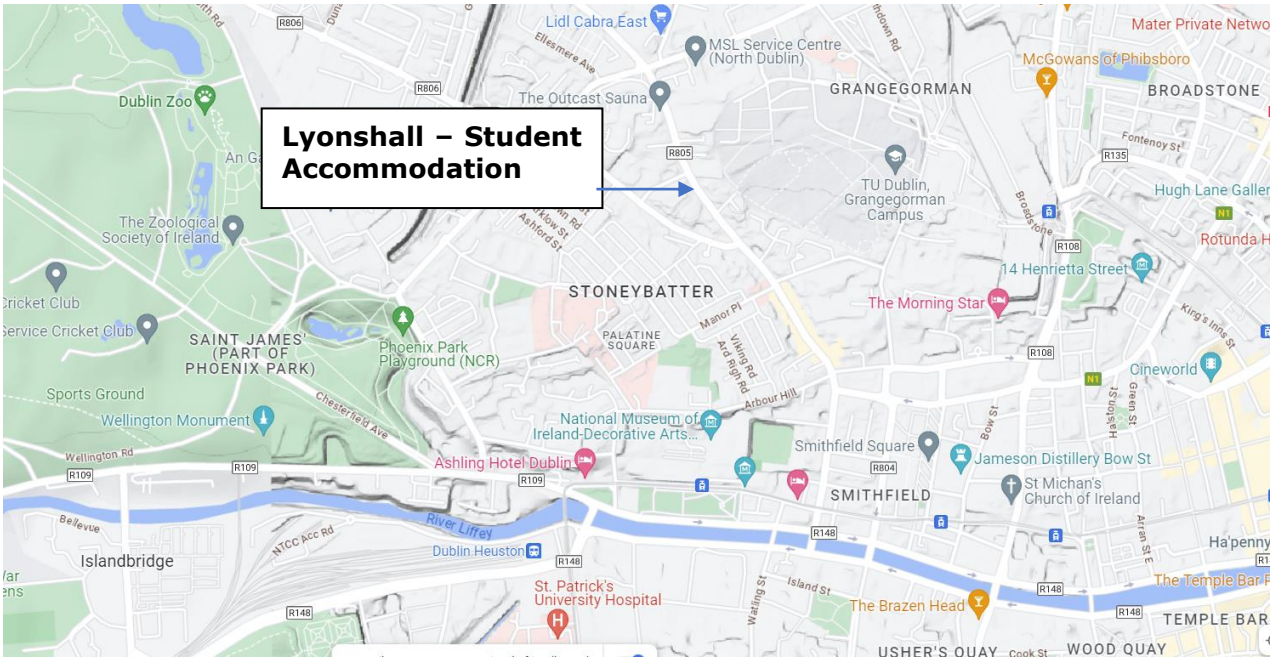


Figure 2.1: Proposed Site Location



Figure 2.2 - 5-10 min Walking distance range from site

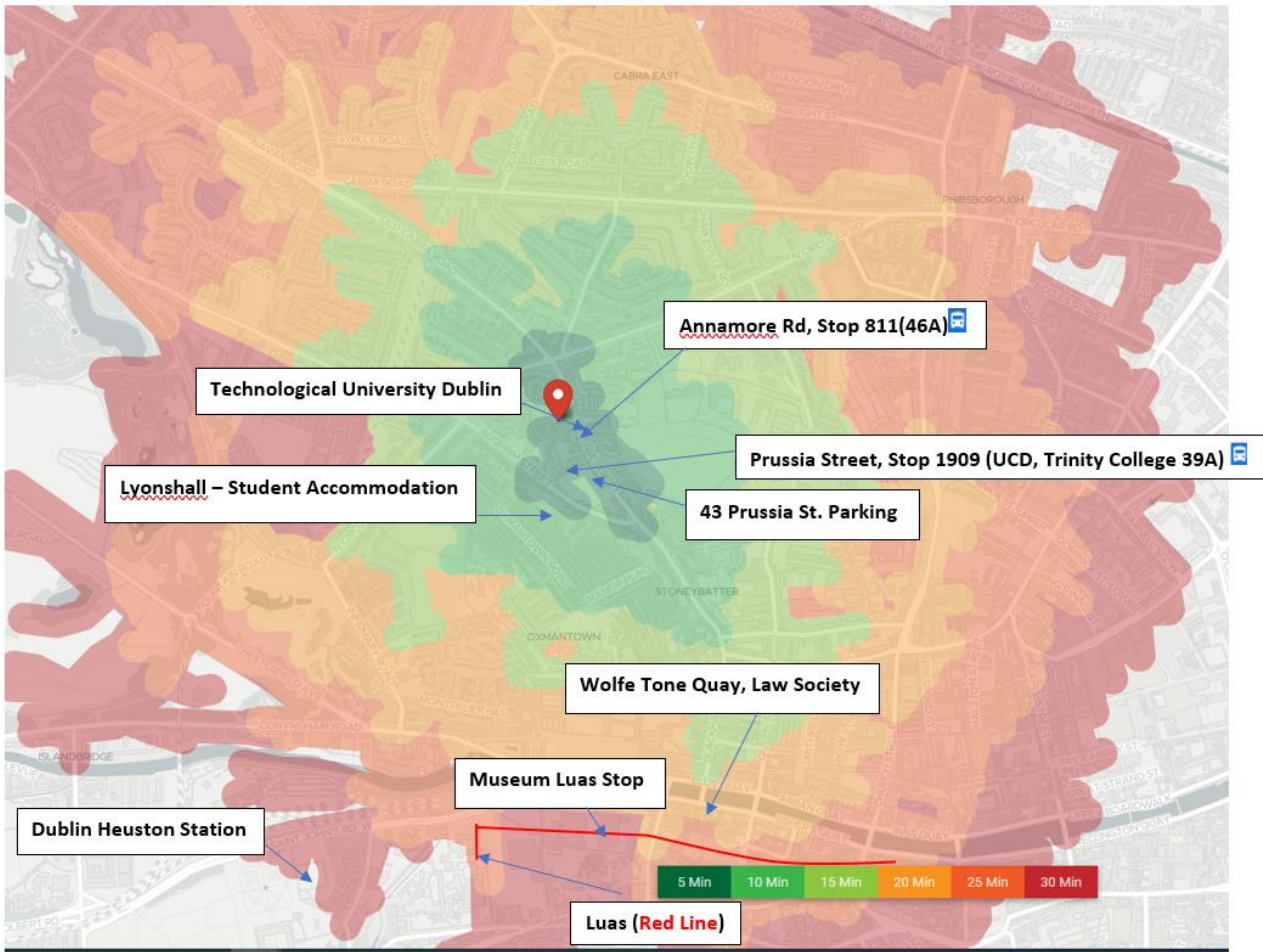


Figure 2.3 - 30min Walking distance range from site

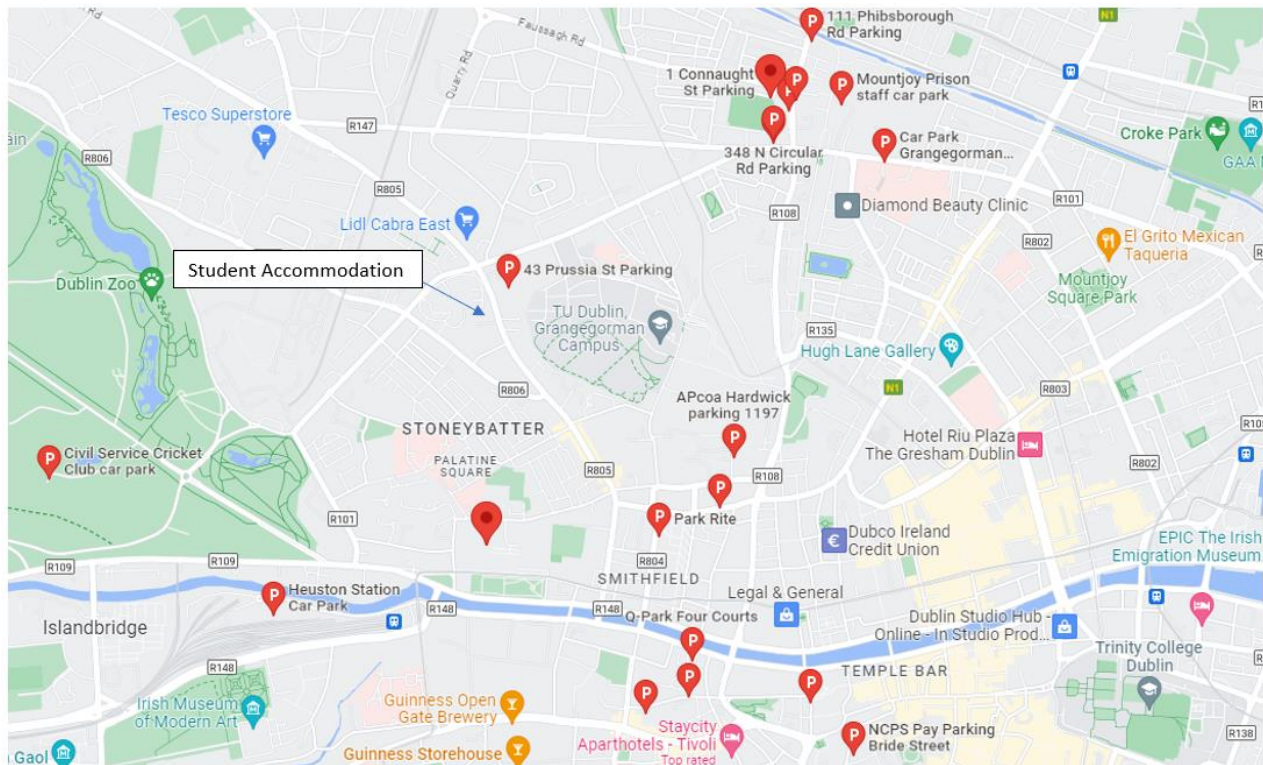


Figure 2.4 - Public Parking locations relative to the site

Figure 2.22 and Figure 2.3 highlights the current walking distance from the site in terms of 5 min segments to public transport bus stops. Based on current infrastructure and using public transport offerings the 39(A) Bus (Prussia Street Stop 1909) takes 20 mins to **Trinity College** and takes 45 mins to **University College Dublin (UCD)**. **Technology University Dublin (TUD)** is a 5 minute walk from the scheme. The City Centre is a 20 mins walk to the Quays. There are significant public transport offerings on the surrounding roads network.

Figure 2.4 presents nearby public parking provision which includes The Park Shopping Centre, directly opposite the scheme. It is envisioned that start and end of terms will see students arriving and leaving en-masse (over a number of days). A site specific traffic management plan associated with these periods will be put in place to ensure that no set-down on Prussia Street occurs. Students will be directed to nearby public car parks if arriving by car and encouraged to avail of public transport through the provision of route maps to the site from all major transport hubs.

Cycling Distance:

Figure 2.5 presents the cycle distance from the site using current infrastructure. Evident is that all major public transport hubs are within a 15 min cycle from the scheme as well as recreational areas such as Phoneix Park.



Figure 2.5 - 30min Cycling distance range from site

Prussia Street currently includes a north bound on-road cycle facility which links to the R101 North Circular Road. Th R101 includes a west bound on-road cycle facility linking to Phoneix Park. In the wider area current cycle lane provision is generally shared with either dedicated Bus Lanes or the general trafficked carriageway. Local improvements exist in parts of the city centre making cycling a more attractive option, especially for students.

The proposed BuConnects Schemes include for the provision of dedicated off-road cycle lanes in addition to dedicated Bus Lanes and will significantly improve the safety of cyclists on the network. Figure 2.6 shows the proposed scheme relative to the site.

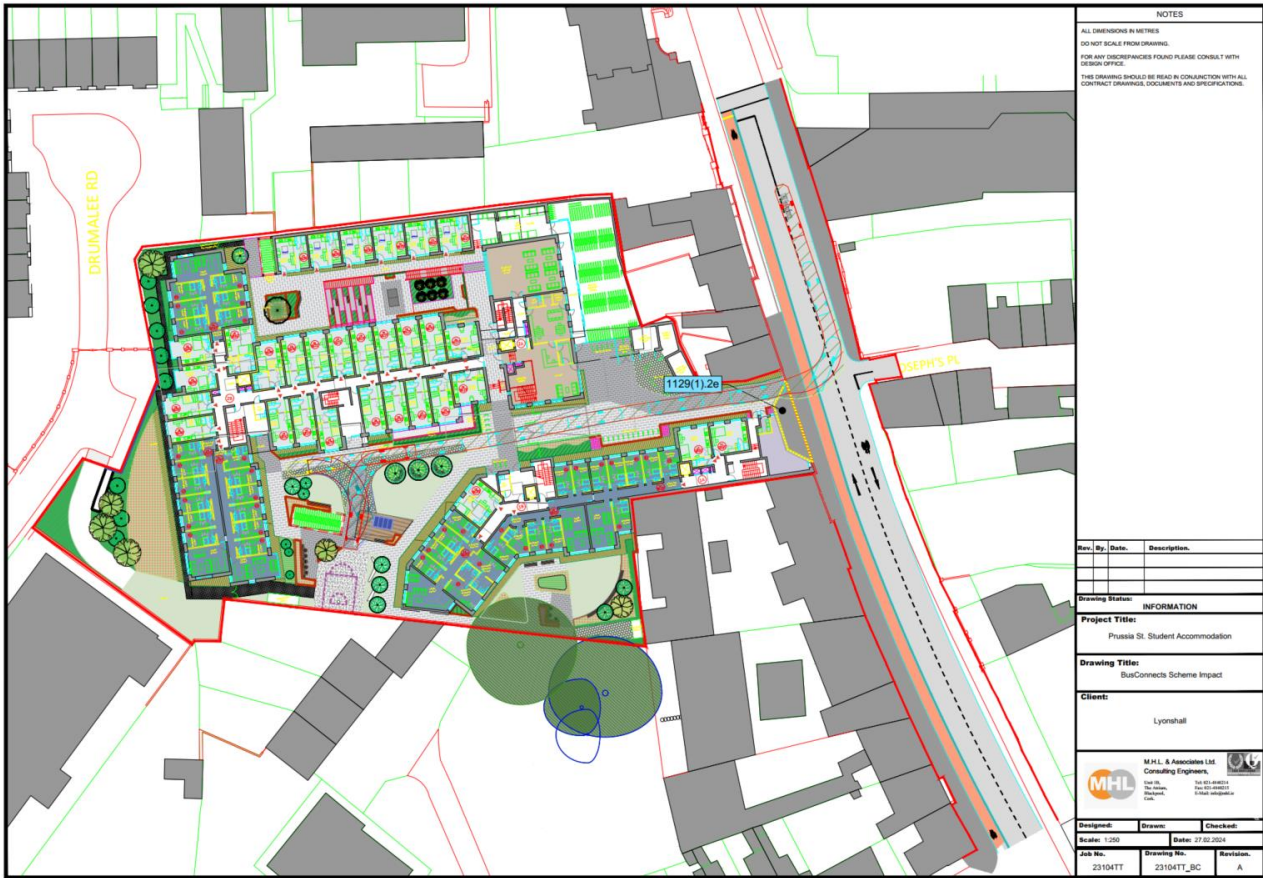


Figure 2.6 – BusConnects Scheme

3 PROPOSED DEVELOPMENT

Access to the site is provided via a priority controlled junction with Prussia Street. Vehicular access to the site will be restricted to refuse collection. Deliveries to the proposed café will also avail of the internal turning head.

Outside of year commencements/ends, over a 2-3 day period, the site will generate very little traffic on the wider network.

3.1 Site Characteristics

3.1.1 Staff Numbers

The number of staff that will work at the site is not yet known however no staff car parking is proposed within the scheme. Staff will be primarily security and maintenance.

3.1.2 Start/Finish times for Staff

It will be a requirement that a member of the security staff is present on-site at all times. They will be responsible for controlling vehicular access to the site and enforcing the no parking policy.

3.1.3 Student Numbers

The proposed scheme will accommodate up to 373 students during the university semester with the possibility of tourist visitors during holiday season. It is anticipated that the biggest impact from a traffic point of view will be at the start and end of the semester. The facility management team will be responsible for the coordination of arrival/departure times to limit the impact of students arriving en-mass in the local area. This will be achieved by spreading the arrival/departure times over a week whilst avoiding peak hour traffic periods and will be managed in accordance with a developed Student Management Plan.

3.1.4 Planning for Start/End Term Movement

Students are to be provided with details of travel arrangements from Dublin airport, Heuston Train Station, and the local bus stations as well as the cost of a taxi from these primary Transport Hubs. Information is also to be provided with respect to locations and cost of nearby public car parking facilities, refer to Figure 2.4.

There are no set-down spaces provided within the development and access to the site will be strictly controlled by security staff. Students will be encouraged to book an arrival time on the online portal so that management staff can coordinate arrival/departure times. This will also ensure that a large influx of vehicles don't arrive in the vicinity of the development at the same time.

4 EXISTING SUSTAINABLE TRANSPORT FACILITIES

4.1 Existing Public Transport Infrastructure

Existing public bus stops are located as shown in Figure 4.1.

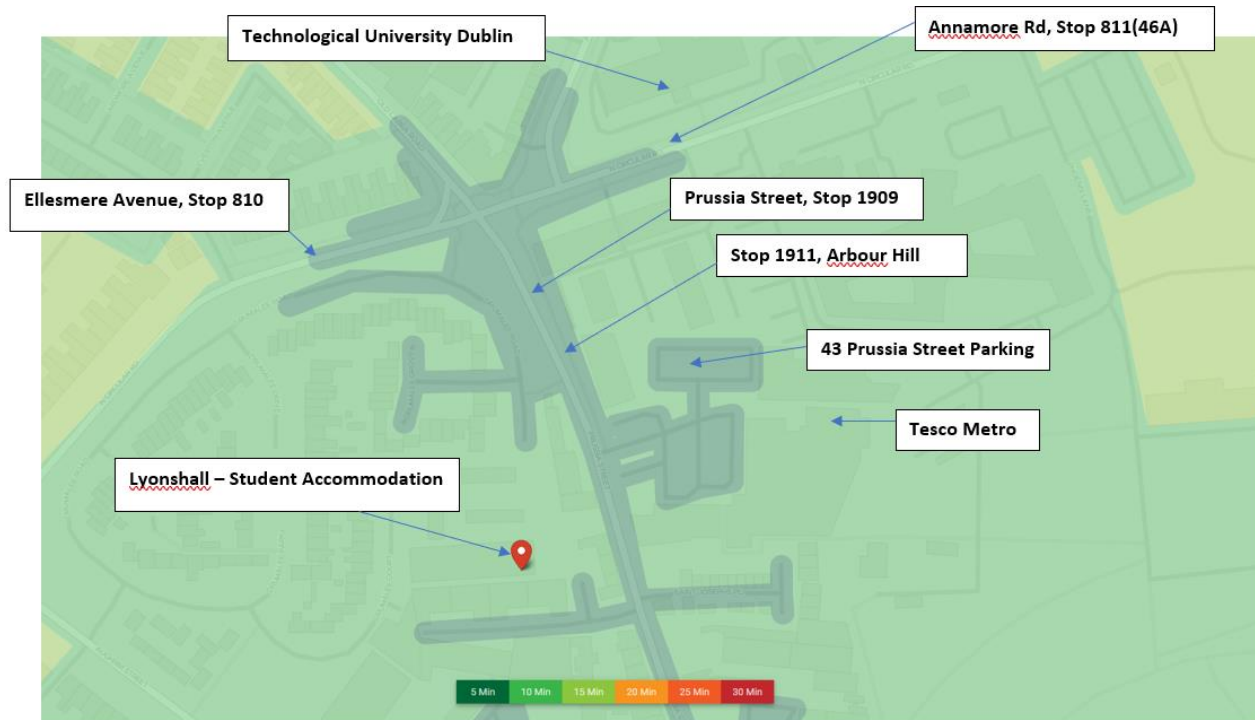


Figure 4.1 Site's proximity to nearby bus stops on 39A and 46A Bus routes.

The following bus routes served by nearby bus stops are:

- 39A – Trinity College – City Centre
- 46A – Dun Laoghaire
- 39A - University College Dublin (UCD)

The frequency of service on these routes is every 10 minutes.

4.2 Existing Cycle Facilities

As previously outlined there are some on-road cycle lanes which generally only cover one direction of travel. Future BusConnects Schemes will include the upgrade of the network to include a primarily off-road cycle network.

4.3 Existing Pedestrian Facilities

Existing continuous pedestrian facilities are provided within the local streets network facilitating access to the wider area. The majority of junctions are traffic signal controlled with dedicated pedestrian phases.

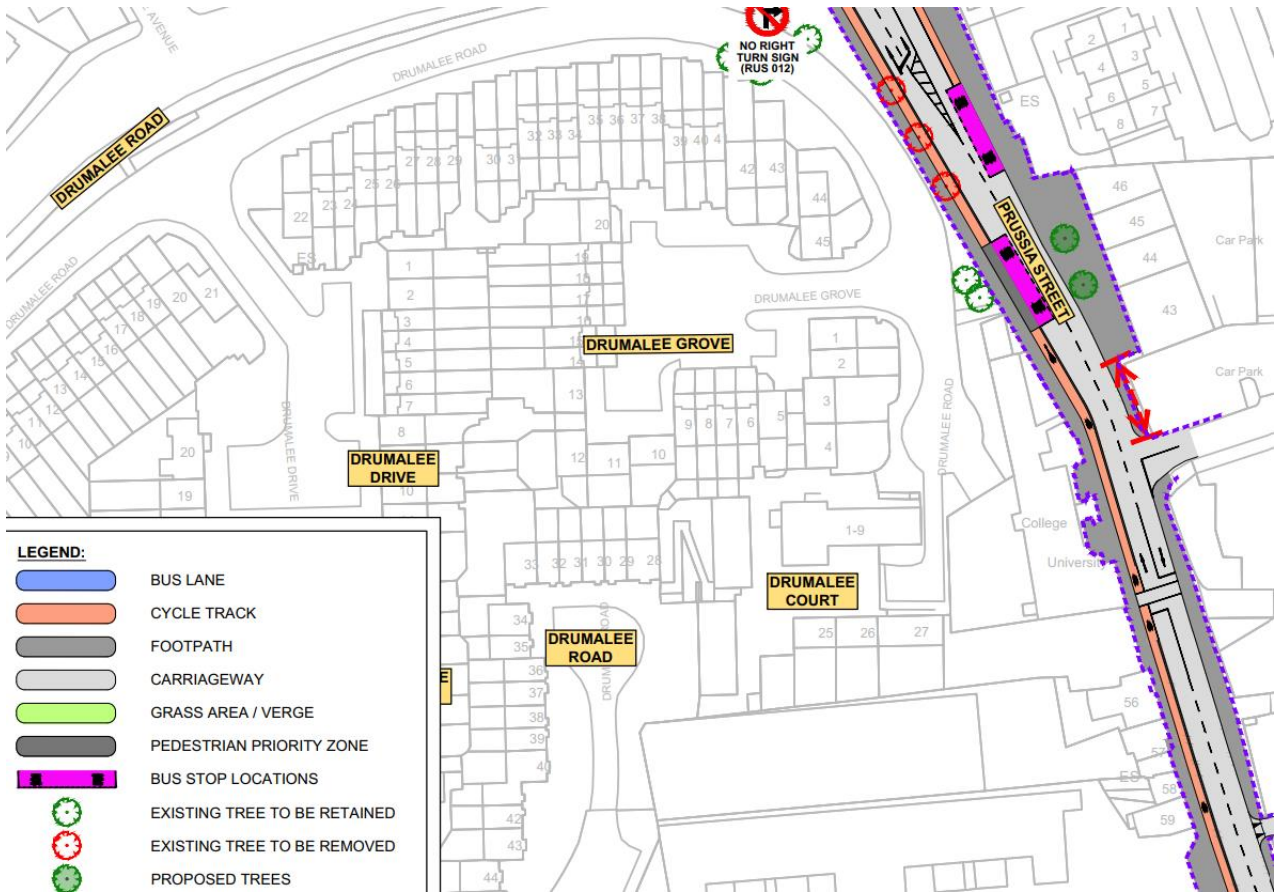


Figure 5.2: Proposed BusConnects fronting the site

The proposed scheme fronting the site includes for new bus stop locations including covered bus shelters, a controlled Pedestrian Crossing as shown in the above figure. Traffic flow from the south of the scheme heading north towards North Circular Road will be local only as the junction of Aughrim Street and Prussia Street will be southbound only. This change is expected to significantly reduce the flow of traffic on Prussia Street fronting the site resulting in a safer environment for pedestrians and cyclists.

6 OUTLINE MOVEMENT STRATEGY

6.1 Need for movement strategy

The aim of this strategy is to:

- Identify and understand the nature and requirements of the main activity at the site.
- Establish as far as possible the catchment area being served by the facility.
- Outline the most appropriate ways to reduce negative impacts of travel to the site.

6.2 Strategy objectives

Minimise the use of the private car

Students, Staff and visitors to the facility will be actively encouraged to use sustainable modes of travel. The use of public transport by students arriving from outside of the Metropolitan Area will be promoted.

A successful result would lead to:

- Reduced congestion
- More efficient use of existing public transport infrastructure
- A reduction in pollution and reduced greenhouse gas emissions
- Reducing carbon emissions potentially caused by travel to the site during peak periods

Parking Management

The development proposes no on-site parking which will discourage the use of the private car for students attending the facility.

6.3 Monitoring Performance

- Administer baseline Staff Travel Plan surveys, (as per Appendix A)
- Develop and implement the site Travel Plan for Students
- Develop and implement the site Action Plan (as per Appendix B)

6.3.1 Key Performance Indicators- KPI's

Benchmarking of indicators such as employee trips and student trips to and from the facility made by walking, cycling, bus, train and 'car as passenger' in percentage terms is important.

Modal splits per surveys of Car sharing, cycling, public transport, walking, remote working, private car usage. Graphed over time to show mobility shift trends, providing clarity to Dublin City Council (DCC) going forward, where needed and agreed between DCC/ Mobility Manager.

Modal split targets year on year per trip type to include:

	Baseline	Target Year 1	Target Year 3	Target Year 5
Walk	%	%	%	%
Cycle	%	%	%	%
Bus	%	%	%	%
Train	%	%	%	%
Luas	%	%	%	%
Passenger in car	%	%	%	%
Drive with passenger	%	%	%	%
Drive alone	%	%	%	%

Note: 'Baseline' is defined as within 3 months of first occupation. 'Target Year 1' is defined as the 1st year anniversary of the first occupation. This should be repeated in the 3rd and 5th years of occupation.

Figure 5.2 Travel Objectives /Targets

Overall targets are to be agreed between DCC and the Mobility Manager/Travel Plan Coordinator. Provisionally assumed Modal Split targets as per NTA Guidance of 35% Pedestrian, 15-25% Cycle, 10% Car Share, 20% Public Transport, Car 45% and other ~%**. (**modal split target dependent on DCC/NTA Network Upgrades/ sustainable transport facility upgrades).

Mode	Census 2011 National Travel to Work Mode Share	Census 2011 Dublin City as Destination Travel to Work Mode Share	Government policy targets	Guidance targets
Pedestrian	10 %	15%	55% All Non-Car Modes (10% cycling as per National Cycle Policy Framework)	12 - 20 % minimum.
Cycle	2 %	6%		10 - 20 % minimum.
Car share	4 %	4%		10 -20 % minimum.
Public Transport	8 %	30%		Aim to increase the existing share, dependent on existing and future public transport infrastructure and the available capacity within this infrastructure.
Motor cycle/ scooter	<1 %	1%		No specific target set.
Work from home	5 %	<1%		Dependent on organisation.
Van/Truck	7%	1%		Dependant on organisation.
Other	1%	<1%		Dependant on organisation.
Car	60%	43%	45 %	Dependent on targets set for pedestrian, cycle, car share and public transport and homeworking.

Figure 5.2 Guidance Targets

6.4 Measures for Reporting Compliance

Travel Plan Coordinator is to be confirmed in writing with Dublin City Council Transport Department.

Regular annual reviews of progress against staff/student travel habits and Travel Plan deliverables will be implemented to provide a sustained implementable approach and will be submitted periodically to DCC or as/when requested.

Outlining to DCC what further actions are planned to maintain, achieve or exceed the modal split targets set out and agreed with DCC, including repeating measures that worked.

6.5 Measures for Continuous Improvement

6.5.1 Vehicle Trip Generation

Vehicle (private car) use reduction:

- Increase in vehicle occupancy – to reduce the amount of single occupancy car trips and increase car occupancy e.g., through car-sharing and car-pooling specifically when students are being dropped/collected from the facility.
- Increase measures to encourage public transport use, walking and cycling in preference to car use. The nature of the development and its location will actively promote these modes (no on-site parking).
- Trip reduction – to reduce the need / reduce overall travel demand.
- Modal shift away from the car over through the use of integrated services between rail and bus for longer distance journeys. Students will be encouraged to use the intercity rail/bus connections where appropriate.

6.5.2 Active Travel -Implementation (Walking & Cycling)

To promote Active travel for both staff and students:

- Promote the health and well-being benefits of walking
- Display walking maps in communal staff areas
- Highlight the cost savings and health benefits of choosing to walk
- Highlight the walking distance and walking times to local bus stops
- Provide and publicise safe and secure on-site cycle parking
- Display Cycling Maps in communal staff areas
- Promote the national cycle journey planner app
- Provide a bike maintenance kit (e.g., puncture repair kit, bike pump) for use by staff
- Provide free bike security marking kits and advice on reducing bike theft
- Host a Bike Week event (www.bikeweek.ie) for students, inviting local bike suppliers for students to try bikes before buying
- Highlight the cost savings and health benefits of choosing to cycle
- Promote new cycle routes proposed as they are implemented as part of BusConnects and other Local Authority Schemes.

6.5.3 Public transport

- Provide timetables and maps of local bus routes and nearest bus stops (including walk times) in communal areas
- Promote the National Public Transport Journey Planner (www.journeyplanner.transportforireland.ie) for travel by bus and rail
- Promote the availability of Real Time Information (display in communal areas), which provides live information on bus departure times for local bus routes
- Consider purchasing public transport tickets to offer to staff as a trial for business use and/or commuting purposes
- Provide and promote Tax Saver tickets to employees. Employees can purchase seasonal public transport tickets from their gross salary, providing savings of either 31% or 51% depending on the level of Tax and PRSI that would otherwise be charged.

6.5.4 Car Share

- Promote the National Car-Sharing website (www.carsharing.ie) in communal areas
- There are 2 existing Go-Car spaces on St. Joesphs's Road and Aughrim Street

6.5.5 Marketing and Promotion

Proactive promotion and internal marketing of sustainable travel choices is needed for a Travel Plan to be effective. Measures will involve raising awareness of the different travel mode options available to staff and students as well as the benefits of active and sustainable travel.

Potential marketing activity can include:

- Producing and printing travel option leaflets
- Maximising communication through existing communication channels (e.g., social media, site noticeboards etc.)
- Organising events and activities to coincide with Bike Week, European Mobility Week and any other national/local sustainable travel or community events
- Displaying regular updates on the Travel Plan progress in communal staff areas, specifically relating to the progress in the delivery of BusConnects and similar type schemes.
- Focusing marketing initiatives where there is a willingness to change and promote positive messages i.e., getting fit and active, reducing congestion, saving money etc.
- Providing new residents of the scheme with a Travel Welcome Pack. The pack should detail all transport options to the site and include information on any offers or incentives as part of their induction process

7 CONCLUSION

This Mobility Management Plan notes for the successful operation of the site and wider locality, the following Outline Movement Strategy is necessary:

- **Travel Plan Coordinator/Mobility Manager is to be appointed and confirmed in writing with DDC Transport Department.**
- The applicant agrees that a Mobility Manager will be deployed to project manage the delivery of the Outline Travel Plan at this site.
- Traffic generated by the proposed development is controlled and scheduled where possible to avoid peak periods.
- Overall Modal Shift targets are to be agreed between DCC and the Mobility Manager/ Travel Plan Coordinator. Provisionally assumed Modal Split targets as per NTA Guidance of 35% Pedestrian, 15% Cycle, 10% Car Share, 20% Public Transport, Car 45% and other ~%, (dependent on DCC Sustainable Transport Network Upgrades/ Service provisions). The differentiation between employees and attending students will have to be made clear.
- Modal splits per surveys of car sharing, cycling, public transport, walking, remote working, private car usage. Graphed over time to show mobility shift trends, providing clarity for the Travel Coordinator and DCC.

When the Mobility Manager / Travel Plan Coordinator has been appointed, they will provide DCC with site user mode share surveys/behaviour and attitude surveys, duration of measures installed/active, assessment of % success of measures, outline what and how measures in the action plan have been implemented and scope for further sustainable travel.

Measures for monitoring performance, reporting compliance and continuous improvement are as described.

As a result of this commitment, the proposed Student Accommodation Development will not result in significant traffic generation in the locality. Strategic Transport network and facility upgrades outlined in the BusConnects Scheme on Prussia Street will further improve KPI mobility trends and will ensure a focus on mobility shift improvements into the future.

8 REFERENCES

- National Roads Authority (2014) Traffic and Transport Assessment Guidelines
- Dublin City Development Plan 2022
- Design Manual for Urban Roads and Streets
- National Disability Authority (NDA) guidelines – Towards Best Practice in Provision of Transport Services
- Trip Rate Information Computer System (TRICS)
- Traffic Surveys undertaken in May 2017 (07:30-09:30 & 14:30-18:30)
- PCU (passenger carrying units) factors, Transport in The Urban Environment, The Institution of highways and Transportation
- National Transport Authority's Smarter Travel Workplaces programme
- National Planning Framework and National Development Plan- Project Ireland 2040
- Climate Change mitigation plan
- National Cycle Manual (National Transport Authority)
- Workplace Travel Plans- A guide for Implementers -NTA
- Achieving Effective Workplace Travel Plans - NTA
- www.smartertravelworkplaces.ie
- www.getirelandactive.ie
- www.pedometerchallenge.ie
- www.irishheart.ie
- Blanchardstown to City Centre Bus Corridor – NTA BusConnects Scheme

9 APPENDICES

10 APPENDIX A - SAMPLE TRAVEL PLAN (ON RECEIPT OF PLANNING)

Introduction:

Site Overview: The proposed development site location is on Prussia Street (R805)

Existing / Future occupier: XXXXXXXXXXXXX

Proposed use of site: Student Accommodation

All existing/future occupiers are under Student Accommodation.

Employee count: To be confirmed by Operator (nominally 4)

Workplace travel plan to address staff commuting, student movements, visitor and typical site operations.

Staff levels: To be confirmed by Operator

Estimated employees/site users: Estimated 373. To be confirmed by Operator.

Estimated modal split for scheme: 99% based on Development Type

Accessibility Audit (off-site):

Estimated trips breakdown:

Student based trips will be bus/walking or cycling

Travel options to site to serve the estimated trips:

- Number of people within walking distance;
- Number of people within cycling distance;
- Number of people with access to public transport;
- Off-site cycling and walking facilities;
- Public transport routes and hours of operation; and
- Information & signage.

Adjacent developments:

The site is located on Model Farm Road in a residential area with private car ownership.

Site Design Audit (on site): Post construction / on site audit.

Travel Survey

To be undertaken within 3 months of commencement, as per the NTA Travel Monitoring Survey Sample noted in the this report.

Travel Objectives and Targets

Within 3 months of first occupation, baseline % are surveyed with target year values defined for the coming year.

	Baseline	Target Year 1	Target Year 3	Target Year 5
Walk	%	%	%	%
Cycle	%	%	%	%
Bus	%	%	%	%
Train	%	%	%	%
Luas	%	%	%	%
Passenger in car	%	%	%	%
Drive with passenger	%	%	%	%
Drive alone	%	%	%	%

Action Plan: Please refer to the Action Plan noted in the next report section.

Monitoring and Review: Monitoring requirements to adhere to NTA template noted in Appendix C of this report (adapted for use with students). Baseline and travel monitoring surveys are to be conducted and submitted to the local authority (Dublin City Council) on request.

Workplace Travel Plan Commitments:

Workplace Travel Plan Coordinator: To be confirmed by future site occupier

WTP Coordinator contract details: To be confirmed by future site occupier

11 APPENDIX B - SAMPLE ACTION PLAN (ON RECEIPT OF PLANNING)
Workplace Travel Plan
Preliminary Action Plan

Workplace Travel Plan Coordinator – Tenant/Occupier - (To be confirmed by Operator)

Name, position, phone number, email – (To be confirmed by Operator)

Actions	Person Responsible	Timeline	Targets
Car sharing			
Allocate carsharing parking bays in a priority location	Operator	On opening	Not Applicable
Cycling			
Conduct a site audit to gauge ease of access for cyclists coming on site.	Operator	As per the submitted scheme	
Survey & improve cycle parking to encourage cycling to the site and cater for increases in demand.	Operator	On opening	
Survey & improve cyclists' (and walkers') changing/ storage/ locker facilities to encourage cycling and cater for demand.	Operator	On Opening	
Public Transport			
Liaise with public transport operators to relocate bus stops if relevant for site.	CCC	TBC	
Open up entrances to allow more direct access through the site to public transport stops.	Operator	TBC	
Improve 'natural surveillance' on site (e.g. cutting back bushes, improving lighting).	Operator	On-going	
Walking			
Open up entrances to allow more direct access through your site.	Operator	TBC (if feasible)	
Improve 'natural surveillance' on site (e.g. cutting back bushes, improving lighting).	Operator	As per the submitted scheme	
Car sharing			
Set up a company car-sharing scheme by utilising the NTA's www.carsharing.ie website	Operator	Not applicable	
Cycling			
Promote cycling through in-house bike displays from suppliers.	Operator	TBC (if feasible)	
Organise a Bike Maintenance class.	Operator	TBC (if feasible)	
Provide Cyclists' equipment (pump, puncture repair kit etc.).	Operator	TBC (if feasible)	
Display local area maps for cyclists/ walkers interested in local routes.	Operator	Within first year of site unit opening	
Participate in National Bike Week events (see bikeweek.ie) Note:	Operator	TBC (if feasible, within first year of site unit opening)	
Public Transport			
Introduce & promote Tax Saver monthly & annual commuter tickets for public transport. Highlight potential savings to staff and	Operator	On-going	

students.			
Walking	Operator		
Promote walking through organised walking events	Operator	TBC (if feasible)	
Introduce a Sli na Slainte or similar walking route on-site.	Operator	TBC (if feasible, within first year of site unit opening)	N/A
Participate in an annual Pedometer Challenge.	Operator	Within first year of site unit opening	
Offer in-house health checks for staff interested in getting more active.	Operator	TBC (if feasible, within first year of site unit opening)	
Leave umbrellas at reception for staff to borrow on wet days.	Operator	Within first year of site unit opening	
Technology-Assisted Trip Reduction	Operator		
Offer and highlight tele-conferencing or video-conferencing facilities	Operator	Not Applicable	
Publicise sustainable transport options on the Accommodation website.	Operator	Post Construction	
Other	Operator		
Develop and brand a marketing & communications plan.	Operator	Post Construction	
Introduce an incentive scheme for commuters (staff/students).	Operator	TBC (if feasible)	
Include travel information in Student induction packs and online in an easily accessible location on your organisation's intranet.	Operator	Post Construction	

12 APPENDIX C - NTA SAMPLE – MONITORING TRAVEL SURVEY

Monitoring Travel Survey - Guidance only

1. Travel Details

The option to offer a prize draw for completing this survey increases uptake

1. How do you usually travel TO work?

Pick one box only, for the longest part, by distance, of your usual journey to work.

- On foot
- Bicycle
- Bus, minibus or coach
- Luas
- Train or DART
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

2. Which modes of travel do you use occasionally to travel to/ from work?

Please choose all modes that apply.

- On foot
- Bicycle
- Bus, minibus or coach
- Luas
- Train or DART
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

3. Which of the following modes of travel would you consider using for your journey to/ from work, even some days a week.

Please choose all that apply.

- Car sharing
- Public Transport
- Bicycle
- Walking
- Car

Other (please specify)

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4. Measures I am aware have been implemented in my workplace (amend to represent agreed travel plan actions)

	Well implemented	Implemented	Implemented but more could be done	Not aware of any implementation
Sustainable Travel Promotion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Public Transport Information	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Public Transport Tax Saver Tickets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Improved shower and locker facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Increased/Improved cycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Cycle to Work taxsaver scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Cycle training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Cycle maintenance classes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
A company car sharing scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Fleet Bike scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Video/Tele conferencing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			
Parking Management Scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Any further comment	<input type="text"/>			

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5. What would encourage you to use public transport, carsharing, cycle or walk to work more often

- | | |
|---|---|
| <input type="checkbox"/> Annual Public Transport Tax Saver Tickets | <input type="checkbox"/> Cycle training |
| <input type="checkbox"/> Monthly Public Transport Tax Saver Tickets | <input type="checkbox"/> Cycle maintenance |
| <input type="checkbox"/> Improved shower and locker facilities | <input type="checkbox"/> A company car sharing scheme |
| <input type="checkbox"/> Increased/Improved cycle parking | <input type="checkbox"/> Increased security onsite |
| <input type="checkbox"/> Cycle to Work tax saver scheme | |

6. How far do you travel to work?

- Less than 1km
- Between 1 and 2km
- Between 2 and 4km
- Between 5 and 9km
- Between 10-14km
- Between 15-24km
- Between 25-50km
- > 50km

7. How do you usually travel on business?

Please choose the modes you take most often.

- | | |
|---|---|
| <input type="checkbox"/> I don't do any business travel | <input type="checkbox"/> Train or DART |
| <input type="checkbox"/> On foot | <input type="checkbox"/> Driving a car |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> Passenger in a car |
| <input type="checkbox"/> Bus, minibus or coach | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Luas | <input type="checkbox"/> Other means |

8. Do you use video or teleconferencing for business?

- Yes No

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9. TO SURVEY ORGANISER:

Address data can allow your organisation to anonymously map employees travel patterns.

Such maps are useful tools to assess what measures may be needed to meet target modal splits.

Address:

Note that this survey can be completed anonymously you can leave the name and or address section blank if you wish.

Address collection is purely for anonymously mapping employees' modal choice/accessibility to ORGANISATION NAME's site.

House/Apartment Number:

Building Name:

Street Name:

Locality (if in Dublin) or City/Town (if outside Dublin):

County or Postcode (if in Dublin):

13 APPENDIX D - IMPLEMENTATION PLAN AND TARGETS

RECOMMENDATIONS	COMMENT	TIMEFRAME
Appoint Travel Plan Coordinator	A member of the facility management staff	Immediate
Advertise all local bus routes and timetables	On-going and to be updated as necessary.	On-going
Provide information on specific travel options and journey times by sustainable modes to various destinations.	Posted on website and in communal areas	Monthly
Provide all travel information on noticeboard, at reception and at communal areas	Posted on website and in communal areas	Monthly
Provide local Taxi company contact details	Posted on website and in communal areas	Immediate
Ensure that parking is controlled and monitored at all times and that illegal parking, in inappropriate locations is not permitted	Immediate Implementation.	On-going
Provide safe, clean and dry cycle parking facilities	As per the submitted scheme plans	Immediate
Consider improvements to welfare facilities	As per the submitted scheme plans	Immediate
Provide information on local and national travel initiatives	Posted on website and in communal areas	Immediate
Investigate car sharing/pooling amongst staff	As per employment terms	Immediate
Advertise new cycle, pedestrian and bus route information	Posted on website and in communal areas.	On-going
Liaise with Dublin City Council and Bus Eireann on future planned initiatives	Appointed Mobility Plan Manager will liaise with DCC and Bus Eireann.	On-going



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