Proposed LRD at Taylor's Lane, Ballyboden, Dublin 16

Parking Strategy

190068-X-X-XXX-RP-DBFL-CE-0005

TRANSPORTATION

March 2023

DBFL CONSULTING ENGINEERS

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1 INTRODUCTION

1.1 BACKGROUND

This Parking Strategy document has been prepared by DBFL Consulting Engineers (DBFL) for a proposed large scale residential development on a site at Taylor's Lane, Ballyboden, Dublin 16.

The proposal is for a Large Residential Development on this site of net c. 3.5ha comprising the following:

- Demolition of existing former Institutional buildings and associated outbuildings (c.5231 sq.m);
- Construction of 402 residential units within 3 apartment/duplex blocks ranging in height from 2-5 storeys and comprising of 39 no. 1-Beds; 302 no. 2-Beds; and 61 no. 3-Beds all with associated private balconies/terraces to the north/south/east/west elevations;
    - Provision of one crèche and two retail units.
    - Provision of 290 no. car parking spaces
    - Provision of 1054 no. cycle parking spaces
    - Vehicular access to the site via Edmondstown Road to the west.
    - Pedestrian Access to the site via Edmondstown Road to the west and Taylor's Lane to the north.
- The development proposal also includes the creation of a new access from the existing 3 arm signalised junction (Scholarstown Road / Ballyboden Road / Edmondstown Road) which will result in the upgrade of the junction to a four-arm signalised junction.

Please see the statutory notices for a full development description.

This document presents the rationale behind the identification of the quantum of vehicle parking (including mobility impaired parking and service vehicle parking) and cycle parking that is being proposed as part of the subject site development proposals. The document also sets out the management measures that will be deployed to allocate the use and control of parking provided at the proposed development site.

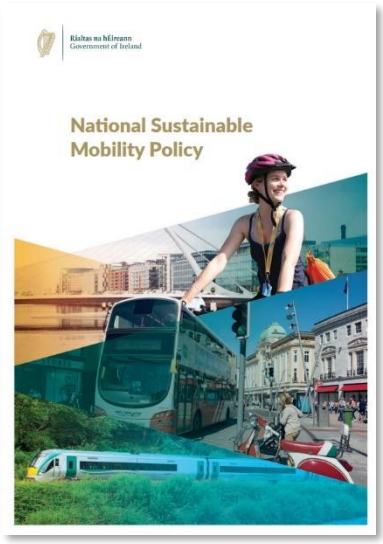
This document will set out the principles of the parking management strategy proposed at the Taylor's Lane development and should be read in conjunction with the following complementary reports:

- Traffic and Transport Assessment (TTA)
- Mobility Management Plan (MMP)
- DMURS Compliance Statement

The TTA and MMP, in particular, set out the excellent alternative modes of travel which will be available to residents of the proposed development as well as providing details on existing conditions surrounding the site.

1.2 POLICY CONTEXT/RELEVANT STANDARDS

1.2.1 National Sustainable Mobility Policy (2022)



This policy sets out a strategic framework to 2030 for active travel and public transport, in order to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The target of the policy is to *"deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030. These are in line with metrics for transport set out in the Climate Action Plan 2021."*

The policy will promote four main areas regarding Sustainable Mobility:

- Supporting Safe and Green Mobility
- Supporting People Focused Mobility
- Supporting Better Integrated Mobility
- Improving the Delivery of Sustainable Mobility

The policy also sets out four key areas where benefits can be seen from Sustainable Mobility:

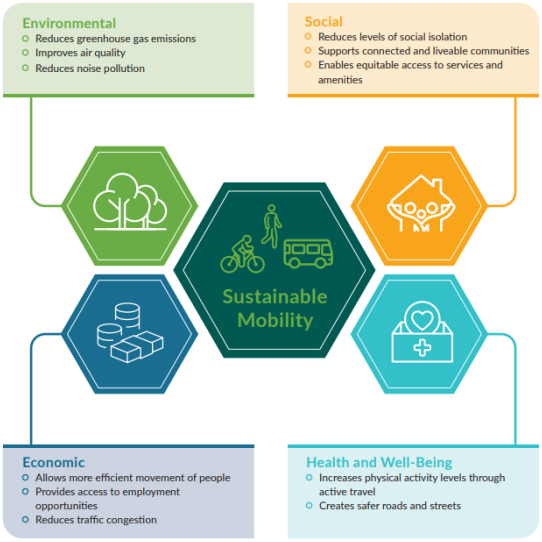
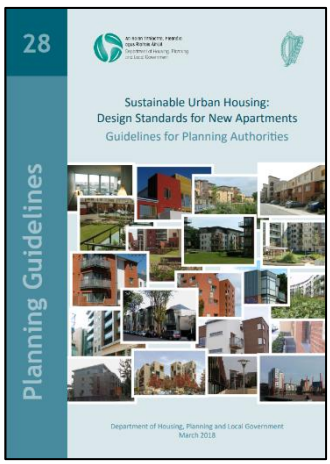


Figure 1.5: Sustainable Mobility Key Areas (Source: Department of Transport)

Goal 4 of the policy *"aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes."*

Goal 4 also states: *"Pedestrian enhancement plans will also be developed for the regional growth centres and key towns identified in the NPF and the Regional Spatial and Economic Strategies. Improved walking and cycling infrastructure in towns and villages can support the Town Centre First principle through enabling access to local services by active travel."*

1.2.2 SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS – DECEMBER 2022



This guideline document was produced by the Department of Housing, Planning and Local Government and was updated with the latest version in December 2022. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.

With the demand for housing increasing, this means that there is a need for an absolute minimum of 300,000 new homes in Ireland's cities by

2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

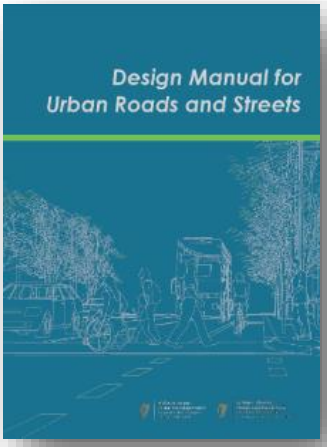
These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'build to rent' or as 'shared accommodation'.

Cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria. There are three types of locations set out that will determine the level of parking provided. The **Central and/or Accessible Urban Locations** comprise of apartments in more central locations that are well served by public transport. These locations have a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The **Intermediate Urban Locations** comprise of apartments in suburban/urban locations served by public transport or close to town centres or employments areas. These locations require that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum cap parking standard. The **Peripheral and/or Less Accessible Urban Locations** comprise of apartments located in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking should generally be required.

For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage.

1.2.3 DESIGN MANUAL FOR URBAN ROADS AND STREETS (DMURS) - 2019



DMURS guidance document was produced by the Department of Transport, Tourism and Sports and the Department of Environment, Community and Local Government in March 2013 and updated in May 2019. It provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritizing pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The manual emphasizes that narrow carriageways are one of the most effective design measures that calm traffic. The Standard width of an arterial and link street is between 5.5m and 6m, however, 5.5m should be implemented where lower design speeds are being applied. Desirable footpath widths are between 2m – 4m. The 2m width should be implemented to allow for low to moderate pedestrian activity. A 3m – 4m footpath should be implemented to allow for moderate to high pedestrian activity.

The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

1.2.4 TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2022-2042

The Transport Strategy for the Greater Dublin Area 2022-2042 is a document compiled by the National Transport Authority which sets out the Strategic Transport Plan for the Greater Dublin Area for the period up to 2042. This sets out an integrated long-term strategy for the area and includes new public transport proposals such as DART and Luas expansion, as well as a new Metro route.

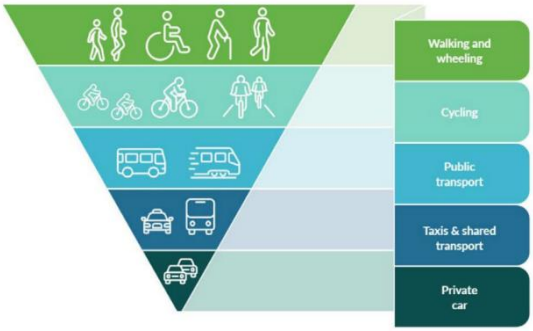
This document will influence transport planning across the region until 2042 and replaces 'Transport Strategy for the Greater Dublin Area 2016-2035'. It thereby underpins all transportation strategies, traffic management schemes and development plans prepared by South Dublin County Council during this timeframe.

The Strategy sets out a clear hierarchy of transport users, commencing with the sustainable modes of travel such as walking, cycling and public transport users at the very top of the hierarchy. The Strategy adopts the general principle that these users should have their safety and convenience needs considered first and that the hierarchy is applied where a large share of travel is (or could be) made by walking, cycling and public transport.

In addition to guiding the development of specific Strategy measures, the NTA sets out the road user hierarchy, which is deemed as a fundamental input into the Transport Strategy:

Measure PLAN2 – The Road User Hierarchy

'The NTA, in the decision-making process around the design, planning and funding of transport schemes in the GDA, will be guided by the priority afforded to each mode in the Road User Hierarchy as set out in the Transport Strategy.'



1.2.5 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022-2028

Transport and mobility policy in South Dublin in guided by a comprehensive and coordinated set of national and regional policy documents. National and Regional policy recognises that current transport trends, in particular levels of car use, are unsustainable and that a transition towards more sustainable modes of transport, such as walking, cycling and public transport is required. There are concerns that if current trends continue, congestion and transport emissions would increase, economic competitiveness will suffer, and quality of life will decline.

The council will seek to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development.

The Council recognises that new development, both residential and commercial, permitted in line with this Plan will lead to additional trips being generated. The Council will work with the relevant agencies to seek to ensure that as high a proportion as possible would be conducted by sustainable means.

The following objectives have seen set out within the plan in order to promote transport and mobility within the County:

SM1 Objective 1: *To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle).*

SM1 Objective 2: *To ensure consistency with the NTA's Transport Strategy for the Greater Dublin Area (2016-2035) as updated to 2042, as required by RPO 8.4 of the RSES.*

SM1 Objective 3: *To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES / MASP.*

SM1 Objective 4: *To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes*

(walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES / MASP.

SM1 Objective 5: *To ensure that future development is planned and designed in a manner that maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned, and to protect and maintain regional accessibility, in accordance with RPO 8.3 of the RSES.*

SM1 Objective 6: *To safeguard the County's strategic road network and to improve the local road and street network in a manner that will better utilise existing road space and encourage a transition towards more sustainable modes of transport.*

SM1 Objective 7: *To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.*

SM1 Objective 8: *To prepare Integrated Transport Studies for urban areas within the County, as need arises, to provide a long-term plan for the movement of pedestrians, cyclists, public transport and private vehicles and to have regard to the European Commission's Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (2nd Edition, 2019) in the preparation of such studies.*

SM1 Objective 9: *To support micro-mobility in line with legislative / statutory requirements.*

The SDCC Development Plan outlines the cycle and car parking standards required for residential and non-residential units (i.e. retail/commercial). **Table 1.1** and **Table 1.2** below outlines the SDCC maximum car parking requirement for residential and non-residential developments respectively.

SDCC Maximum Car Parking Standards				
Land Use	No. of bedrooms	No. of units	Max Parking Rate (Zone 2)	Maximum Standard
Residential Apartment	1	39	0.75 per unit	29.25
	2	302	1 per unit	302
	3	61	1.25 per unit	76.25
Total		402	Total Maximum Spaces Allowed	408

Table 1.1: SDCC Car Parking Standards for Residential Developments

SDCC Maximum Car Parking Standards			
Land Use	No. of Classrooms / Size (sqm)	Max Parking Rate (Zone 2)	Maximum Standard
Creche	10	0.5 per classroom	5
Retail Convienence	262	1 per 25 sqm	11
Pharmacy / Hair Salon	97	1 per 25 sqm	4
Total Maximum Spaces Allowed			20

Table 1.2: SDCC Car Parking Standards for Non-Residential Developments

The South Dublin County Council Development Plan outlines that the provision for cycle parking for both residential and retail/commercial units for both long term and short term stay. These are outlined in **Table 1.3** below.

SDCC Cycle Parking Standards						
ɪnd Use	No. of bedrooms	No. of units	Long Term Cycle Parking Rate	Standard	Short Term Cycle Parking Rate	Standard
Residential Apartment	1	39	1 per bed	39	1 per 2 units	19.5
	2	302	1 per bed	604	1 per 2 units	151
	3	61	1 per bed	183	1 per 2 units	30.5
Total		402	Total Long Term Cycle Parking Spaces	**826**	Total Short Term Cycle Parking Spaces	**201**

Table 1.3: SDCC Cycle Parking Standards for Residential Developments

SDCC Cycle Parking Standards						
Land Use	No. of Staff	No. of Children / Size (sqm)	Long Term Cycle Parking Rate	Standard	Short Term Cycle Parking Rate	Standard
Creche	20	120	1 per 5 staff	4	1 per 10 children	12
Retail Convienence	5	262	1 per 5 staff	1	1 per 50 sqm	5
Pharmacy / Hair Salon	5	97	1 per 5 staff	1	1 per 50 sqm	2
			Total Long Term Cycle Parking Spaces	**6**	Total Short Term Cycle Parking Spaces	**19**

Table 1.4: SDCC Cycle Parking Standards for Non-Residential Developments

2 VEHICLE PARKING

2.1 PARKING OVERVIEW

The development's vehicle parking proposals include the provision of a total 290 no. of parking spaces of which 25 spaces are provided on surface and 265 spaces are provided within the basement car parks. The layout of on-site vehicle parking is as illustrated in **Figures 2.1- 2.4**.

Figure 2.1: Vehicle Parking Provision on Surface

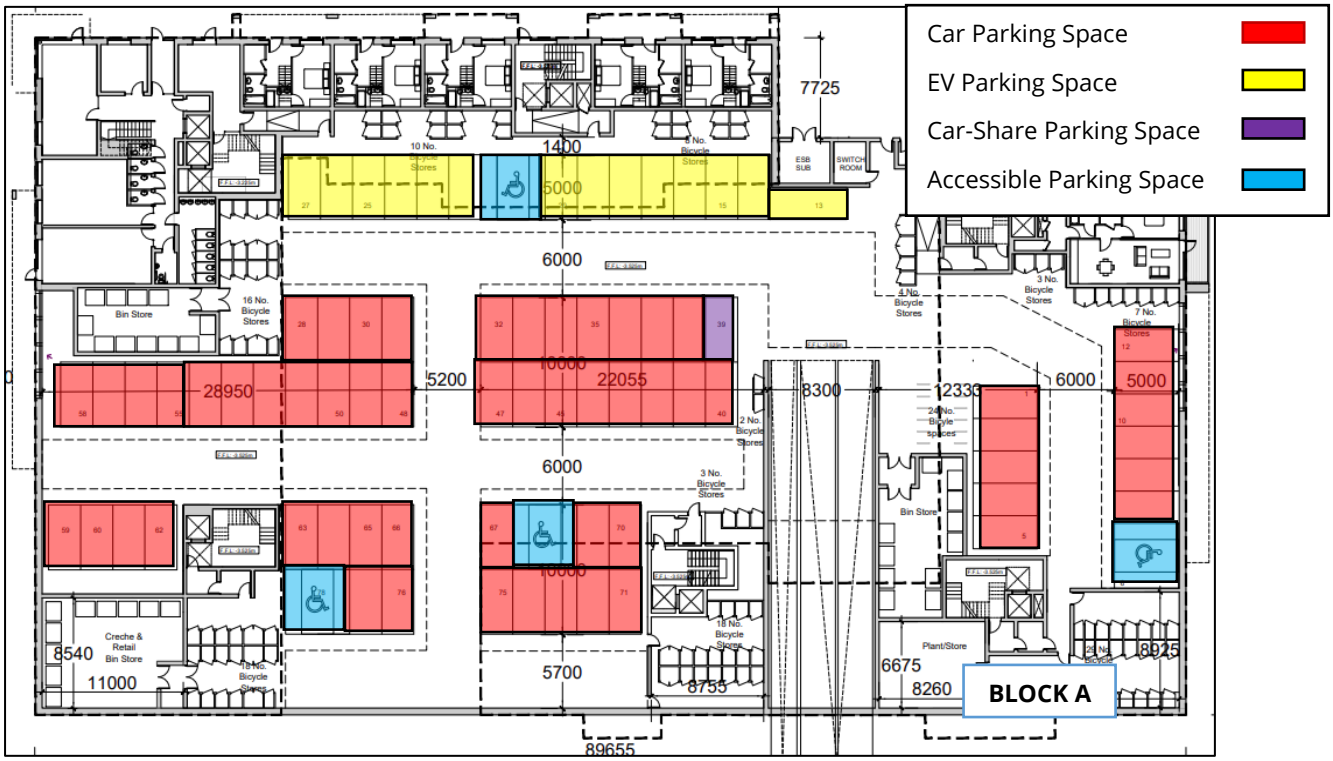


Figure 2.2: Vehicle Parking Provision within Block A Basement

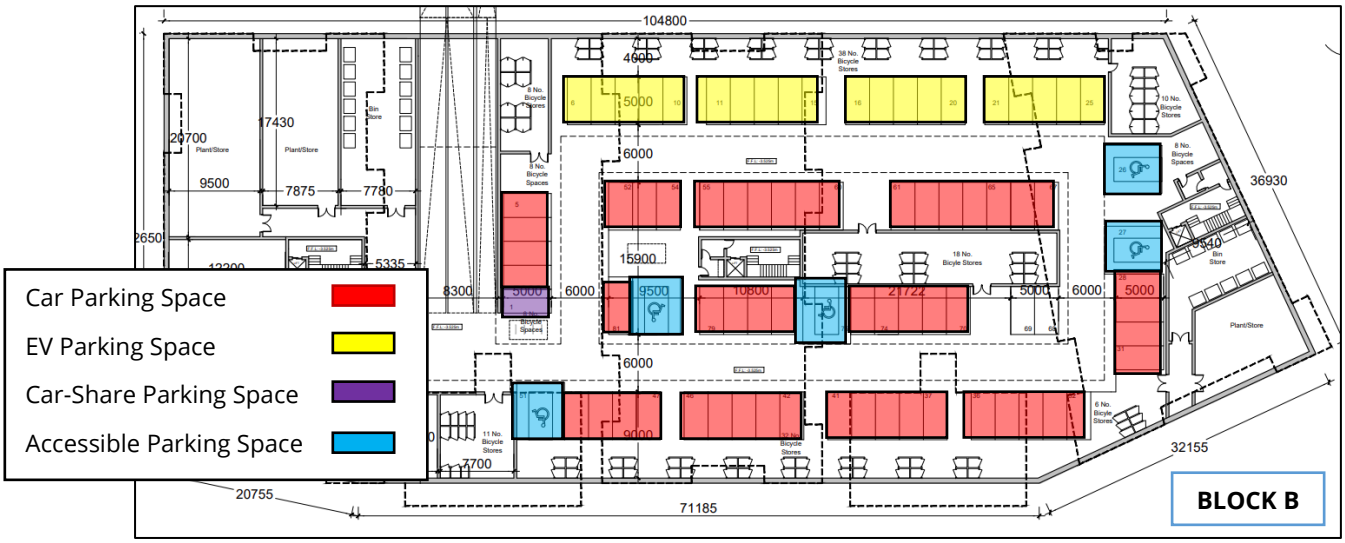


Figure 2.3 :Vehicle Parking Provision within Block B Basement

Figure 2.4: Vehicle Parking Provision within Block C Basement

2.1.1 CAR PARKING

The provision of a total of **290** no. car parking spaces on-site have been allocated as follows:

The Apartment units have been allocated a total of 275 no. parking spaces; this is a rate of **0.68** spaces per unit. This is in accordance with the SUHD Design Standards for New Apartments as referenced in Section 1.

4 no. car parking spaces have been allocated to car share in the form of GoCar or similar Car Share services.

Of the total number of parking spaces within the development:

- 7% mobility impaired spaces have been proposed; this equates to total **20** no. Mobility Impaired spaces.
- **5** no. car parking spaces reserved for creche which includes **1** no. Mobility Impaired Space.
- **10** no. car parking spaces are allocated for the retail element which includes **1** no. Mobility Impaired Space.

The total **265** no. basement parking spaces will be provided with ESB ducting for future potential use by electric vehicles. A total of **59** no. vehicle spaces will have operational charging points on the opening of the development, which is in accordance with the SDCC Development Plan, 20% Electric Vehicle spaces requirement of overall parking provision.

The car parking proposals for the surface level includes **25** no. spaces which incorporates **4** no. Mobility Impaired spaces.

This car parking provision reflects the number of spaces as requested by SDCC Road Department in their Stage 2 Opinion Report (total of 290 spaces).

Table 2.1 below compares the **maximum** car parking provision (SDCC Development Plan) with the proposed car parking provision within the subject development.

Standard / Proposed	Apartments	Creche	Retail A & B	Total	No. of units	Ratio
SDCC Standards	408	5	15	428	402	1.01
SUHDS Standards	*"A reduced overall car parking standard"*					
Proposed	275	5	10	290	402	0.68

Table 2.1: Comparison of Maximum and Proposed Car Parking Provision

2.1.2 CAR SHARE PARKING SPACE

The provision of 4 dedicated GoCar spaces located within the development will ensure that they are highly accessible to residents of the subject development. GoCar has given a confirmation letter to provide its service for the proposed development. See **Appendix A**.

Managed by a specialised private operator (GoCar) all residents will have the option to become members of the car share service. Once members, residents can then book cars online or via the app for as little as an hour, then unlock with their phone or GoCar. The keys are located in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include:

- the reduction of the number of cars on the road and therefore traffic congestion, noise and air pollution;
- minimises demand for car parking and frees up land traditionally used for private parking spaces as 1 GoCar potentially replaces 15 private cars.
- increases use of public transport, walking and cycling as the need for car ownership is reduced; and
- Car sharing allows those who cannot afford a car the opportunity to drive, thereby encouraging social inclusivity.

The marketing and benefits of the proposed car share facilities form a key component of the developments' Mobility Management Plan (MMP).

2.1.3 SERVICE VEHICLE PARKING

Access can be granted on a 'controlled' basis to the basement car park for servicing of the residential elements of the development. The Waste receptacles from the Waste Storage Area within the basement are directly collected by waste contractors and taken to the vehicle for emptying.

2.1.4 CAR PARKING PROVISION

The parking provision for the 402 no. apartments within the development has been allocated at a reduced parking rate of **0.68 spaces per unit**. This is based on the standards provided within the Sustainable Urban Housing Design Standards for New Apartments. This is based on good site location as well as the availability of travel alternatives such as public transport, walking and cycle links, and as such the quantum of vehicle parking provided on site should be ***'minimised, substantially reduced or wholly eliminated'.***

With the objective of establishing whether this parking ratio (approximately 0.68/unit) would be appropriate to accommodate the likely demand generated for car parking at the subject Taylor's Lane development, DBFL have reviewed the following data sources;

- Review of 2016 Census Data – Existing Modal Split trends; and
- Review of 2016 Census Data – Car Ownership trends;

- Review of 2016 Census Data – Age Demographics and Accommodation Type;
- Review of 2016 Census Data – Accommodation Rental trends;
- Review of National Transport Authority– National Household Survey 2017;

It is an objective for this development to reduce the need for commuters to travel by car and instead to avail of more sustainable modes of travel in line with current and future travel requirements as set out in recent policy documents within Ireland.

2.1.5 CAR OWNERSHIP & USAGE

In order to determine an appropriate parking provision for the subject development the current demand for car parking within the surrounding area of the proposed development site was researched using the 2016 CSO data and in particular the level of current car ownership. The 2016 CSO small area map has been reviewed. The residential properties within the immediate vicinity of the proposed development site are well established housing units (not apartments) and therefore were not reflective of the type of development proposed in terms of undertaking a comparison in travel patterns. Therefore, apartment blocks within five small areas similar to the proposed development were assessed, as detailed in the map in **Figure 2.5**. These Small Areas represent similar attributes to the proposed apartment units in terms of being located within an urban environment, similar distance from the City Centre as well as having good availability of Dublin Bus routes.

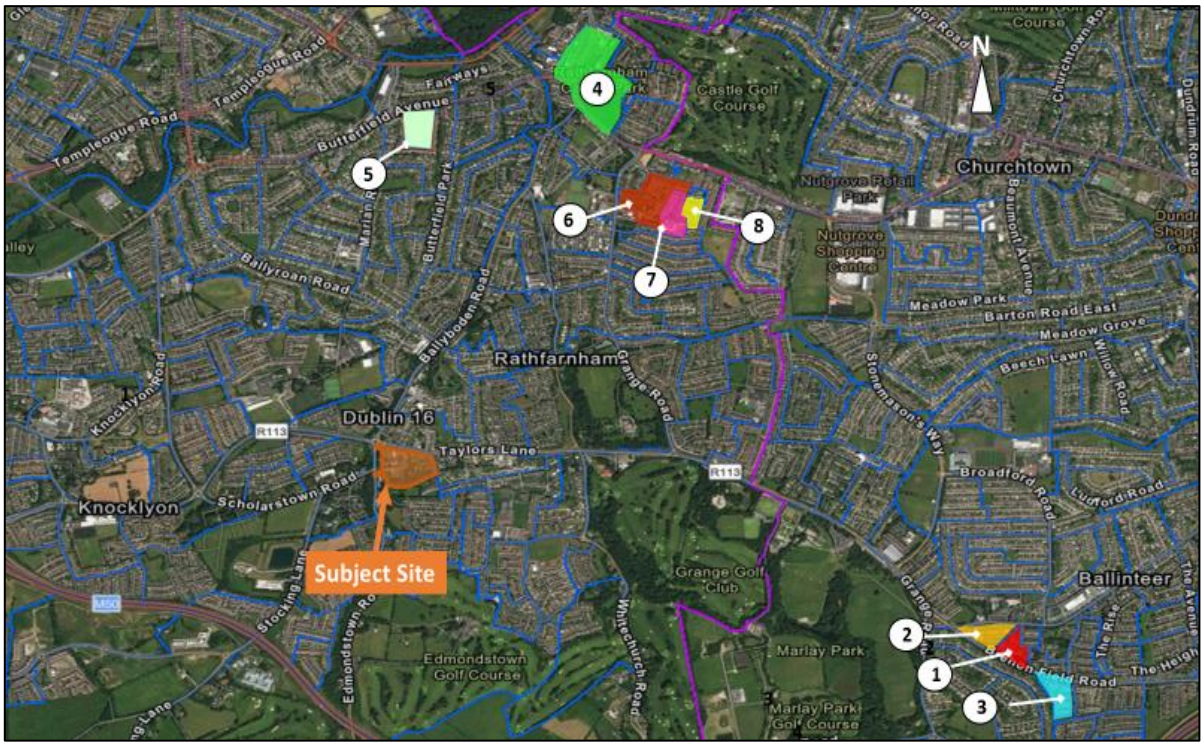


Figure 2.5: 2016 CSO Small Areas containing apartments near the site

A total of 736 units were included in this assessment. The CSO data for Apartments who do not own a car in this area is presented in **Table 2.2**.

Small Area	No. Apts	No. Houses	No. Households with No Car	% of Households with No Car	Equivalent Rate of Parking Ownership (Space/Unit)
1	94	0	11	12%	0.88
2	77	0	2	3%	0.97
3	97	0	7	7%	0.93
4	91	0	18	20%	0.80
5	128	3	19	15%	0.85
6	78	0	11	14%	0.86
7	71	0	14	20%	0.80
8	100	0	5	5%	0.95

Table 2.2: 2016 CSO Car Ownership

Table 2.2 highlights that the level of households that do not own a car within the particular census small area varies between a low 3% in Area 2 to a high 20% in Areas 4 & 7. The overall average level of car parking ownership within these locations is 0.88 spaces per unit. It is noted that these apartments are typically based on past development standards that adhered to the 1 car space per unit for apartment blocks and also based on a different commercial model with parking spaces designated to units as part of the sale agreement.

It should also be considered that whilst many households own a car, they may not avail of their car for commuting purposes and may use their vehicle infrequently. Using a vehicle for commuting purposes could also be hindered by a commuter's destination, for example, does their place of work have restricted car parking allocation in force. Therefore, in order to assess the level of daily use for commuters who drive their vehicle to work, the 2016 CSO data was again reviewed for the modal split for people travelling to Work, School or College. This was assessed for the same Census Small Areas as previously discussed. The results of this assessment are detailed in **Table 2.3** below.

Small Area	No. Commuters	% Households with No Car	No. Commuters that Drive	% Commuters that Drive
1	127	12%	76	60%
2	127	3%	77	61%
3	132	7%	78	59%
4	134	20%	64	48%
5	211	15%	106	50%
6	129	14%	67	52%
7	104	20%	46	44%
8	167	5%	79	47%

Table 2.3: 2016 CSO Data – Percentage of Commuters that use their Vehicle

Table 2.2 outlines that although level of car ownership within these locations is overall average of 88%, the percentage of commuters that use their vehicle to drive to work, college or school is lower at an average of 53% over all areas assessed. This highlights that although commuters may own vehicles within this area, a high proportion of them avail of other, more sustainable, modes of travel for commuting purposes.

2.2 MODAL SPLIT FOR SMALL AREAS

The same five Census Small Areas were assessed to identify the modal split within the area. The assessment reveals that car is the predominant mode of transport with 55% driving and 5% as car passengers. The second most prominent mode of transport is Bus with 14% of all commuting journeys made by bus within the assessed areas. Walking and cycling has a modal share of 10% and 5% respectively. **Figure 2.6** below depicts the modal split within the area.

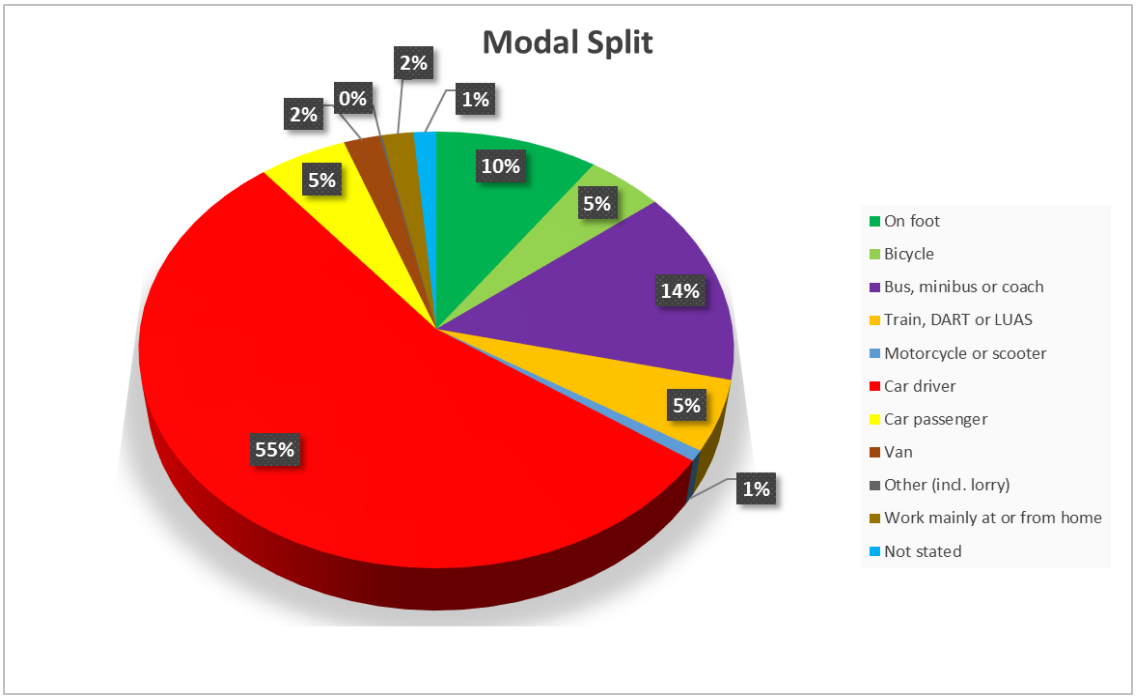


Figure 2.6: Existing Modal Split

In summary, existing levels of car ownership and usage would indicate a trend towards the use of sustainable travel modes by residents of apartment developments in the Dublin area. It is imperative that viable travel alternatives are provided and encouraged. This will have the impact of reducing demand for use of the private vehicle and subsequent requirements for car parking. To this end a Mobility Management Plan has been produced for the development and should be read in conjunction with this report.

2.3 PROPERTY OWNERSHIP TREND

The Central Statistics Office (CSO) data was reviewed to establish home ownership by age group. **Figure 2.7** is CSO *"Figure 3.5 Tenure Status by Age of Householder, 2016"* which illustrates the changing tenure status according to the age of the head of household in 2016.

CSO data shows that home ownership rises quickly among householders from age 32 onwards and continues to climb at a steady pace until reaching a plateau of close to 90 per cent near age 70. The point at which two-thirds of householders owned their own homes (with or without a loan) occurred at age 41 in 2016. This home ownership trend has coincided with a significant increase in the young age population who are in rented accommodation in 2016. There is a large demand for housing, an absolute minimum of 300,000 new homes in Ireland's cities are required by 2040 (as per SUHDS 2022).

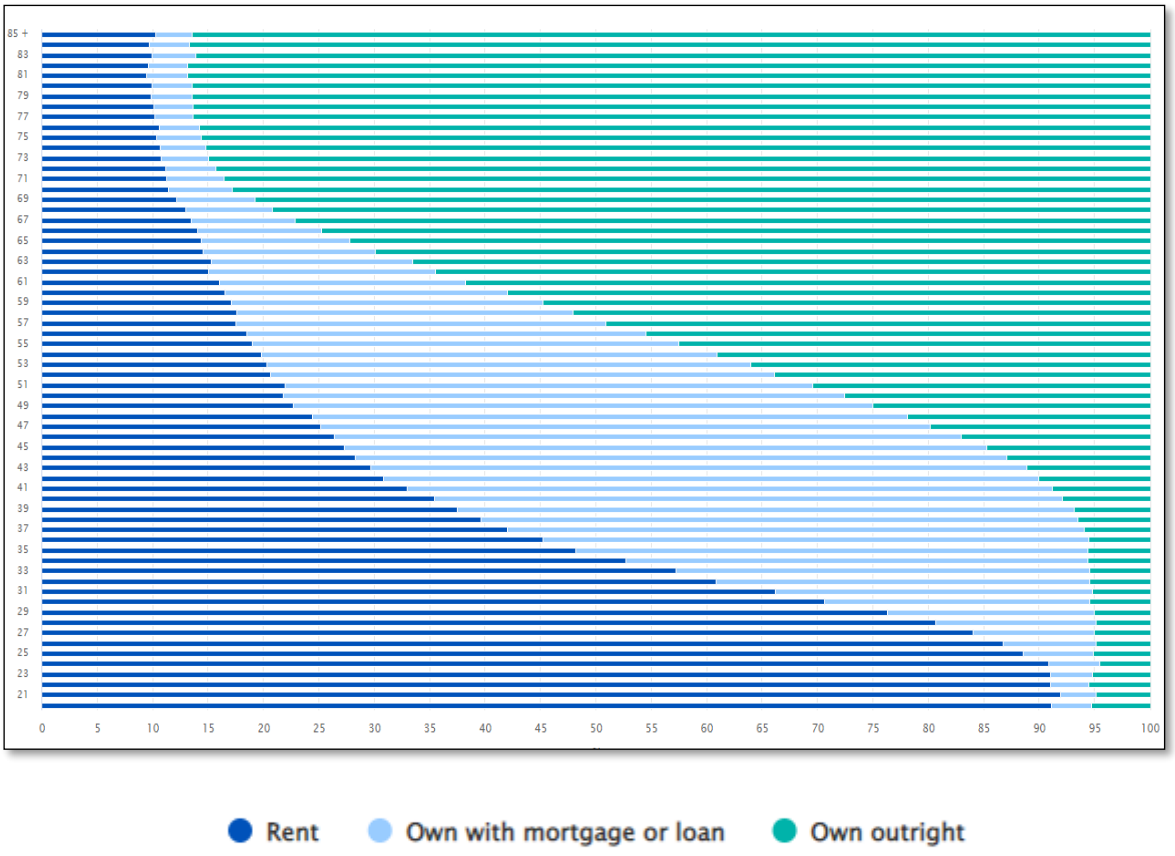


Figure 2.7: Tenure Status by Age of Householder, 2016 (Source: CSO Ireland)

2.4 AGE DEMOGRAPHIC AND TYPE OF ACCOMMODATION

Considering the type of demand that residential developments tend to attract (30-40 years old homeowners), it was considered necessary to establish the general age demographic for home ownership similar to those of the proposed development apartments. The same five Census Small Areas were used for this assessment as highlighted in **Figure 2.5** above in **Section 2.4.**

The overall age profile for the 8 CSO Small Areas were assessed and are outlined in the **Figure 2.8**. The results indicate that there is a young age demographic within these areas with the highest number of residents within the 30-34 age bracket followed by 35-39 age profile.

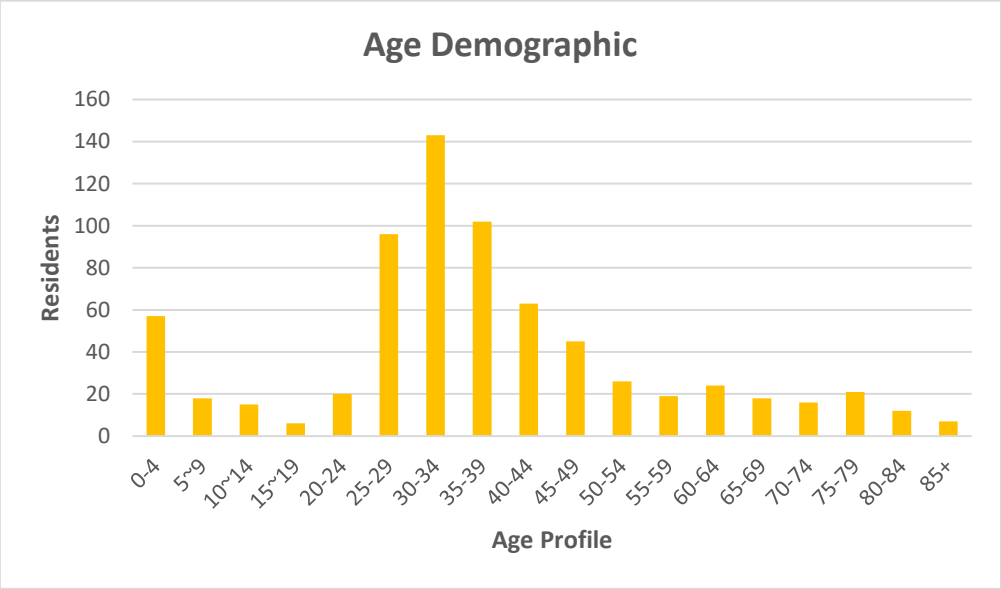


Figure 2.8: CSO 2016 Age Profile for Small Areas

2.5 NATIONAL HOUSEHOLD SURVEY 2017

The National Transport Authority (NTA) has undertaken National Household Travel Survey (2017) which is a representative study of Ireland's travel habits. The main aim of this study is to obtain accurate data describing the typical travel habits of the representative sample of the Irish population throughout the week, across all regions of the country and including number of trips made daily, the mode and time of travel, the distance travelled and the journey purpose.

This intensive study reveals that within the Greater Dublin Area (GDA), car is the dominant mode of transport across all ages. However, car usage is the lowest (2.8%) for age group 18-24 and the highest for age group 8-12 (76%). The second highest car usage is by age group 35-44 and 45-54 (73%). **Figure 2.9** below illustrates Mode of Transport by Age within Dublin City Region.

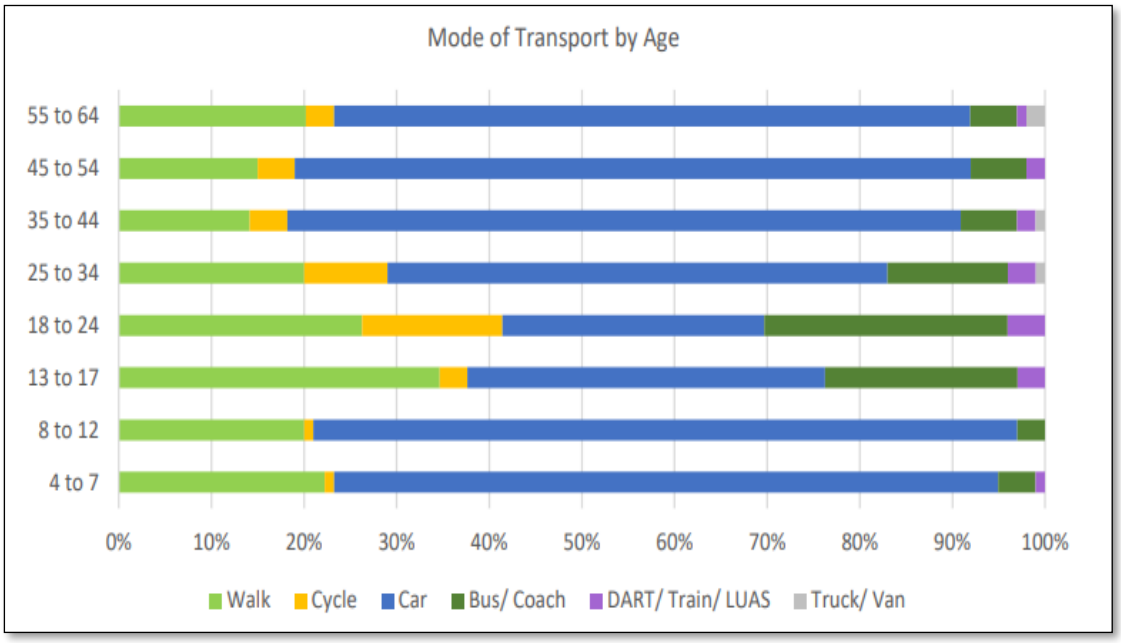


Figure 2.9: Mode of Transport by Age-GDA (National Household Travel Survey 2017)

The age group with 73% car usage has a strong correlation with the CSO age demographic which indicated that the main age group in the subject area is 30-34 and 35-39.

Similarly, the proposed parking of 0.68 per unit, is deemed appropriate considering access to sustainable modes of travel in the area. Further, provisions made in this subject development such as an excess in the provision of cycle parking, Car Share and GoCar availability within the subject site and an MMP to govern the development when operated, these contributes to the suitability of the 0.68 per unit parking proposal.

3 CYCLE PARKING

3.1 Cycle Parking Provision

The appropriate level of cycle parking provision for the proposed development will be provided in reference to both (i) the South Dublin County Council (SDCC) requirements; and (ii) the SUHDS guidelines. The SDCC cycle parking standards are detailed in **Table 3.1** below:

SDCC Cycle Parking Standards			
Category	**Land Use**	**Long Term**	**Short Term**
Accommodation	Residential Apartment	1 per bed	1 per 2 apartments
Education	Creche	1 per 5 staff	1 per 10 children
Retail/Commercial	Retail Convenience	1 per 5 staff	1 per 50 sqm GFA

Table 3.1: Cycle Parking requirements

In total, there are 402 residential apartment units being proposed. The Creche is proposed to have capacity of 120 children with 10 no. staff employed and a total of 25 no. staff envisaged to be employed within the retail units. **Table 3.2** below outlines the requirement for the development for cycle parking spaces based on the SDCC cycle parking standards.

Standard/Proposed	Type	Apts	Crèche	Retail A & B	Sub Total
SDCC Standards	Short	201	12	7	**220**
	Long	826	4	2	**832**
	Total	**1027**	**16**	**9**	**1052**

Table 3.2: Cycle Parking Requirements Provision (SDCC Development Plan)

With reference to **Table 3.2** above, the development is required to provide 826 long term cycle spaces for residents and 201 short term cycle spaces for visitors. A total of 16 cycle parking spaces are required to be provided for the creche element of the development, and a total of 9 cycle parking spaces for the retail element. This equates to a total cycle parking provision requirement of **1052** cycle parking spaces in accordance with the SDCC Development standards.

The Sustainable Urban Housing Design Standards (SUHDS) for New Apartments was also reviewed for cycle parking standards. These standards state the following requirements for cycle parking:

- 1 cycle storage space per bedroom
- 1 cycle storage space for studio units;
- 1 cycle space per two residential units for visitor parking

In total, there are 402 residential apartment units proposed. Of these, there is proposed to be 39 No. 1-bedroom apartments, 302 No. 2-bedroom apartments, and 61 No. 3-bedroom apartments.

Therefore, the development is required to provide a total of **1027 no.** of residential cycle parking spaces based on the DHPLG guidelines.

The development proposes to provide a total **of 1054 cycle parking spaces** with **832** of these proposed as long term stay, including **6** for long term parking for the creche and retail staff on the surface, and an additional **222** proposed as short term stay.

In reference to **Table 3.3**, it can be established that the proposed on-site bicycle parking provision of 1054 spaces is deemed appropriate which is above both the SDCC standards and SUHDS cycle parking standards. This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.

Cycle Parking						
Unit Type	SDCC Development Plan Standards		DHPLG Parking Requirement		Proposed	
	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Apartments	826	201	826	201	826	203
Creche	4	12	-	-	4	12
Retail	2	7	-	-	2	7
Sub Total	**832**	**220**	**826**	**201**	**832**	**222**
Total	**1052**		**1027**		**1054**	

Table 3.3: Comparison of Cycle Parking Provision

The **Figures 3.1 & 3.2** illustrate the layout of on-site proposed cycle parking spaces both on surface and within the basement. A diagram of the long term cycle parking lockers can be seen in **Figure 3.3.**

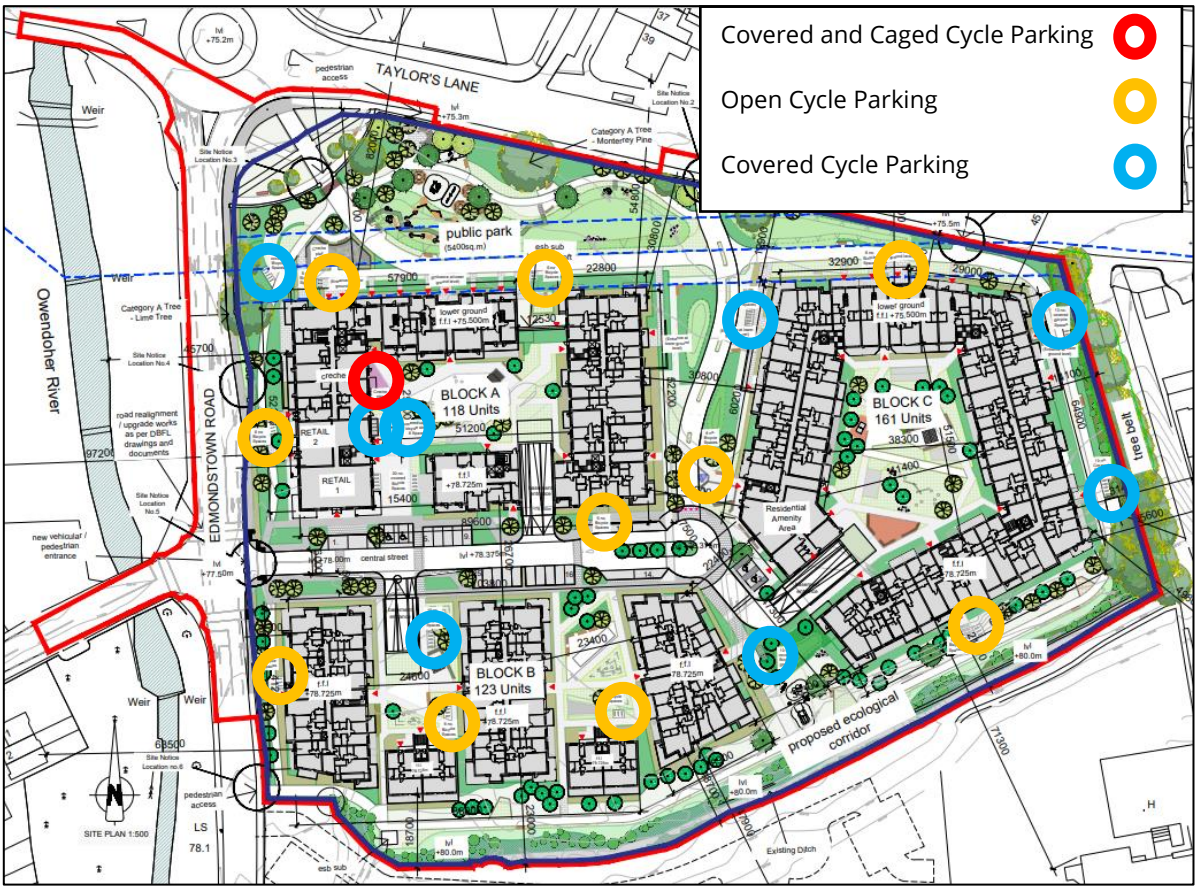


Figure 3.1: Bicycle Parking Layout on Surface

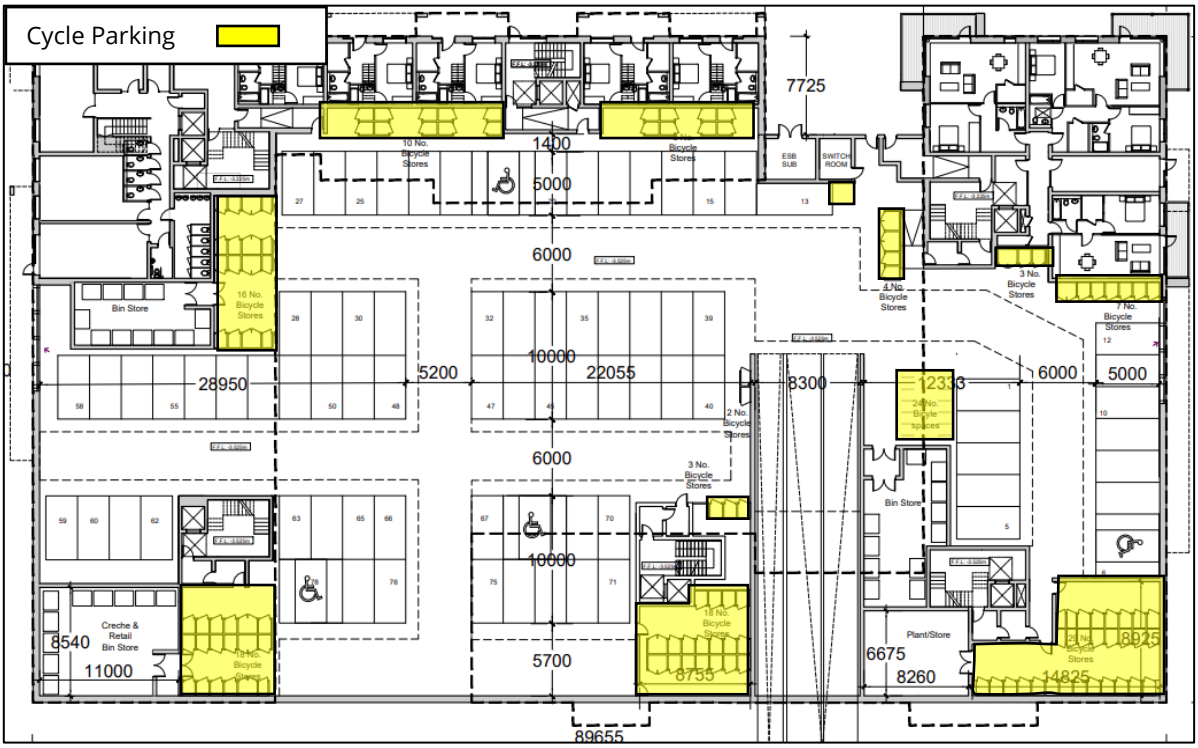


Figure 3.2 Bicycle Parking Layout within Block A Basement

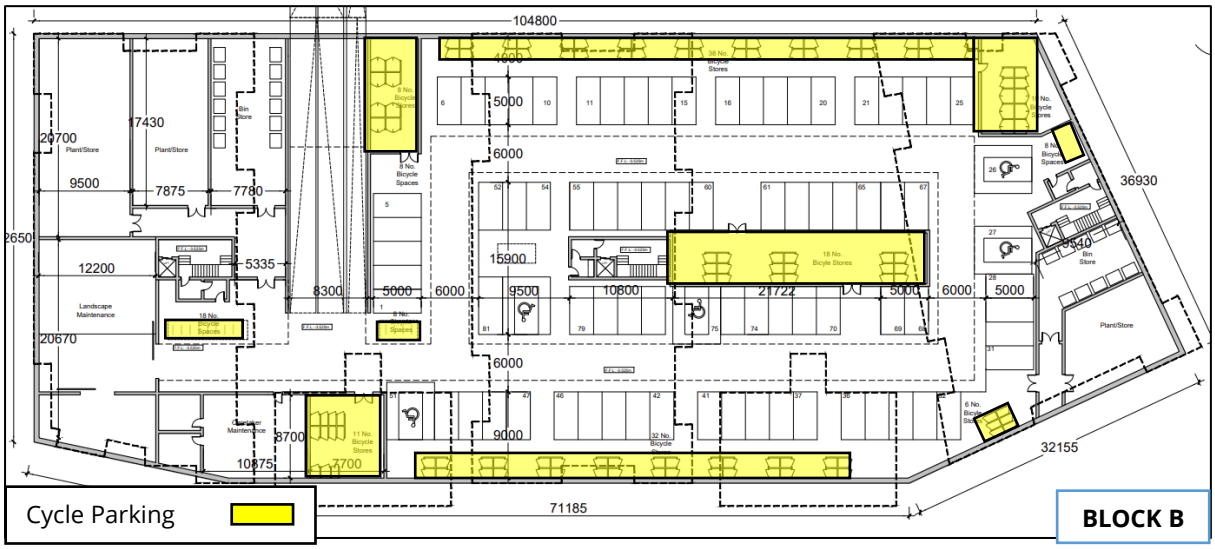


Figure 3.3 Bicycle Parking Layout within Block B Basement

Figure 3.4: Bicycle Parking Layout within Block C Basement

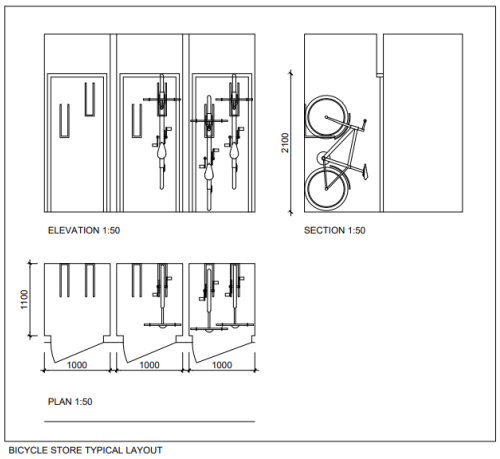


Figure 3.5: Long-Term Cycle Parking Lockers

3.2 INITIATIVES FOR SUSTAINABLE TRAVEL

It is acknowledged that homeowners may require a vehicle of some sort for purposes other than commuting on an everyday basis and simply reducing car parking would not be realistic without implementing alternative measures to accommodate residents and visitors alike. Therefore, the following alternative arrangements are proposed should car parking and car ownership be reduced within the development:

- Car Club (Go Car);
- Mobility Management Plan;
- Increased Cycle Parking (Including Initiatives such a Bleeper Bike); and
- Parking Management.

3.2.1 Car Club

A car club provides its members with quick and easy access to a vehicle for short term hire. The GoCar is a well-established and successful car club operator in Dublin. This service has been recommended in recent developments as a means for car sharing where car parking is reduced. GoCar would provide a number of permanent vehicles within the development which residents would have the ability to avail of. A recent survey undertaken by GoCar indicated that the main uses of the service was for day trips, family trips and big shopping trips. The survey also highlighted that the average use of a car was for 1 hour a day.

It is noted that **4** parking spaces within the proposed development has been allocated as Car Club spaces. The GoCar has given a letter of confirmation to provide its service for the proposed development site. See **Appendix A**.

3.2.2 Mobility Management Plan

An outline Mobility Management Plan (MMP) has been prepared, within a separate document, and should be read in conjunction with this document. The MMP will be developed further at operation stage by the management company who will have a much more active role than a management company from a traditional apartment development. MMP is a set of initiatives which are undertaken to influence a sustainable modal shift for future residents that will reduce demand for car usage.

3.2.3 Increased Cycle Parking

Increasing cycle parking is an alternative measure when reducing car parking spaces. A total of 1054 cycle spaces are proposed for this development which includes provision for residential, visitors and creche. This provision is in excess of the SDCC Development Plan requirement of 1 space per bed (long term) and 1 space per 2 residential units (short term). This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.

Although a sufficient level of cycle parking is being proposed within the development, additional bicycle parking could be considered in the form of the relatively new 'BLEEPER bike' scheme. This scheme allows for a station-less bike sharing scheme. This scheme uses a phone application and bikes can be picked up and left anywhere that traditional bicycle parking is permitted. They do not require custom built docking bays.

3.2.4 Parking Management Strategy

A key component in the continued efficiency of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company and specific details of these proposals are provided in **Section 4** of this report.

In summary, the Parking Management Strategy will be founded on the principles that discourage the use of the private vehicle unless necessary and to encourage the uptake of more sustainable modes such as walking, cycling and public transport for which there are excellent opportunities within and directly adjacent to the development site.

4 MANAGEMENT OF ON-SITE PARKING FACILITIES

4.1 INTRODUCTION

As outlined in **Section 3** above, a key component in the effective operation of on – site car parking is an active and enforced parking management strategy. This strategy will be managed by the management company who will be responsible for the control of the parking and access arrangements as well as the allocation of the parking spaces.

4.2 CAR PARKING ALLOCATION

4.2.1 Car Sharing

4 no. spaces have been allocated to car sharing for residents with the GoCar operation. Pre-planning consultation has taken place with GoCar who are committed to operating the facility at the development site. The Management Company will engage with GoCar as part of its role as Mobility Manager for the development. The management company will also ensure that the 4 spaces is used by GoCar only. GoCar has given a support letter which states that 4 shared car club vehicles will be provided on site for use by residents of the development. See **Appendix A**.

Carsharing is a sustainable service, by allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. Every GoCar has the potential to replace up to 15 private cars.

4.2.2 General Parking

A total of 275 no. car parking spaces are allocated for the 402 no. residential apartment units and the remaining 15 spaces are allocated for the creche and retail units.

4.3 CAR PARKING ACCESS

Access to the Basement car parking provided for the apartments will be provided via a controlled access/egress to ensure unpermitted vehicles cannot gain entry. Only residents of the development will gain access to parking. A clamping enforcement regime will be in place for surface parking to ensure that parking restrictions are adhered to.

Figure 4.1 Typical ANPR and Barrier Access Control

5 SUMMARY & CONCLUSION

Taking all of the above factors, such as the characteristics of the development, the baseline low levels of car use in apartment developments in the area, the proposed mobility measures, the level of car ownership & usage as well the requirement for reduced car parking as set out in the 'Sustainable Urban Housing: Design Standards for New Apartments, into account it is considered appropriate that a parking provision of **265** car parking spaces (0.68 spaces per unit) for 402 residential apartment units, **5** spaces for creche, and **10** spaces for the retail. This equate to a total of **290** car parking spaces, of which **25** spaces will be provided on surface level and **265** within the basement. Of this provision, 7% mobility impaired parking spaces are to be provided in the development which equates to total **20** mobility impaired car-parking spaces. Also, **59** no. EV charging parking spaces will be provided in accordance with the SDCC standards of 20% of overall parking requirement.

A total of **4** no. spaces will be provided for shared car club in the form of GoCar. A written confirmation has been provided by GoCar to operate its service on the proposed development site. GoCar reduces the demand of car ownership and parking, with a potential of replacing 15 cars.

The development provides **1054** bicycle parking spaces on site which is in excess of the SDCC development management standard. This increased level of cycle parking is intended to further facilitate a positive modal shift away from a dependency on car travel.

Appendix A : Go Car Acknowledgment Letter

DBFL Consulting Engineers,
Ormond House,
Upper Ormond Quay,
Dublin 7

06/10/2022

To Whom It May Concern,

This is a letter to confirm that GoCar will look to provide a car sharing service at the proposed Residential development at Taylor's Lane, Ballyboden, Dublin 16. GoCar representatives have discussed the project with representatives of DBFL Consulting Engineers and are excited to provide a car sharing service at the proposed location. GoCar will aim to provide four (4) car sharing vehicles at the development. It is the intention for this vehicle to be used primarily by the residents of the development, but access will also be granted to the other GoCar users.

GoCar is Ireland's leading car sharing service with over 80,000 members and over 880 cars and vans on fleet.
Car sharing is a sustainable community service. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private vehicles. With the addition of Electric Vehicles and Vans to the GoCar fleet it gives members the ability to choose from different vehicles depending on their journey needs.

The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2020 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you-go driving, near their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Rob Montgomery
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