

TRANSPORT AND MOVEMENT

Movement Strategy
Public Transport
Cycling and Walking
Road Network
Parking Standards
Transport Impact Assessments
Traffic Management
Policies

Movement Strategy

7.1 The first objective of the Planning Scheme movement strategy is to reduce the need to travel by providing residential and employment development alongside leisure and cultural development, community facilities and open space.

7.2 The second objective of the movement strategy is to maximise the number of people who travel to the peninsula by sustainable transport modes. The movement strategy will support the provision of safe and efficient transportation and access to the area whilst minimising the impact of new development on local residents and other users of Dublin's transport network.

7.3 New public transport infrastructure is essential to service the amount of proposed development in the Planning Scheme, since the area is very poorly served by public transport and the surrounding highway infrastructure is close to capacity during peak travel periods. Maximising opportunities for walking and cycling is also crucial.

7.4 The movement strategy has been developed on the basis that the following modal share targets will be achieved when all the proposed development is delivered:

- Public Transport: 45-55 percent of journeys
- Walking: 25-35 percent of journeys
- Cycling: 5-10 percent of journeys
- Internal Trips: 5-10 percent of journeys
- Car: A maximum of 10-15 percent of journeys

7.5 There are a number of methods employed to achieve the desired mode share target in the implementation of the Planning Scheme. These include providing a high quality public transport network, improving the pedestrian environment and public realm, providing a high quality cycle network, restricting car parking and improving the existing local road network.

7.6 The Planning Scheme includes policies for each of these objectives. The proposals are described below. The movement strategy is also supported by the Traffic and Transport section of the Sustainability Toolkit, details of which can be found in appendix 5. The Authority will ensure that development of the Planning Scheme will be consistent with the objectives of the Dublin Transportation Office Strategy, as approved by the Government.

7.7 The Master Plan (2008) states that all environments should be accessible to everyone, regardless of ability. The Planning Scheme public transport network and pedestrian environment (including the design of the public realm) must be designed with regard to the needs of mobility impaired people and people with disabilities.



FIGURE 7.1: INDICATIVE PHASE 1 PUBLIC TRANSPORT

—○— Indicative DRT Route - - - - - Indicative Bus Routes

Public Transport

Bus Network

7.8 Development in Poolbeg will be supported by improving bus services to the area. It is anticipated that additional bus services will benefit the neighbouring communities as well as the new residential and working population. The aim is to enhance public transport links to the north, south and south east, providing better connectivity to places such as Sandymount, Ballsbridge, Blackrock, Clontarf and further afield.

7.9 Enhanced bus services will be required to be delivered at the outset of development within the Planning Scheme to ensure that good public transport is available for the new community.



Rapid Transit Bus Service

Docklands Rapid Transit System

7.10 A high capacity bus based system, termed the Docklands Rapid Transit (DRT), is required to provide high frequency and high quality bus based public transport connecting the Poolbeg peninsula with the city centre and major public transport nodes such as the Docklands, Tara Street and Pearse Street Rail Stations, existing bus services and the future Metro North line and Interconnector. In this way, a number of high quality public transport interchanges will be available along the DRT route.

7.11 The DRT is required to be introduced on a phased basis with the capacity and level of service increasing commensurate with the rate of development. It is anticipated that the DRT will take advantage of the public transport bridge proposed across the Dodder River where it joins the River Liffey. Prior to the completion of the Dodder Bridge, the DRT is required to be delivered along an interim route using existing road infrastructure (see section 10.0 for details).

7.12 The indicative DRT route on the peninsula is shown on figures 7.1 and 7.2. There are two route options for the DRT indicated on figure 7.2. Route 1 forms a loop around the utilities located at the centre of the peninsula. This is the preferred alignment for the DRT. In the event that the National Parks and Wildlife Service (NPWS) confirms the extension of the



FIGURE 7.2: INDICATIVE PHASE 2 PUBLIC TRANSPORT

- | | |
|-------------------------|-----------------------------|
| DRT Route | Indicative Bus Routes |
| DRT Route Alternative 1 | Indicative LUAS Route |
| DRT Route Alternative 2 | Indicative Water Taxi Route |

Special Protection Area affecting the area located to the north of Irishtown Nature Park (shown on figure 2.9), it is anticipated that the Planning Scheme will adopt Route 2. Route 2 varies from Route 1 in that the DRT turns around within Zone 4 and uses Shellybanks Road which connects Pigeon House Road with Zone 3.

Luas

7.13 To enable the full Planning Scheme to be delivered, it will be necessary to extend a new high capacity public transport service to Poolbeg, to serve later phases of development. The new Luas line, or an equivalent high capacity public transport service, will be subject to detailed feasibility studies to determine the preferred alignment. A Luas line will require its own Railway Order and Environmental Impact Assessment.



01. LUAS

The indicative Luas route is shown on figures 7.1 and 7.2.

Waterbus

7.14 A waterbus service is a potential additional mode of transport between Poolbeg and the city centre. It is intended that a commuter waterbus service will be introduced from Pigeon House Dock, connecting Poolbeg with key areas such as Spencer Dock, Tara Street Station and O'Connell Bridge. The waterbus service would provide an unusual alternative to the other transport options and would enhance public transport capacity.



02. Watertaxi



FIGURE 7.3: INDICATIVE CYCLE ROUTES

- | | |
|---|---|
|  Proposed S25 Cycling Route |  Primary Cycling Route |
|  Proposed S25 Potential Additional Route |  Secondary Cycling Route |

Cycling and Walking

7.15 The movement strategy aims to encourage walking and cycling by enhancing the environment for these transport modes, and by enhancing the accessibility and permeability of the area. It is intended to develop a network of routes to improve connections to Ringsend, Sandymount, other parts of the Dublin Docklands, the city centre and wider area. Streets, public spaces and the public realm will be designed in a way that is accessible, convenient, attractive and safe for pedestrians and cyclists to use.

7.16 Improving the accessibility of Poolbeg for pedestrians and cyclists will encourage a significant number of trips to be made by these modes. As with other Docklands



Segregated Cycling Route providing a safe environment for cyclists

regeneration projects, it is anticipated that about a third of all trips to and from Poolbeg will be made by walking and cycling. Arising from the dual design approach of building with heritage and building with nature, the Planning Scheme includes a nature and heritage route for pedestrians and cyclists, which are described in section 8.0.

Cycling

7.17 It is envisaged that all routes within the Planning Scheme area will accommodate cycling. A route through the Planning Scheme area, including the district centre, is proposed to enable linkages with the proposed Sutton to Sandycove (S2S) cycle route along the eastern coast of Dublin Bay. It is expected that a new network of links within Poolbeg will include a continuous cycle route around the edge of the peninsula enhancing the recreational amenity of the shoreline.

7.18 Cycle routes along primary traffic routes within the Planning Scheme will mostly be segregated from other road users. Cycle lanes will be a minimum of 1.5m in width. Convenient and secure public cycle parking facilities will be provided throughout the Planning Scheme in prominent and accessible locations.



FIGURE 7.4: INDICATIVE PEDESTRIAN ROUTES

- Primary Pedestrian Route
- Secondary Pedestrian Route

Walking

7.19 The Planning Scheme area will be a pedestrian-friendly area and will be fully accessible to all people, including the mobility impaired. All pedestrian routes should have the highest quality public realm and active ground floor uses will be encouraged to improve street level interest.

7.20 Primary pedestrian routes will cater for large volumes of pedestrians and will be the main routes to the district centre, to the main commercial areas, to the neighbouring communities and to the city centre. They will also be provided along green corridors within public open space. The pedestrian environment along these routes will be characterised by landscaping and linear parks, the promotion of active frontages, pedestrian-friendly signalised crossings, wide pavements and a streetscape of high quality.

7.21 Secondary pedestrian routes will cater for medium and lower volumes of pedestrians. They will provide for internal pedestrian circulation. Secondary routes will provide access to all parts of the development and will link the residential and working community with primary routes and with the recreational areas and the shoreline. It is very important to ensure that secondary routes are designed with a fine grain, with plenty of street level interest, with high quality public realm and with natural surveillance, to ensure pedestrian safety and security.



Pedestrian Friendly Routes

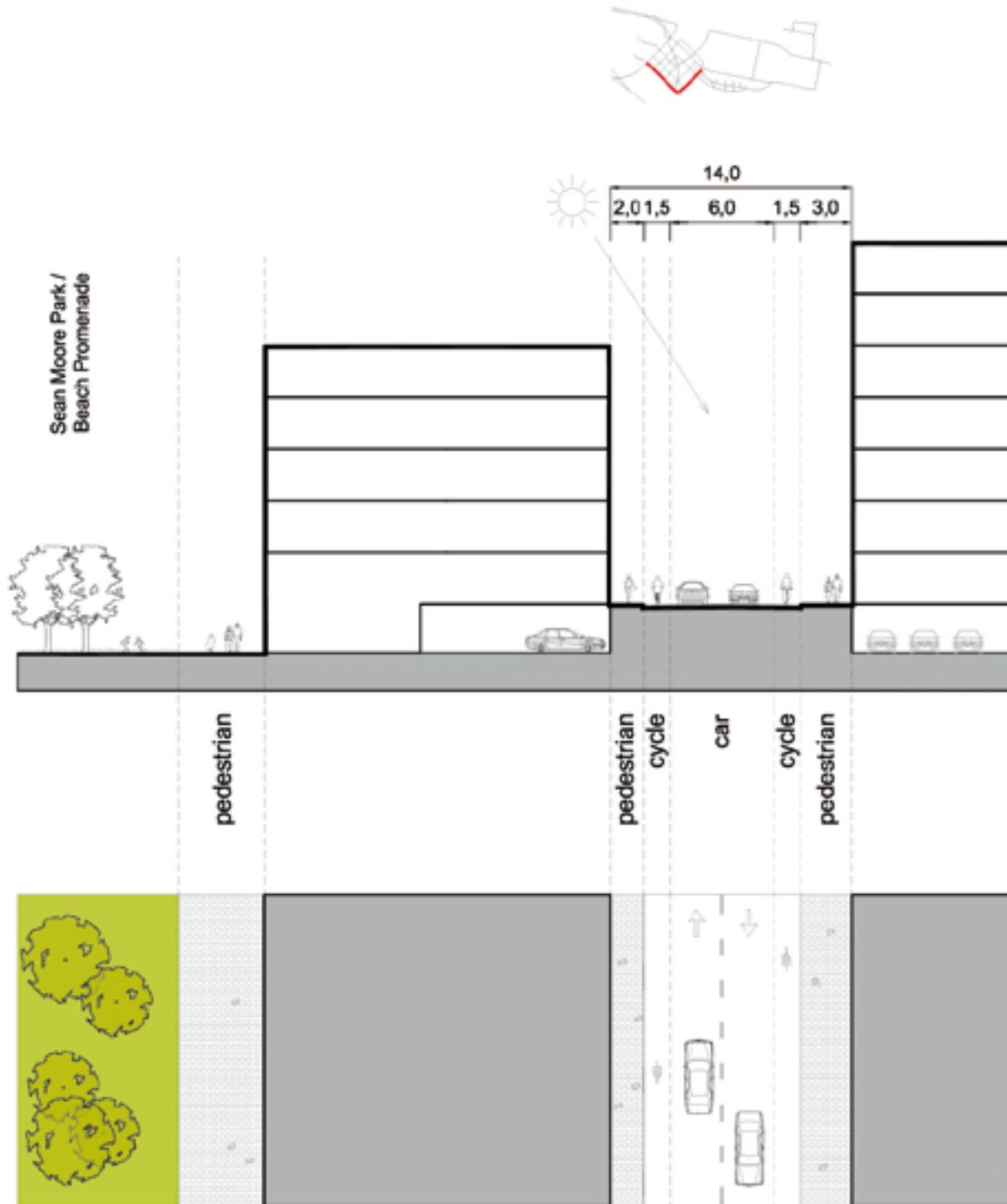


FIGURE 7.4: CROSS SECTION OF SECONDARY ROUTES A

Road Network

Route Hierarchy

7.22 The Planning Scheme will have a new road network which will balance the needs of different modes, including pedestrians, cyclists, general traffic and heavy goods vehicles (HGVs), whilst facilitating movement and supporting the overall strategy for sustainable transport within the Planning Scheme area.

7.23 Primary vehicular traffic routes will cater for relatively high volumes of traffic, including HGVs, and will provide the main access into the peninsula. On-street parking, waiting and stopping will not normally be permitted to ensure a free flow of traffic. In general, the minimum lane width on primary vehicular traffic routes will be 3.5m.

7.24 Secondary vehicular traffic routes will cater for medium volumes of general traffic and will provide internal circulation within the development and connections to access routes. HGV traffic will be restricted. On-street parking will be permitted in suitable locations (which are specified on figure 7.8). If parking is provided along a primary cycle route, a buffer of at least 0.8m will be provided between cycle lanes and parking spaces. The character of secondary routes in the Planning Scheme varies with their location and function, and should be adhered to, as shown in figure 7.5 (cross sections).

7.25 Tertiary routes are shared pedestrian and cycle-based routes which will cater for a small number of vehicles (excluding HGVs) and can provide direct local access to homes. They will also provide home zone-type spaces for informal, social use particularly where indicated on figure 5.6. This may involve tree planting and high quality public realm (for example, using block paving rather than asphalt), and may include the introduction of informal play spaces, play equipment, tables and benches. The home zone area is shared between vehicular, pedestrian, cyclist and social users, with little delineation of the space, whether through level change or road markings. In general, no on-street parking will be provided on tertiary routes, though loading bays and disabled car parking spaces may be permitted at suitable locations. Figure 7.7 indicates the preferred alignment of these routes, but minor amendments to the alignment may be made to the routes provided that they maintain the indicated connections to the primary routes and other secondary routes and remain broadly straight.

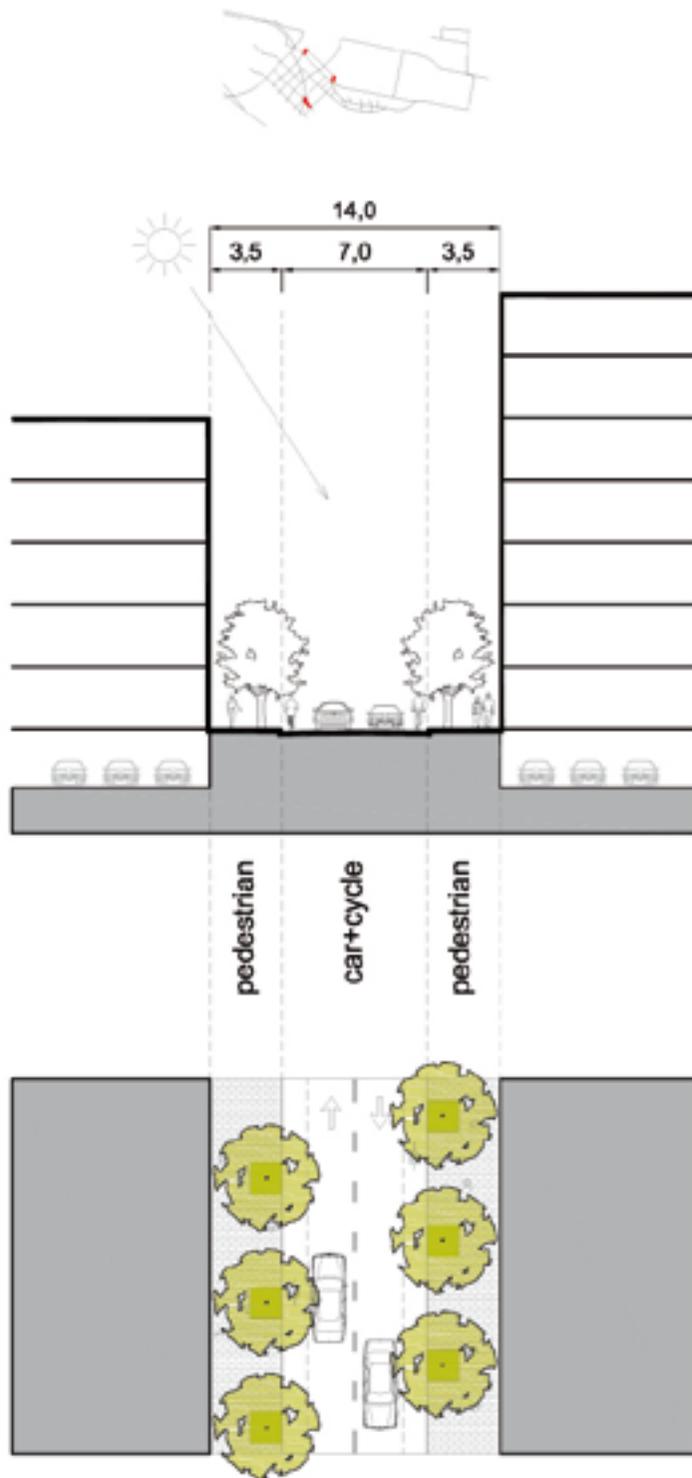


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES B

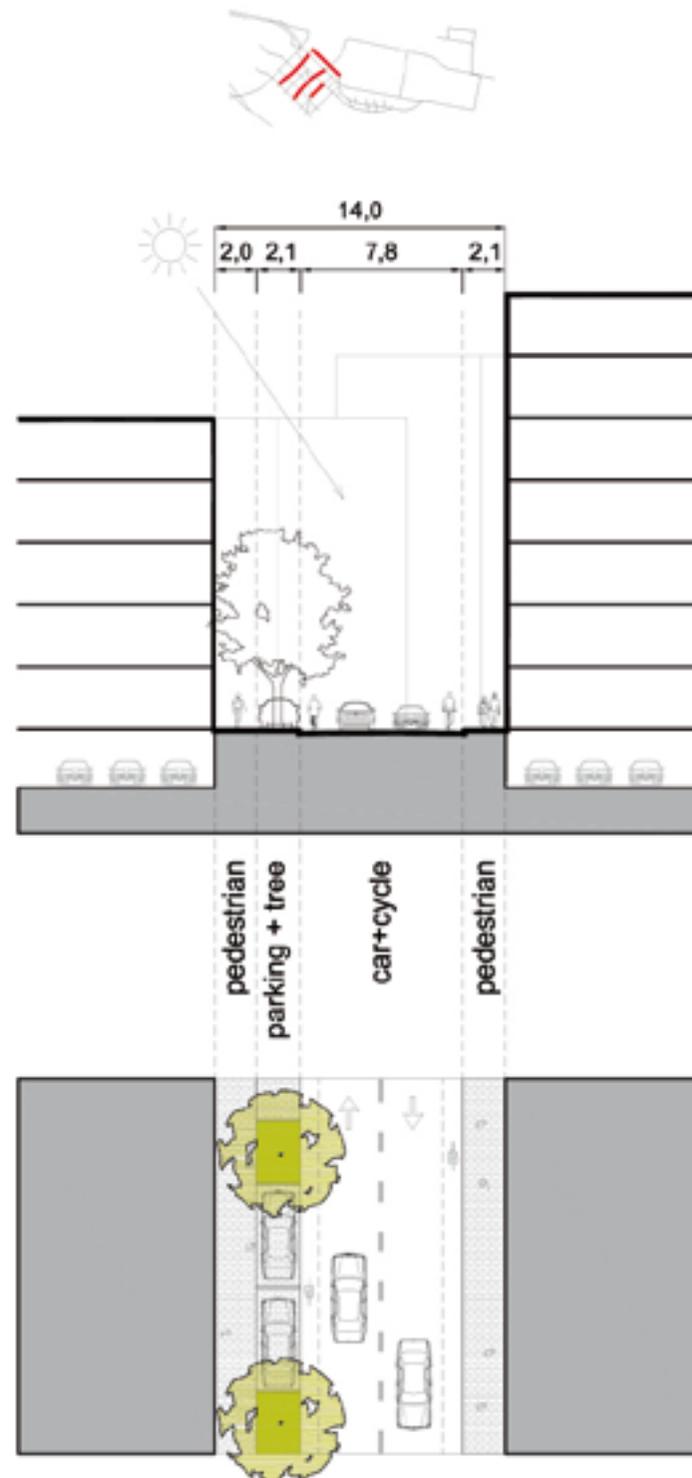


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES C

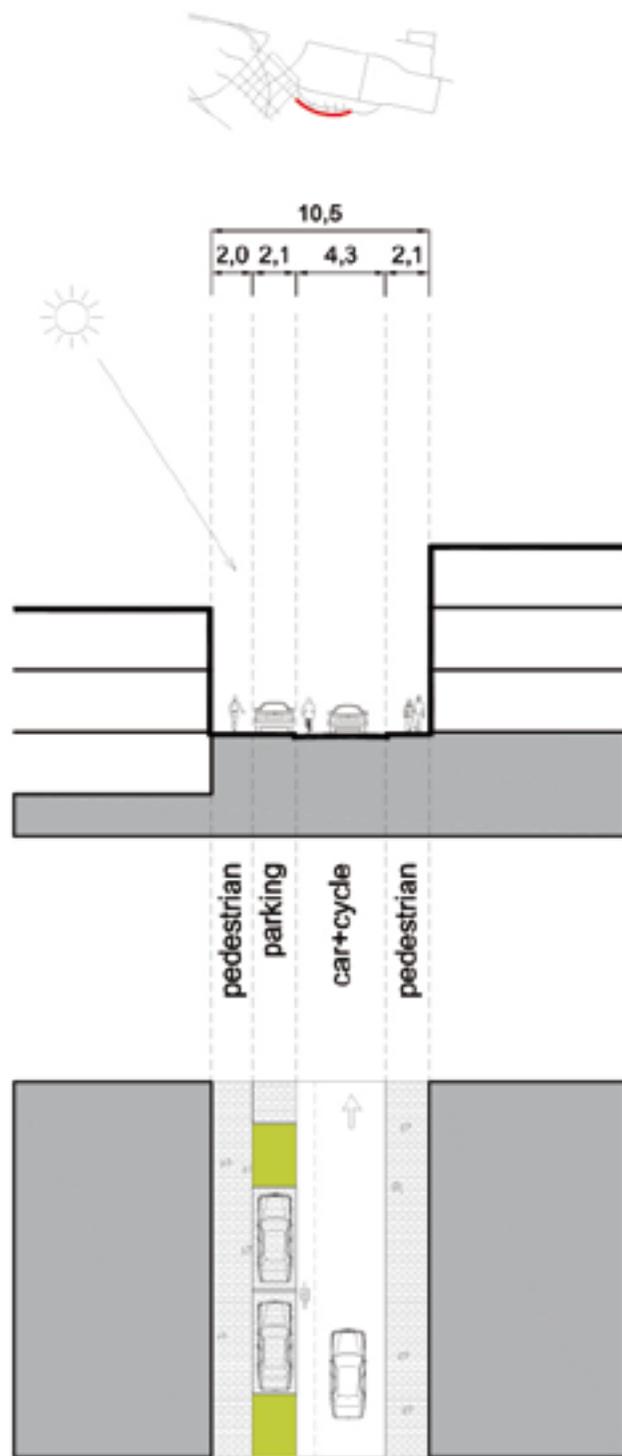


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES D

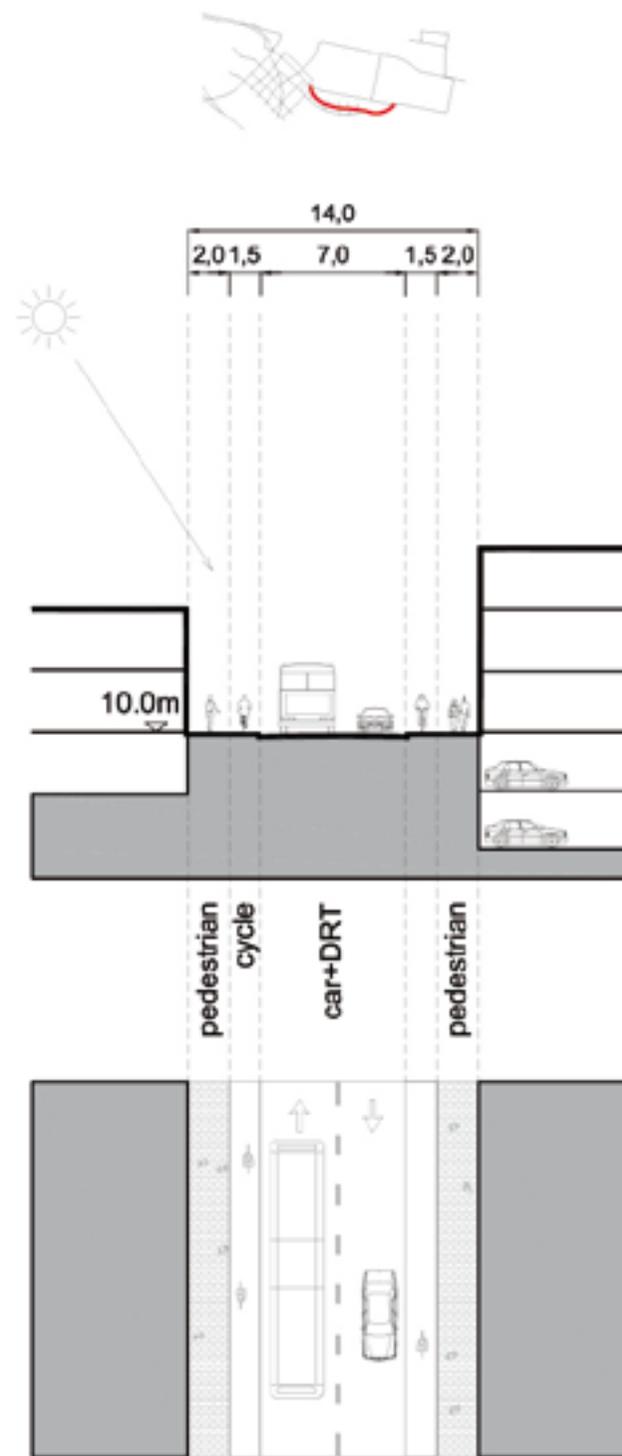


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES E

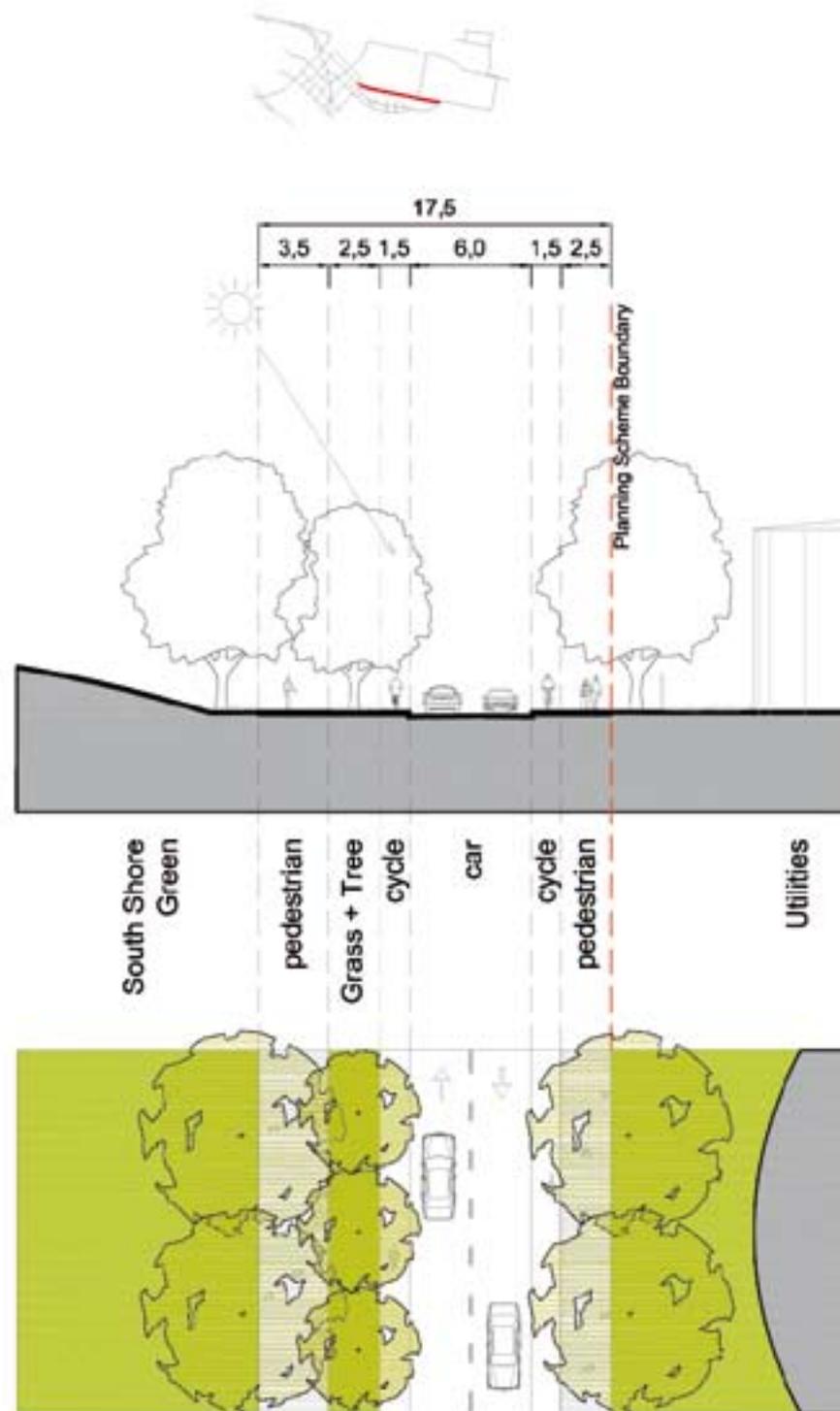


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES F

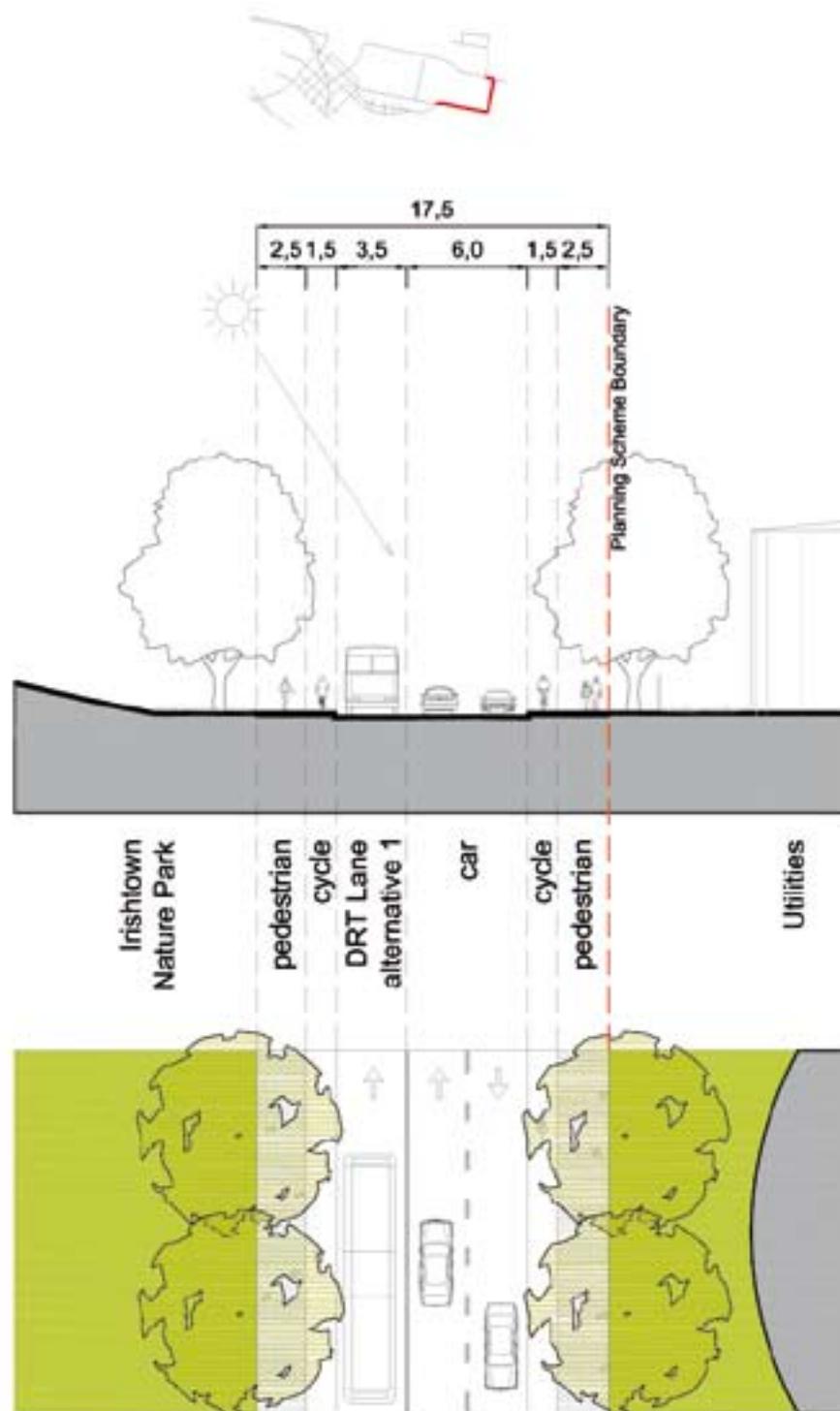


FIGURE 7.5: CROSS SECTION OF SECONDARY ROUTES G

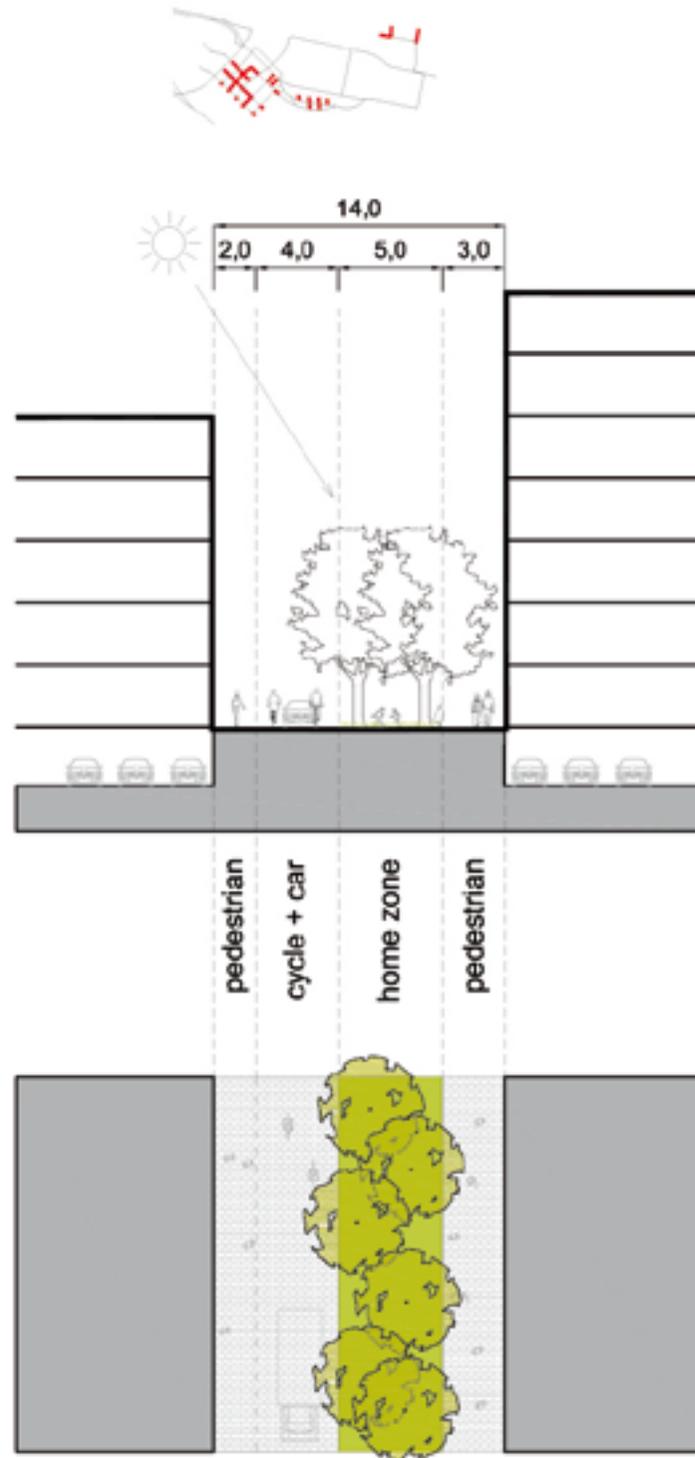


FIGURE 7.6: CROSS SECTION OF TERTIARY/ACCESS ROUTES

7.26 It is intended that the pedestrian boulevard will be a vibrant public open space for pedestrians and cyclists only. It will be 20 metres wide. The design is anticipated to accommodate two rows of semi-mature street trees and should contain a reservation for the Luas line and terminus (see figure 6.6).

Loading and Servicing

7.27 The design of the district centre must provide for efficient loading and servicing arrangements without compromising the free flow of vehicles or the quality of the public realm.

7.28 Some on-street loading facilities may be provided at suitable locations on primary routes. Loading restrictions will be implemented to control hours of use and duration of stay. On-street loading facilities for smaller servicing vehicles and vans should be provided in suitable locations on secondary routes.

Integrating Vehicular Access with the Existing Road Network

7.29 During Phase 1 it is expected that two main access roads will be provided connecting the peninsula to Sean Moore Road and the wider existing road network. The northern access road is the existing South Bank Road which is located at the edge of the Phase 1 development. The intention is to replace the roundabout at Sean Moore Road / South Bank Road / East Link Road with a fully signalised junction.

7.30 The southern access road should be located directly opposite Bremen Road, north of, and parallel to, Sean Moore Park. It is envisaged that a new signalised junction will be provided to accommodate this access and local traffic on Bremen Road. All traffic movements are likely to be permitted at this junction.

7.31 Sufficient carriageway width should be provided on both main access roads to cater for anticipated levels of traffic, as shown on figures 6.7 and 7.5. However, the component parts and overall widths of these routes shown on the figures are regarded as the minimum permissible and, if practicable, the southern access route should be widened to incorporate tree planting.

7.32 At the junction of the access roads with Sean Moore Road, sufficient carriageway width should be provided to allow for an additional flared lane for vehicles exiting the Planning Scheme area. Cycle tracks with a minimum width of 1.5m should be provided in each direction on both roads. On South Bank Road the cycle tracks will be segregated. The secondary vehicular traffic routes in Zone 1 should not link into the existing road network.

7.33 During Phase 2, the internal road network will be expanded to provide access to the proposed developments, particularly within Zones 3 and 4. Given the introduction of the Luas, or equivalent service, in Phase 2, it is anticipated that there will be a reduction in the overall car mode share



FIGURE 7.7: ROAD NETWORK

- Existing R131 Sean Moore Road
- Primary Road Network
- Secondary Road Network
- Tertiary Road Network

as a result of increases in public transport patronage so there will not be a significant growth in peak period traffic in later phases of development. The level of integration with the external road network provided in Phase 1 will continue to be sufficient for vehicular traffic in Phase 2. Traffic management measures are likely to be needed to allow for the introduction of Luas. An additional signalised junction on Sean Moore Road should be provided to allow Luas to cross into Poolbeg.

7.34 It is envisaged that HGVs will continue to access the industrial areas of the peninsula via South Bank Road and Whitebank Road and HGV movements will not be affected as a result of the revised road hierarchy. However, if necessary, a HGV weight restriction will be implemented on Southbank Road, beyond Whitebank Road, to minimise impact of HGV traffic in Zone 3.

Parking Standards

Cycle Parking

7.35 Secure cycle parking facilities should be provided in new employment and residential development and all buildings to which the public have access. Making cycle parking consistently available, convenient, secure and weather-proof will help to encourage people to get on their bikes.

7.36 Cycle parking facilities must be conveniently located, secure, easy to use and adequately lit. For security reasons, cycle parking should not be located in out-of-the-way locations.

7.37 Short stay cycle parking racks, such as at shops, should be within 25 metres of the destination. All cycle parking racks for long term visits (more than three hours) and all those provided for residential apartment blocks should be protected from the weather. Weather protected facilities should be considered where appropriate for other types of development.

7.38 All cycle facilities within multi-storey car parks or basement car parks should be provided at the entry level. Cyclists should have designated entry and exit routes to the car park, to provide safe and convenient cycle access. Secure cycle compounds should be provided where feasible and in particular in large office development, multi-story car parks and public transport interchanges. Cyclists should be able to secure both frame and wheels to the cycle parking stand.



FIGURE 7.8: PERMITTED LOCATIONS FOR ON-STREET PARKING

..... On-Street Parking

7.39 Suitable shower and changing facilities should be made available in large-scale commercial developments incorporating high amounts of cycle parking.

7.40 Appendix 2 contains cycle parking standards for the Poolbeg Planning Scheme.

Car Parking

7.41 Car parking will be required to provide facilities for residents who own cars, to provide limited car parking for the working population, and to allow people to transport their shopping from the district centre. The car parking supply will be controlled through setting maximum parking standards for development and controlling on-street car parking.

7.42 The car parking standards of the Dublin City Development Plan (2005-2011) have been adapted for application to the Poolbeg Planning Scheme. The standards adopted reflect the high level of public transport infrastructure which will be provided on the peninsula.

7.43 The car parking standards set out in appendix 2 are maximum rates of car parking provision. Parking provision below the maximum may be permitted if it is unlikely to have a negative impact on traffic safety and the amenity of the area.

7.44 Generally, no car parking will be permitted on primary vehicular routes or tertiary routes. On secondary vehicu-

lar routes, car parking will be permitted in suitable locations. Figure 7.8 shows permitted locations for on-street car parking.

7.45 Car parking controls will be applied to publicly available car parking spaces, such as those connected to the retail facilities. Generally, parking controls will be in operation from 07:00 to 19:00 Monday to Saturday, with extended hours in particular areas as appropriate. A maximum duration of 3 hours parking will be applied during the hours of operation of the parking controls. Car parking charges will be used to deter medium to long stay parking during the day and during peak traffic hours. Parking controls will be reviewed as necessary to ensure that they are appropriate.

7.46 All buildings should have fully underground (basement) car parking, unless there are justifiable reasons otherwise, to ensure car parking does not dominate the street space nor provide inactive frontages onto streets. Within large perimeter blocks, a limited amount of car parking within the volume of the block may be provided, where the car parking is 'wrapped' by commercial or residential development, with active uses at ground floor level where appropriate. Figure 7.9 shows permitted locations for underground car parking.



FIGURE 7.9: PERMITTED LOCATIONS FOR UNDERGROUND PARKING

 Underground parking

Transport Impact Assessments

7.47 Transport Impact Assessments (TIA) will be required to support Applications for Certification to assess the traffic and transport impacts on the local road and public transport networks. A TIA should identify what measures may be required to deal with the predicted transport impacts and to improve accessibility and safety, especially for pedestrians, cyclists and public transport users. A TIA should include an assessment of the following issues:

- Existing conditions
- Development proposals
- Trip generation
- Trip distribution and assignment
- Public transport impact
- Details of access and servicing arrangements
- Details of cycle and car parking
- Transport impacts and mitigation measures, including the impact during construction stage.

Traffic Management

7.48 The movement strategy for the Planning Scheme aims to reduce the number of people commuting by private car. Travel demand management initiatives contribute to this objective by improving awareness of sustainable alternatives to the private car.

7.49 One such initiative is the development and implementation of Mobility Management Plans (MMP). A Mobility Management Plan consists of a package of measures put in place by an organisation or group of organisations (for example, a group of companies within an office building) to encourage and support more sustainable travel patterns among staff, visitors and customers.

7.50 Any proposed commercial development within the Poolbeg Planning Scheme that is required to prepare a MMP must do so in accordance with the guidelines for Mobility Management Plans outlined in appendix 3.

Policies

The Authority will:

TRA 1 Ensure that the development of the Planning Scheme area will be consistent with the current Dublin Transportation Office Strategy (DTO), as approved by Government.

TRA 2 Commit to facilitating the delivery of an integrated public transport network with adequate capacity to cater for the needs of the residential and working population as set out in section 7.0, section 10.0 and figures 7.1 and 7.2 alongside Dublin City Council and public transport operators.

TRA 3 Commit to facilitating the delivery of a network of primary and secondary walking and cycling routes and related facilities, including directly providing sections of routes where these fall outside the Zones and providing temporary routes, where appropriate, in advance of development taking place.

TRA 4 Seek to introduce water bus services between Poolbeg, the wider Docklands area and the city centre.

TRA 5 Promote, and require developers to provide, a high quality streetscape and public realm which is accessible to all, pedestrian and cycle friendly and includes the provision of suitable pedestrian and cycle infrastructure.

TRA 6 Commit to facilitating the delivery of primary vehicular traffic routes, as set out in figure 7.7, alongside Dublin City Council.

TRA 7 Seek to restrict Heavy Goods Vehicle movements on the non-primary road network within the Area in conjunction with Dublin City Council.

TRA 8 Review the cycle and car parking standards on a regular basis, in conjunction with the DTO and Dublin City Council, to ensure that they continue to be appropriate for the Planning Scheme area.

TRA 9 Require that the Planning Scheme public transport network and pedestrian environment (including the design of the public realm) is designed to be accessible to all. Require that the transport and access needs of people who are mobility impaired or people who have disabilities are provided for, particularly in the location of parking spaces for disabled car users and in the provision of dropped kerbs to provide accessible, safe and direct routes for people with mobility impairments.

TRA 10 Require that new roads and pavements are built to Dublin City Council "Taking in Charge" standards.

TRA 11 Require that primary and secondary cycle routes be provided by developers up to the boundary of their site as shown on figure 7.3.

TRA 12 Require that primary, secondary and tertiary routes, route widths, and the integration of car parking and tree planting, are designed in accordance with the guidance in paragraphs 7.23 to 7.25, and as shown in figures 7.5, 7.6 and 7.7.

TRA 13 Require that minimum cycle parking standards be applied in accordance with the standards in appendix 2 and guidance in paragraphs 7.35 to 7.39.

TRA 14 Require that car parking provision does not exceed the maximum standards set out in appendix 2.

TRA 15 Require that all buildings have fully underground (basement) car parking, unless there are justifiable reasons otherwise. Permitted locations for underground car parking are shown on figure 7.9. Limited on-street car parking will be permitted in the locations shown on figure 7.8 and controlled in accordance with the guidance in paragraph 7.45.

TRA 16 Require applicants to submit Transport Impact Assessments in support of individual Applications for Certification. These should include details as specified in paragraph 7.47.

TRA 17 Require that Mobility Management Plans be prepared for commercial development proposals which exhibit the potential to generate more than 500 vehicle trips per day, and/or more than 100 trips in the peak period, and/or where the potential total employment in the development exceeds or will exceed 300 workers. Mobility Management Plans must be prepared and implemented in accordance with the guidelines for Mobility Management Plans outlined in appendix 3.

