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Residential Travel Plan

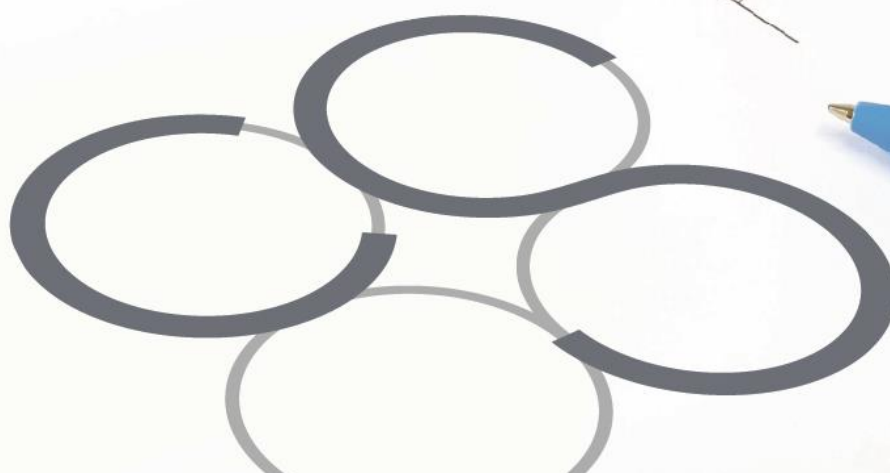
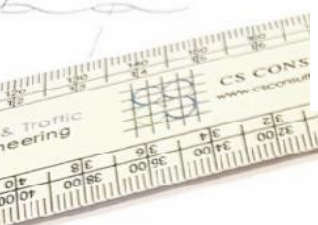
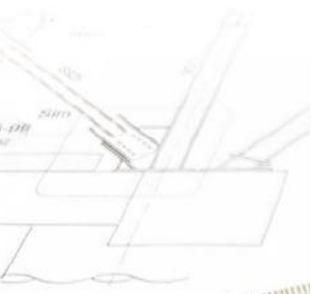
Strategic Housing Development

Clonattin, Gorey, Co. Wexford

Client: AXIS Construction

Job No. A091

November 2020



RESIDENTIAL TRAVEL PLAN

STRATEGIC HOUSING DEVELOPMENT, CLONATTIN, GOREY, CO. WEXFORD

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Appendix A: Links to relevant guidance documents concerning Mobility Management

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers have been commissioned by Axis Construction to prepare a Residential Travel Plan for a proposed strategic housing development at Clonattin, Gorey, Co. Wexford.

1.1 Location, Size and Scale of the Development

The site of the proposed development lies between Clonattin Road and Courtown Road (R742) in the townlands of Clonattin Upper and Goreybridge, Gorey, Co. Wexford. The application site has a total area of 15.5ha and is located within the administrative jurisdiction of Wexford County Council.

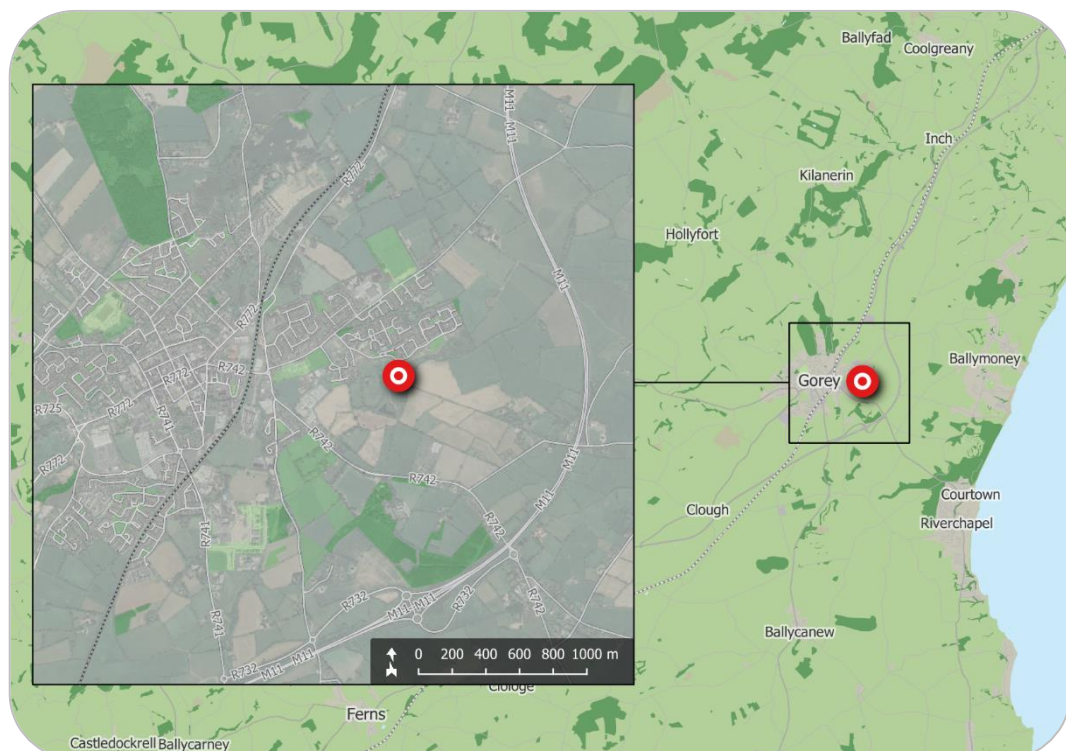


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSM Contributors, Google)

The location of the proposed development site is shown in Figure 1; the indicative extents of the development site, as well as relevant elements of the surrounding street network and transport infrastructure, are shown in more detail in Figure 2.

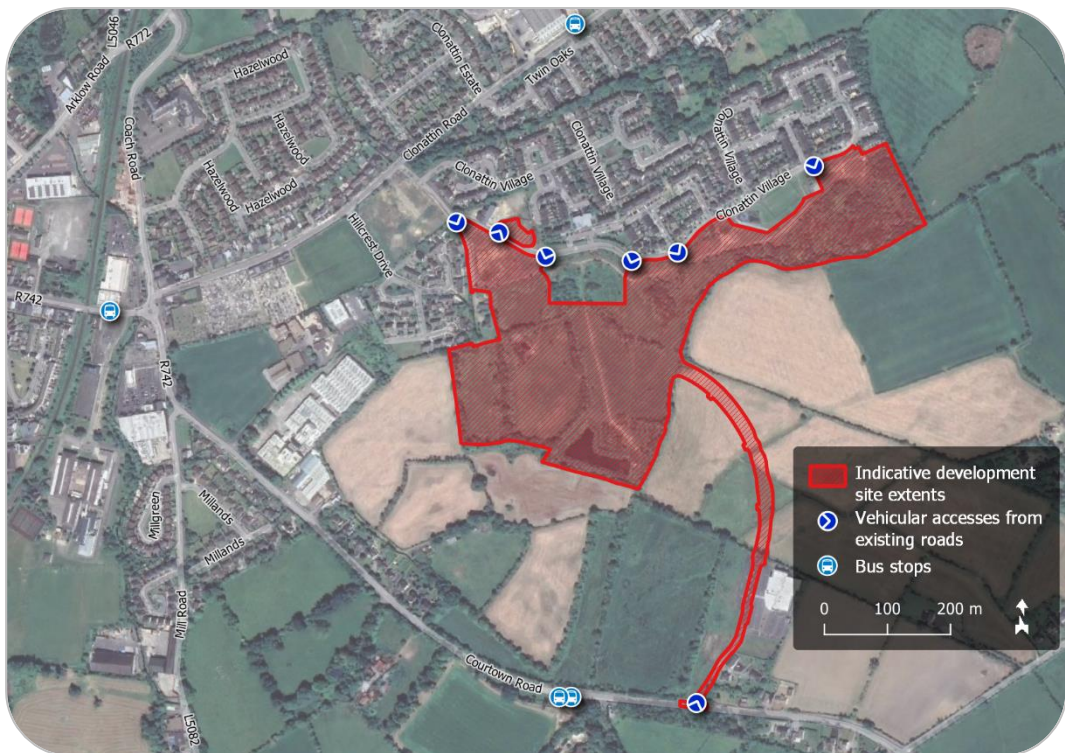


Figure 2 – Site extents and surrounding transport infrastructure
(map data & imagery: NTA, OSM Contributors, Google)

The main body of the development site is bounded to the north generally by the existing Clonattin Village access road, to the north-west by the existing Hillcrest residential development, and on all other sides by undeveloped agricultural lands. The application boundary also includes the alignment corridor of a new link road that shall connect Courtown Road (R742) to Clonattin Village and Clonattin Road. The provision of such a link is given as a roads objective in the *Gorey Local Area Plan 2017–2023*.

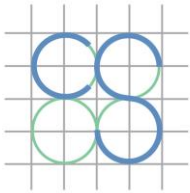
The internal road network of the proposed development shall tie in to the existing Clonattin Village access road at 6no. locations along the site's

northern boundary. Access to the wider road network from these points shall be via the existing Clonattin Village access junction on Clonattin Road. To the south, the proposed new link road traversing the development site shall tie in to the existing junction on Courtown Road that gives access to the existing Movies@Gorey cinema site.

1.2 Existing Land Use

The subject site is predominantly greenfield and currently generates no vehicular traffic. There are 2 no. existing derelict buildings (a dwelling and a shed) within the western part of the site, and an existing pond is located inside the site's southern boundary.

The development is supported by a Residential Travel Plan as a suitable mechanism by which the development can maintain a suitable rate of private car use and support the objectives of sustainable development.



2.0 PROPOSED DEVELOPMENT

The proposed strategic housing development at this site in Clonattin, Gorey will include the demolition of the existing buildings and will provide 363no. residential units, a crèche, public open space, a new access road connecting to Courtown Road. All associated site development works and services provisions including parking, bin storage, substations, landscaping and all services required to facilitate the proposed development. A full description is provided in the statutory notices and in Chapter 3 of the EIAR.

3.0 RESIDENTIAL TRAVEL PLAN PURPOSE

Residential Travel Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents of the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Residential Travel Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Residential Travel Plan is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The RTP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The RTP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

4.0 EXISTING SITE CONDITIONS

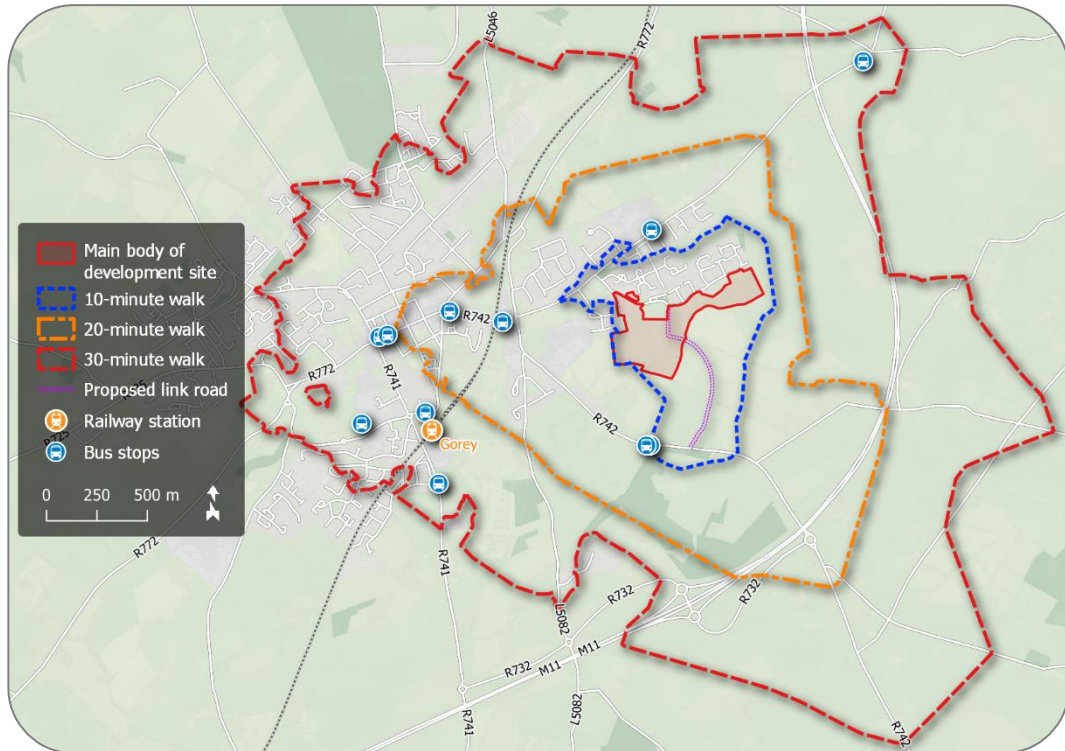


Figure 3 – Walking times and public/shared transport accessibility
(map data and imagery: NTA, OSM Contributors, Google, Travelttime Platform)

4.1 Pedestrian Accessibility

One of the specific objectives of the Wexford County Development Plan is to implement, at appropriate locations, pedestrian permeability schemes and enhancements.

Existing pedestrian facilities on Clonattin Village road, Clonattin Road and neighbouring streets in the vicinity of the development site are in good condition. Raised footpaths and public lighting are in place on Clonattin Village road in the vicinity of the subject development site.

4.2 Public Transport Services

4.2.1 Rail Services

Gorey Train Station is located on the main Dublin – Rosslare rail service.

Table 1 –DART Rail Services adjacent to Site

Direction	Destinations	Weekday Services ¹	Peak Interval
Northbound	Dublin	5	60 min
Southbound	Wexford / Rosslare	5	53 min

The subject development site is located within a 25-minute walk of Gorey Train Station on the Dublin – Rosslare Europort Line. Rail services operating to and from this stop connect the development directly to Dublin city in the north and to Wexford/Rosslare in the south.

4.2.2 Bus Services

Table 2 – Bus Services within 20-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ¹	Peak Interval
389	Local Link Wexford	Poolshone / Gorey	6	45 mins
NUM11	Wexford Bus	Gorey / Maynooth University	1	-
740/A	Wexford Bus	Wexford / Dublin City & Airport	26	10 mins
2-X2	Bus Éireann	Wexford / Dublin Airport	16	60 mins
879	Gorey Bus Links	Main Street / Gorey Shopping Centre	1	-
ITC07	Dunnes Coaches	Main Street / Carlow College	1	-

¹ Average number of services per day in given direction, Monday-Friday



Bus stops on Gorey Main Street are situated within a 20-minute walk of the subject development. Stops on Gorey Main street are served by 6no. routes operated by Local Link Wexford, Bus Éireann, Wexford Bus and other private operators. Details of these bus routes are given in Table 2.

4.2.3 Local Link Wexford

TFI Local Link is a local public transport bus service that provides better links between rural transport and national bus and rail services throughout Ireland. TFI Local Link bus services are low cost and available for anyone wishing to travel to or from their local town, village or parish.

TFI Local Link operates two types of local bus services; Door-to-Door and Regular Rural Services. Regular Rural Services operate a daily bus service on a fixed route and timetable like a standard Bus Éireann service. Local Link route no. 389 serves stops on Gorey Main Street within a 20-minute walk of the subject development.

Door-to-Door Routes are a rural bus service with the added benefit of collecting and dropping off passengers at their homes. These services are demand responsive which means they require pre-booking with your TFI Local Link office, ideally the day before travelling, to be collected at your home.

4.3 Bicycle Infrastructure

There is no cycle infrastructure present on Clonattin Road adjacent to the subject development site. As part of the subject development, advisory cycle lanes will be implemented on Clonattin Village road linking the subject development cycle infrastructure to Clonattin Road. There is no

other existing cycle infrastructure in the immediate vicinity of the subject development site.

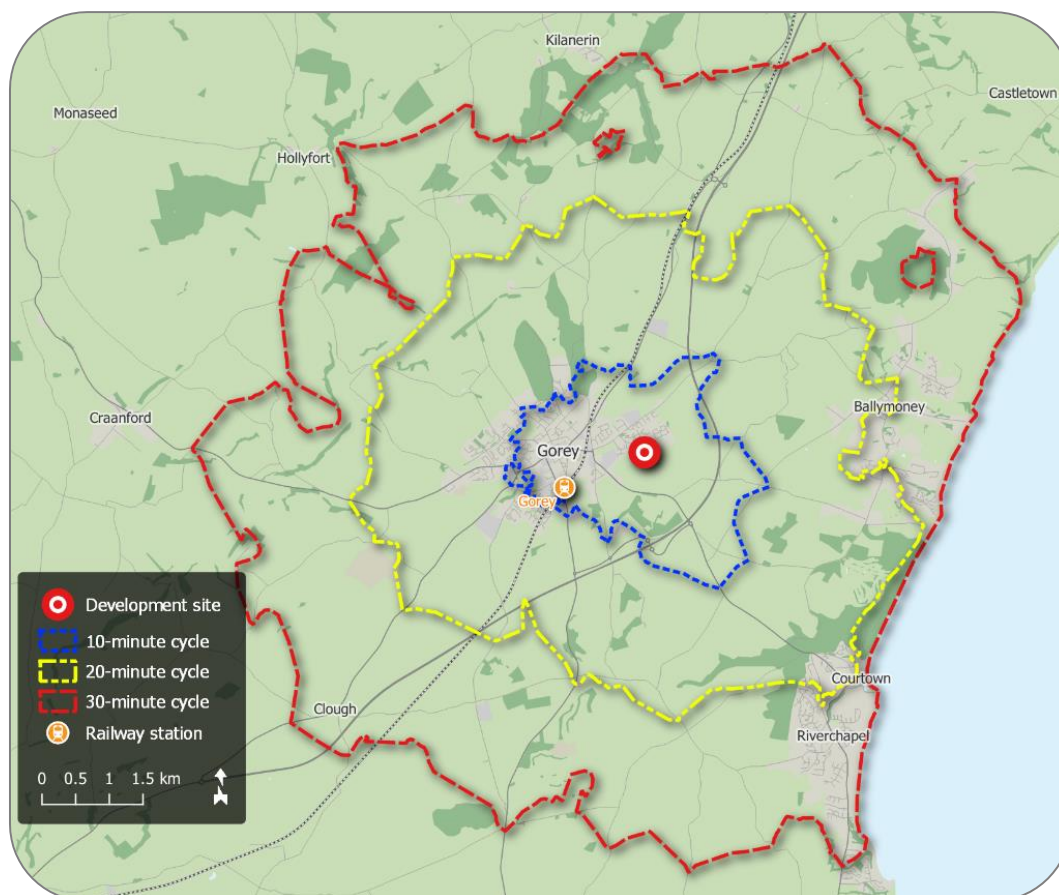
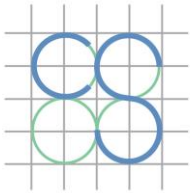


Figure 4 – Cycling times to/from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

Within the development, secure indoor bicycle parking for residents has been provided in accordance with the *Wexford County Development Plan 2013-2019* to promote cycling as a mode of transport for residents.

4.4 Proposed Road Network Improvements

The *Gorey Local Area Plan 2017–2023* indicates two new link road proposals with alignments running through the subject development site, which would connect Clonattin Road to Courtown Road (R742). The subject application boundary includes the alignment corridor of a new link road that it is



proposed to provide as part of the development. Additionally, the internal road layout of the subject development has been designed such that it could also facilitate the future provision of a second link road along the other route indicated in the *Gorey Local Area Plan 2017–2023*.

5.0 CONTENT OF THE RESIDENTIAL TRAVEL PLAN

The Residential Travel Plan is a management tool that brings together transport, residents and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Residential Travel Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking "*to reduce the growth in the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes*".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.



An effective Residential Travel Plan should be informed by and founded upon the following:

- A travel survey of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Residential Travel Plan for the subject development follows the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Residential Travel Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Residential Travel Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus and train.

- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development

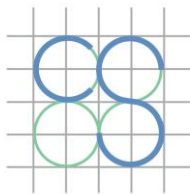
5.1.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for residents and visitors and to facilitate travel by bicycle, bus and train.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their mode share will increase. Public transport, pedestrian and cycling facilities are present in the area of the site such as Bus Éireann and private operator bus services, Wexford Local Link and Irish Rail services from Gorey Train Station offer an alternative to the private car in many cases. Facilities are constantly improving with the ongoing implementation of different strategies and projects.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individual:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government's tax incentives.



- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.1.2 Objective 2

To reduce the overall number of single occupant vehicles trips.

The reduction in vehicle use is a key objective of the RTP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

5.1.3 Objective 3

To integrate mobility management into the development decisions, policies and practices and to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the RTP.

In addition, the Local Authorities require Residential Travel plans for developments which the planning authority may consider generate significant trip demand.

5.1.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for residents and visitors to the development.

The RTP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitude which in turn can influence behaviour.



6.0 INITIAL TARGETS OF THE RESIDENTIAL TRAVEL PLAN

6.1 Population Groups

Journeys to and from the development shall be made primarily by two distinct population groups: residents and visitors. The targets set under the Residential Travel Plan shall be limited to residents, as this is the principal group that is expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.2 Census Data

Table 3 – CSO 2016 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA 6854 and 8368 only	SA 6854 and 8368 + adjacent
Driving a Car or Van	42%	43%
Passenger in a Car	23%	21%
Bicycle	1%	1%
Motorcycle	0%	0%
Bus	4%	6%
Train or Tram	0%	1%
Walking	26%	22%
Other / Work from Home	2%	2%
Not Stated	2%	3%

As the development site is currently unoccupied, it is not possible to determine the existing modal splits of journeys made to and from the site. To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2016

census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Areas nos. 6854 and 8368. The census modal splits for this Small Area, as well as for the adjacent areas, are given in Table 3.

6.3 Development Modal Splits

Table 4 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 6. The assumed starting modal splits have been informed primarily by CSO census data from the year 2016, as previously described.

Table 4 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial RTP Targets
Driving a Car	43%	40%
Passenger in a Car	23%	25%
Bicycle	1%	2%
Motorcycle	0%	0%
Bus	6%	6%
Train or Tram	1%	1%
Walking	26%	26%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Residential Travel Plan targets should be amended by the Residential Travel Plan Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.



6.4 Implementation Timeframe

The duration of the first phase of the Residential Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Residential Travel Plan Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

6.5 Plan Monitoring and Review

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been noted, a Residential Travel Plan is an ongoing process and targets that are achieved should be replaced by further targets.

7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public Transport
- Car Sharing
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the mobility plan initiatives and the importance of contribution are extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing the residents and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the RTP through Internal Communication and external avenues.



- Developing an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at the reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development residents. The Pack will contain all the information relating to the Residential Travel Plan, including the Mobility Access Map and the locations of cycle parking, etc.
- Developing a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

7.2 Walking & Cycling

7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle Repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.

- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It must be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TfL Leap Card.

7.3.3 Multi-Modal Trip Support

Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be provided on the conditions under which standard or folding bicycles may be carried on bus and train services.



7.3.4 Car Sharing

For those who cannot avail of public transport or live too far to walk/cycle, car sharing is the mechanism that has the highest probability to reduce travel by single occupancy private car.

7.4 Implementation / Consultation / Monitoring

The Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Residential Travel Plan Coordinator, and financial resourcing.

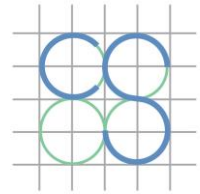
To implement the Residential Travel Plan, the following inputs are required:

- Management support and commitment;
- A Residential Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;
- Consultations with development users and external organisations.

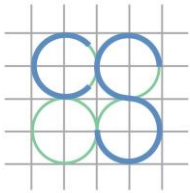
To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The Residential Travel Plan will be managed by a Residential Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Residential Travel Plan Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Residential Travel Plan and to gain a better understanding of travel habits. These survey



results can also serve as a sustainable travel performance benchmark to indicate how the Residential Travel Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.



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8.0 RESPONSE TO AN BORD PLEANÁLA OPINION

Refer to Road Infrastructure Design Report submitted under separate cover within this planning application for response to An Bord Pleanála opinion.

9.0 SUMMARY

The proposed development site is located in Clonattin, Gorey, Co. Wexford. The proposed development site is served by numerous public transport services including bus and rail services. It is therefore an objective under this Residential Travel Plan that a reduced proportion of the trips generated by this development be made by private car.

9.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Residential Travel Plan:

9.1.1 General

- Put in place a formal Residential Travel Plan.
- Appoint a Residential Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys.
- Revise and update the plan as required.

9.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

9.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

Appendix A

Links to relevant guidance documents concerning Mobility Management

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans

www.smartertravelworkplaces.ie
www.ways2work.bitc.org.uk

Sustainable Travel

www.smartertravel.ie
www.sustrans.org.uk
www.nationaltransport.ie
www.dttas.ie
www.eltis.org
www.mobilityweek.eu

Getting Active

www.getirelandactive.ie

Public Transport Information

www.transportforireland.ie
www.taxesaver.ie

Cycle to Work Scheme

www.revenue.ie

Walking challenges

www.pedometerchallenge.ie
www.irishheart.ie

Cycling

www.cyclechallenge.ie
www.dublinbikes.ie
www.irishcycling.com

Cycle to Work scheme

www.revenue.ie
www.bikescheme.ie

Designing and Planning for Cycling

www.cyclemanual.ie
 Transport for London Workplace Cycle Parking Guide
 See p16 for technical guidance on space allocations for cycle parking
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

Walking/ Cycling Routes

www.mapmyride.com
www.mapmyrun.com

Car Sharing

www.carsharing.ie

Misc.

Copenhagen Cycle Chic - Bikes, style and Copenhagen

