

# **OUTLINE TRAVEL PLAN**

**for**

## **A PROPOSED STRATEGIC HOUSING DEVELOPMENT**

**at**

### **BALLYMANY ROAD, NEWBRIDGE, CO. KILDARE**

**for**

## **BRIARGATE DEVELOPMENTS NEWBRIDGE LIMITED**

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## DOCUMENT HISTORY

### Job Ref: D1920

Date	Revision	Prepared	Approved	Issue
05.05.2021	A	SS/SOR	SOR	Draft Issue
14.05.2021	B	SS/SOR	SOR	Planning Issue
01.02.2022	C	SS/SOR	SOR	Reissued for Planning

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## 1.0 INTRODUCTION AND LOCATION OF PROPOSED DEVELOPMENT

This Outline Travel Plan has been prepared by Muir Associates Limited (MAL) to accompany a planning application for a Strategic Housing Development at Ballymany Road, Newbridge, Co. Kildare.

The location of the proposed development is indicated in Figure 1.1 presented below:



**Figure 1.1: Site Location Map**

## 2.0 CONTEXT

This Travel Plan has been prepared to meet the related requirement of Section 6.9 of the Kildare County Development Plan 2017-2023, Policy TM 6 that requires all major developments to submit a Mobility Management Plan.

This Travel Plan forms an integral part of the proposed development and is the first in a series of ongoing measures to be implemented throughout the lifespan of the proposed development.

The Department of Transport, Tourism and Sport programme Smarter Travel “*seeks to get us all to think about how and why we make travel choices for all the trips we make*”. Given the transportation infrastructure available to the site, in particular the public transport provision, together with dedicated routes for both cyclists and pedestrians the proposed development is well positioned for the operators to achieve the objectives described in this Travel Plan.

The National and Local Policy Context is summarised below:

### National Policy

- Project Ireland 2040 – National Planning Framework (2018);
- Regional Planning Guidelines for the Greater Dublin Area 2010-2022
- Smarter Travel – A Sustainable Transport Future 2009-2020
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (March 2018)
- National Cycle Policy Framework 2009 - Smarter Travel;
- National Climate Change Strategy 2007-2012;

### Regional Policy

- Kildare County Development Plan 2017-2023;
- Greater Dublin Area Cycle Network Plan 2013;
- Transport Strategy for the Greater Dublin Area 2016-2035 published by the National Transport Authority;

## 3.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Strategic Housing development with creche, served by a Link Road will consist of the following:

- Construction of 336 No residential units consisting of 245 No houses, 27 No apartments and 64 No duplex units;
- The 245 No houses will comprise 2-storey, detached, semi-detached and terraced units to include:
  - 17 no. 2-bed houses;
  - 184 no. 3-bed houses;

- 44 no. 4-bed houses;
- The 27 No apartments are located in a part 3-storey and part 4-storey building and include:
  - 13 No 1-bed units;
  - 13 No 2-bed units;
  - 1 No 3-bed unit;
- The 64 no. duplexes are located across 6 no. 2 to 3-storey buildings and include:
  - 32 No 1-bed units;
  - 16 No 2-bed units;
  - 16 No 3-bed units;
- A 2-storey creche;
- Car parking, bicycle parking, internal roads, services infrastructure, bin stores and bicycle stores;
- Footpath improvements along Standhouse Road;
- Landscaping, play areas, boundary treatment and public lighting;
- All associated site works and services.

A full development description is provided in the planning report which accompanies the planning application.

#### **4.0 OBJECTIVES OF THE TRAVEL PLAN**

A Travel Plan for the proposed development will have the effect of reducing in overall terms both the number of trips generated by the proposed development and will ensure that greater numbers use public transport. A mobility management strategy will therefore act as a form of mitigation by reducing the overall level of traffic that will be on the surrounding road network in the future.

The proposed development will be served by sustainable modes of transport insofar as feasible. Non-motorized traffic (pedestrian and cyclists) provisions are also catered for within the proposed development and will be connected to the existing networks so as to provide sustainable modes of commuting and also provide sustainable modes of transport for students attending the local schools from the proposed development.

#### **5.0 RESIDENTIAL TRAVEL PLANS**

The document *Making Residential Travel Plans Work: Good Practice Guidelines for New Development* published by the UK Department for Transport considers travel plans which previously were more concerned with travel to and from places of work.

The main objectives of a residential travel plan identified in this document are to:

- Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation, and shopping. In some cases, this will mean providing facilities that reduce the need to travel, such as a local shop.

- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan. However, the residential travel plan should not provide grounds for permitting unacceptable development in the wrong location.
- Promote healthy lifestyles and sustainable, vibrant local communities.
- Encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements.

## **6.0 PUBLIC TRANSPORT SERVICES**

The public transport network in the immediate vicinity of the proposed development is described immediately below.

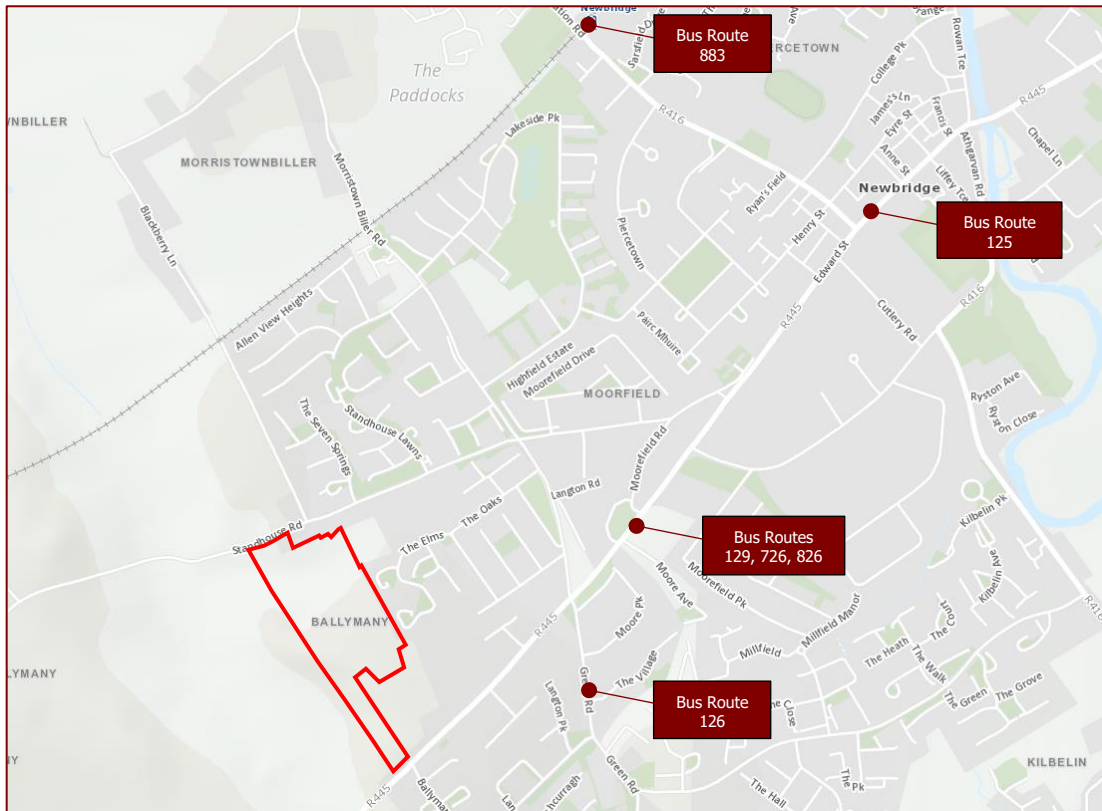
### Bus Services

The nearest bus stops to the proposed development site are located on The Crescent, Green Road, Athgarvan Road and Main Street. A number of bus routes operate in the immediate vicinity of the site, namely:

- GoAhead Route 125 Newbridge to UCD
- GoAhead Route 126 Newbridge to Connolly Station
- Kenneally's Bus Service Route 129 Newbridge to Kilcullen
- Dublin Coach Route 726 Portlaoise to Dublin Airport (24-hour service)
- Kyanitedale Ltd. Route 826 Kildare to Naas Hospital
- Local Link Route 883 Kildare Newbridge to Athy

These Bus services provide links to Dublin City Centre, Johnstown, Naas, The Curragh, Portlaoise, Saggart, Rathcoole, Kilcullen, and Connolly Rail Station.

Figure 6.1 presented below illustrates the location of the nearby bus stops together with the bus routes that serve the stops.

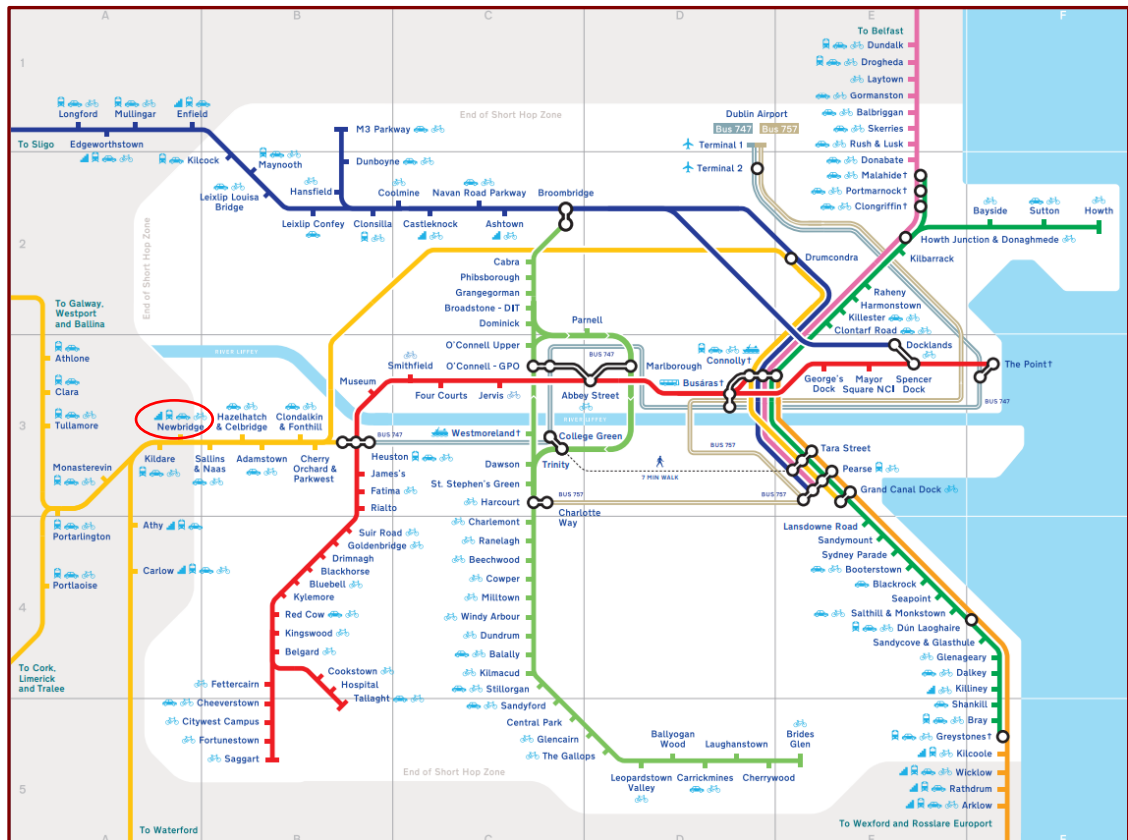


**Figure 6.1: Bus Stop Locations;**

### Rail Services

Access to the national rail network is achieved a relatively short distance from the proposed development at Station Road providing direct links to Dublin, Waterford, Galway, Cork, Limerick, and Westport thus enabling rail journeys to be continued directly to almost all locations in Ireland serviced by rail. The Dublin Area rail and airport bus services map is presented in Figure 6.2 below:





**Figure 6.2: Dublin Area Rail and Airport Bus Services Map;**

## 7.0 PEDESTRIAN AND CYCLE FACILITIES

There is an existing pedestrian footpath on the southeast side of Ballymany Road. The previously permitted development (granted under Kildare County Council File Number 16/658; ABP Reference PL09.249038) includes some enhancement of the existing pedestrian provisions along the R445 Ballymany Road in the form of a new pedestrian footpath on the north western side of Ballymany Road from the new development access junction to tie into the existing footpath at the Keadeen Hotel. These permitted works also include the provision of a signalled pedestrian crossing of the R445 Ballymany Road.

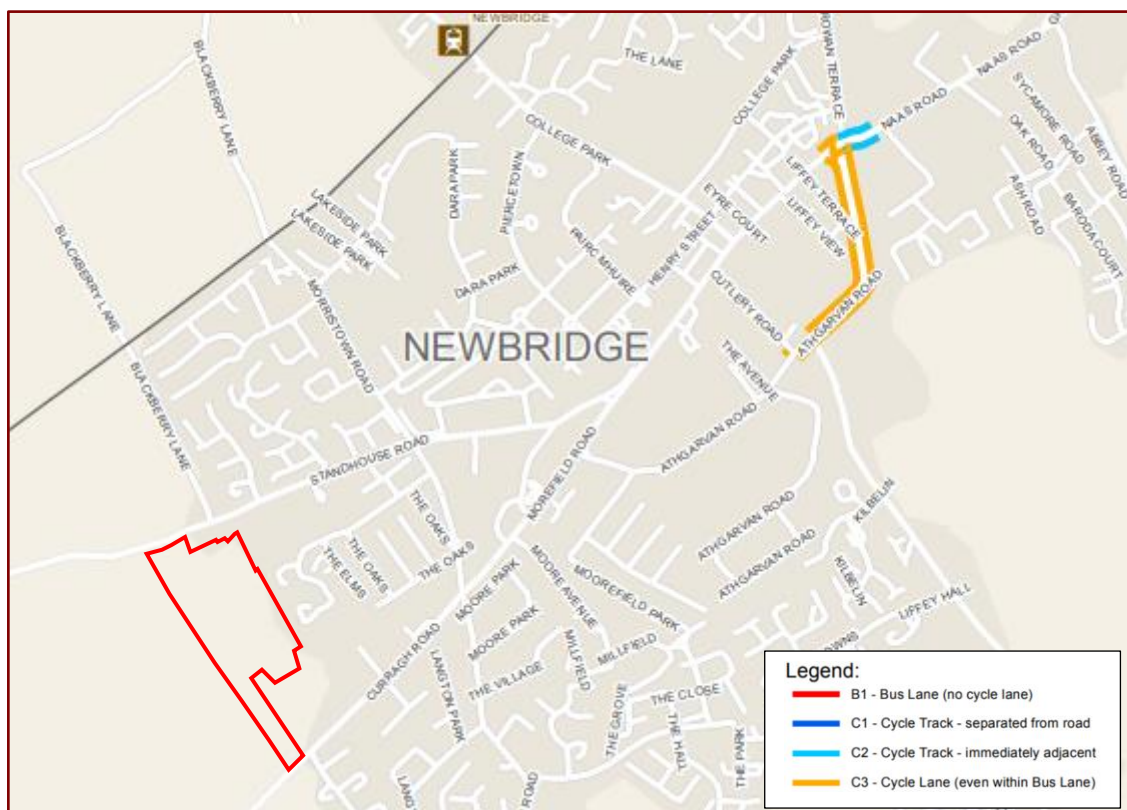
It is proposed to provide a pedestrian footpath with a minimum width of 1.8m along the southern side of Standhouse Road which will provide a pedestrian link from the proposed development to the existing footpath network on Standhouse Road. This pedestrian provision will provide a safe route from the proposed development to Scoil Mhuire on the Standhouse Road.

Pedestrian Access to the proposed development will be from the R445 Ballymany Road and from the Standhouse Road. Pedestrian footpaths with a minimum width of 2m will be provided throughout the proposed development.

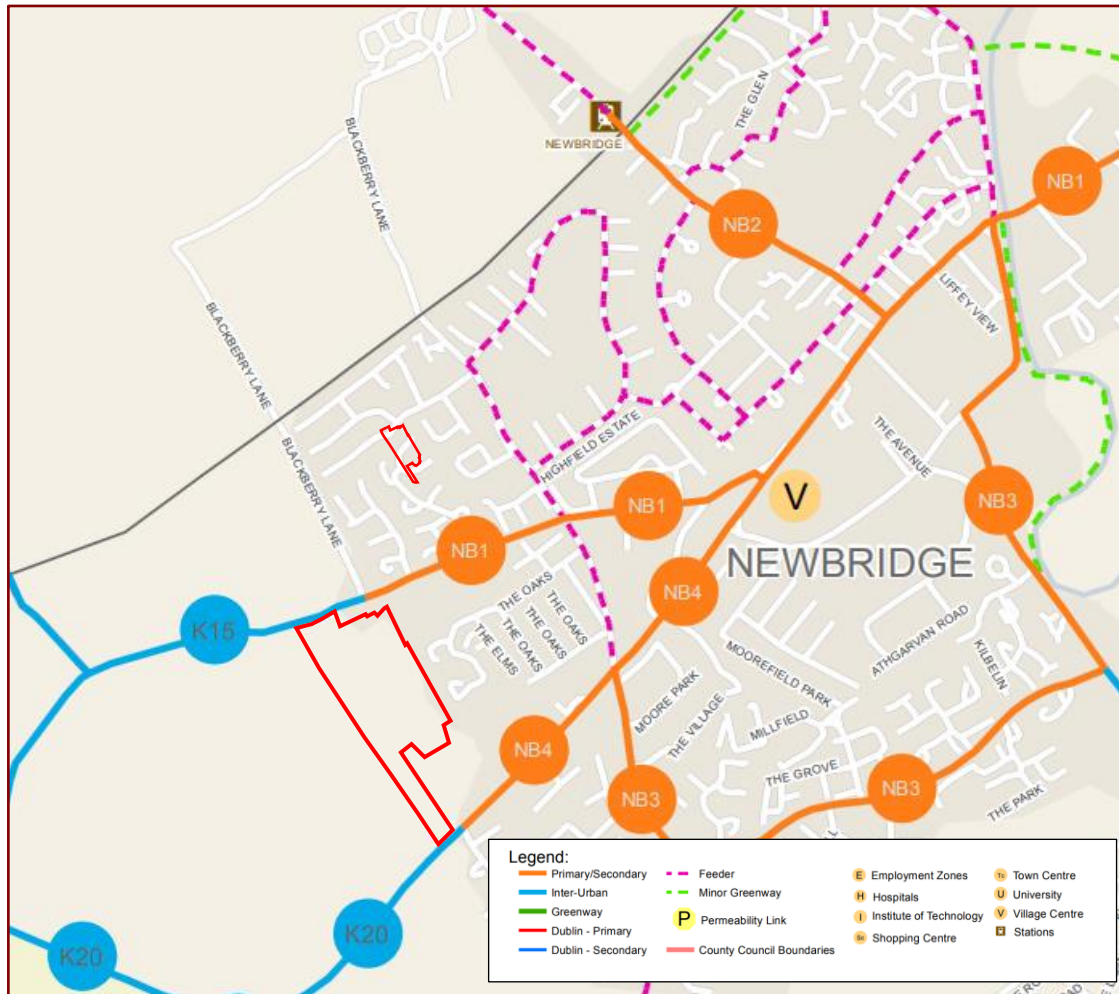
The previously permitted development includes a section of the link road from the L7042 Green Road to the L7037 Standhouse Road. This road is listed in the Newbridge Local Area Plan 2013-2019 as Objective SRO 5(b). The Link Road includes the provision of a two-way cycle track along its southwestern edge. Generally, within the proposed development cyclists will share the carriageway with other road users.

Cycle parking will be available to the rear of the semi-detached houses, a bike store will be included to the front of the terraced houses, 28 No secure cycle parking spaces will be provided for the apartments in a dedicated cycle store and 64 No cycle parking spaces will be provided for the duplex units. In addition, 6 No cycle parking spaces will be provided for the creche in a covered cycle store and 48 visitor cycle parking spaces will also be provided throughout the proposed development.

An extract from the NTA Greater Dublin Area existing Cycle Network Plan is presented in Figure 7.1 below and an extract from the Greater Dublin Area Proposed Cycle Network Plan in the immediate vicinity of the proposed development is presented in Figure 7.2 below.



**Figure 7.1: Extract from the NTA Cycle Network Plan – Existing Cycle Network;**



**Figure 7.2: Extract from the NTA Cycle Network Plan – Proposed Cycle Network Newbridge & Kildare;**

## 8.0 TRAVEL BEHAVIOUR/TRENDS

### 8.1 Car Ownership

Firstly, it is worth noting that in Ireland, car dependency has been decreasing in recent years. This can be seen in the number of new passenger car registrations recorded over the recent period from 2016 to 2019. The number of new passenger car registrations in Ireland in 2016 was 146,672 and in 2019 the equivalent number was 117,100, a drop of over 20% in the period<sup>1</sup>.

A comparison between the 2011 and 2016 Census for car ownership per household within the county of Kildare, the Newbridge Urban Area and within the Electoral Division of Morristownbillier is presented in Table 8.1 below:

<sup>1</sup> SIMI National Vehicle Statistics

Area	Census 2011	Census 2016
Kildare	1.52	1.51
Newbridge (Urban)	1.05	1.06
Morristownbiller ED	1.45	1.41

**Table 8.1: Car Ownership Comparison (Census 2016);**

It is worth noting that recorded car ownership per household within the Electoral Division of Morristownbiller has reduced during the period 2011-2016.

## 8.2 Commuting Mode Share

The Census 2016 recorded the means of travel to work, school or college by the population aged 5 years and over within the Electoral Division of Morristownbiller in which the proposed development is located and the related data is presented in Table 8.2 below.

The Department of Transport document *Smarter Travel – A Sustainable Transport Future – A New Transport Future for Ireland 2009 -2020*, published in 2009 stated that:

*"Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working".*

It is worth noting that within the Electoral Division of Morristownbiller the percentage for walking, cycling, public transport, and car sharing as a means of commuting to work or college was recorded in Census 2016 at over 53%. This percentage calculation excludes the "not stated" and "work mainly at or from home" categories.

<b>Means of Travel – Electoral Division of Morrinstownbillier</b>	
On foot	18.97%
Bicycle	1.93%
Bus, minibus, or coach	5.90%
Train, DART, or LUAS	5.68%
Motorcycle or scooter	0.21%
Car driver	42.88%
Car passenger	20.62%
Van	3.58%
Other (incl. lorry)	0.22%
<b>Total</b>	<b>100%</b>

**Table 8.2: Current Modal Split for the Electoral Division of Morrinstownbillier (Census 2016);**

## **9.0 CAR PARKING PROVISION**

It is proposed to provide the following car parking as part of the proposed development:

- 477 No car parking spaces allocated to the houses;
- 78 No car parking spaces allocated to the duplex units;
- 35 No car parking spaces allocated to the apartments (including 3 No universal access spaces and 3 No parking spaces equipped with electrical charging facility);
- 6 No visitor car parking spaces;
- Creche: 21 No car parking spaces (including 1 No universal access spaces and 1 No parking space equipped with electrical charging facility), there are also 3 No drop off spaces provided for the creche;

It is worth noting that the National Planning Framework states that a more dynamic performance-based approach to the provision of car parking appropriate to urban location type will also enable the level of public transport service to improve as more development occurs and vice-versa.

Based on the nature of the development proposed, the current modal split for the area, the recorded car ownership and based on the sustainable modes of travel available in proximity to the proposed development the car parking provision is deemed appropriate.

The car parking arrangements is indicated on the Architects site layout drawings.

## **10.0 IMPLEMENTATION OF THE TRAVEL PLAN**

### **10.1 Mobility Manager**

One of the most fundamental aspects to the success of any Travel Plan is the appointment of a Mobility Manager. This individual will be responsible for the delivery of the programme and will act as the interface between the various stakeholder groups. The Mobility Manager will also be involved in monitoring the modes of travel of the occupants of the proposed development and this ideally will be done on an annual basis. Monitoring of travel patterns will facilitate the provision of sustainable transport modes and ensure that once modal targets are met that there is no reduction but rather that further efforts are made to increase sustainable travel.

The mobility manager will at the outset of the occupation of the development implement a number of key measures. These will include:

- Providing new residents with a Travel Welcome Pack providing full details of transport options, cycle/walking maps and information on local services;
- Induction sessions for new households and follow up visits;
- Instigate and regularly update a centrally located travel notice board providing travel information;

### **10.2 Objectives of the Plan**

Together with the implementation of the measures described above the Plan will be implemented with the objective of developing a sustainable transportation and access policy for residents of the proposed development.

The overall objectives of the Plan are to create:

- Healthier, stress free and cheaper commutes to work and school for residents
- Manage travel options that provide realistic alternatives to single occupant car commutes
- More informed travel choices for residents
- Integration with other relevant initiatives such as the Green Schools Travel Programme and work-based Travel plans

### **10.3 Application of the Plan**

In order to maximise the effectiveness of the Plan it should be implemented from the initial occupation of the proposed development in order to establish sustainable travel patterns at an early stage. A detailed Plan will need to be established and agreed between the developers of the scheme, the Council, and any other relevant bodies, all of whom will have a stake in the initiative. Broadly it will include the following elements:

- A marketing programme that will assess the targets of the programme, the most appropriate means of delivering those targets and a system of ongoing monitoring, feedback, and improvement;
- Ensuring that the Plan can be adapted so that tailored and relevant information can be directed to each user.
- As part of a marketing strategy incentives can be organised to promote increased use of public transport.
- In order to measure the success of the Plan regular monitoring and evaluation will be undertaken to compare key performance indicators with the set targets. This will be done on an annual basis.
- The overall Plan will be a composite of several sub-initiatives, as deemed appropriate to the local area. These may include all or some of the following elements:
  - Car-sharing/pooling initiatives;
  - Cycle/Walk to work initiatives;
  - Walk to School initiatives;
  - Incentivisation schemes;
  - Cycle training;
  - Community Travel Forum;

## **11.0 ACTION PLAN**

### **11.1 Infrastructural Measures (Hard Measures)**

The proposed development will deliver the following hard measures in order to support residents and to provide them with the alternatives that will encourage smarter travel:

#### Cycle Facilities

The proposed development will include cycle parking to the rear of the semi-detached houses, a bike store will be included to the front of the terraced houses, 28 No secure cycle parking spaces will be provided for the apartments in a dedicated cycle store and 64 No cycle parking spaces will be provided for the duplex units. In addition, 6 No cycle parking spaces will be provided for the creche in a covered cycle store and 48 visitor cycle parking spaces will also be provided.

#### Car Parking Provision

In total it is proposed to provide 619 No car parking spaces for the proposed development as detailed in Section 9.0 above.

### **11.2 Promotional Measures (Soft Measures)**

Demand Management and Soft Measures should be implemented by the Development Travel Plan Coordinator to bring about changes in travel behaviour by car users, to

promote the use of public transport services and to encourage more walking and cycling trips. Details of the specific proposals which will be considered are described, in turn following:

### Car Sharing

There is a free website that helps people to link up and share lifts at [www.carsharing.ie](http://www.carsharing.ie)

### Journey Planner

The NTA has new Journey Planning and Cycle Route Planner websites and Apps that provides information on train, bus, tram, and taxi services together with cycle routes. More details are available at [www.nationaltransport.ie](http://www.nationaltransport.ie)

### Funding for Smarter Travel

The Department of Transport Tourism and Sport provides financial support to local authorities and other agencies for the promotion of smarter travel, by developing infrastructure to make Smarter Travel more attractive and safer and by educating people on the potential for making Smarter Travel choices. Current funding programmes are:

- Demonstration projects
- Initial projects
- Smarter Travel Areas
- National Cycle Network
- Active Travel Towns

### Smarter Travel at Work

Smarter Travel workplaces is a programme which supports large employers to encourage more sustainable commuting and travel choices among their employees. The programme is operated by the National Transport Authority (NTA) on behalf of the Department of Transport, Tourism and Sport. The NTA provides free expert advice and support for workplaces to encourage employees to move to smarter ways of traveling whether on foot, by bike, by public transport or through car sharing. It can cut costs for employers, increase health and well-being of staff, and help a company to become 'Greener'.

### Promotion and Marketing of Public Transport and Non-Car Modes

The marketing and promotion of public transport is an important tool in changing perceptions and encouraging the use of public transport services. It is also an essential requirement for sustaining existing levels of public transport usage and for promoting awareness of public transport and non-car facilities among residents.



The Development Travel Plan Coordinator should ensure that any local or national promotions and events designed to raise awareness are given appropriate promotion within the proposed development.

### Walking and Cycling Measures

Information on walking and cycling distances and estimated walking and cycling times to the proposed development from the surrounding points of interest will be collated by the Development Travel Plan Coordinator and contained within the information and promotional material prepared by the Coordinator. The health benefits of walking and cycling should be promoted at information points throughout the development.

### Travel Packs

The distribution of Travel Packs to all residents to raise the level of awareness of travel plan issues. The packs will contain information about the aims and measures included within the TP as well as contact details for the Development Travel Plan Coordinator. The Travel Packs will also include information about public transport routes and services, walking and cycling routes and parking restrictions.

### Summary

The Infrastructural Measures (Hard Measures) identified above will be implemented as part of the proposed development and thus will effectively be funded by the applicant. The applicant will be required to fund Promotional Measures (Soft Measures) for a period of three years after the opening of the proposed development.

## **12.0 MONITORING AND REVIEW**

### **12.1 Monitoring**

It will be necessary to survey the site user modal share, behaviour, and attitude. Key outcomes from the survey will include:

- Baseline modal split between the different modes of travel used by residents (e.g., percentage walking, cycling, using public transport, car-sharing, or using 'other');
- Distance travelled by residents from their homes to work and points of interest;
- Occasional use of other modes on the journey to work and points of interest;
- Willingness to use other modes;
- Factors motivating residents to use current modes of travel or to switch modes;
- Interest in actions to promote cycling, walking, car-sharing and public transport;

The Local Authority may also decide to request independent monitoring surveys (e.g., traffic counts).

The monitoring report based on the surveys should assess the level of compliance with the Development Travel Plan in terms of both compliance with the measures and targets achieved.

## **12.2 Review**

An annual review will be carried out on the Travel Plan targets and Action Plan to assess progress. It will also allow the Travel Plan Coordinator to determine which of the initiatives have been most successful, and those that have not been as effective, thus allowing the identification of remedial actions to get the Travel Plan back on course and to assist in prioritising resources towards initiatives that are most likely to be successful in the future.

Every two years a full and comprehensive review of the Travel Plan Strategy will be carried out that may involve updating the Travel Plan to take account of changes to the National Transport Policy and regulation, infrastructure roll out strategy and other changes in the area.

## **13.0 DEVELOPMENT TRAVEL PLAN COMMITMENTS**

It is intended that the applicant will appoint a Development Travel Plan Coordinator prior to the occupation of the proposed development. A Travel Plan Coordinator will be responsible for the implementation of the TP, for the ongoing monitoring and updating of the Plan and will be available to provide advice on issues relating to travel and transport.

The Coordinator will liaise with key stakeholders, including the Local Authority and tenants to ensure that they understand the travel plan process and that they are fully committed to its implementation.