



## Travel Plan

Balscadden Development, Howth, Co. Dublin

March 2022

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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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### Comments

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# 1. Introduction

## 1.1 Background of Report

This Travel Plan has been prepared by Waterman Moylan as part of the planning documentation for a proposed Strategic Housing Development (SHD) in Howth, located between the Balscadden Road, Main Street and Abbey Street.

## 1.2 Site Location

The proposed development relates to lands located to the south of the Martello Tower on Balscadden Road & the former Baily Court Hotel, Main Street, Howth, County Dublin.

The subject site is bounded to the east by the Balscadden Road and by residential properties, to the west by residential and commercial buildings fronting onto Main Street and Abbey Street, and to the north by lands around Martello Tower. The overall site is approximately 1.43 Hectares, with a former leisure centre building at the northern portion of the lands.

## 1.3 Proposed Development

The development will consist of the demolition of existing structures on the proposed site including the disused sports building and the former Baily Court Hotel buildings and the construction of a residential development set out in 4 no. residential blocks, ranging in height from 2 to 5 storeys to accommodate 180 no. apartments with associated internal residential tenant amenity and external courtyards and roof terraces, 1 no. retail unit and 2 no. café/retail units.

The site will accommodate car parking spaces at basement level and bicycle parking spaces at basement and surface level. Landscaping will include new linear plaza which will create a new pedestrian link between Main Street and Balscadden Road to include the creation of an additional 2 no. new public plazas and also maintains and upgrades the pedestrian link from Abbey Street to Balscadden Road below the Martello Tower. Please see the accompanying Statutory Notices for a more detailed description.

The residential schedule of accommodation is set out in the Table below:

Description	Studio	1-Bed	2-Bed	3-Bed	Total
Block A	-	-	2	-	2
Block B	-	51	57	18	126
Block C	-	8	28	7	43
Block D	4	3	2	-	9
<b>Total</b>	<b>4</b>	<b>62</b>	<b>89</b>	<b>25</b>	<b>180</b>

**Table 1 | Schedule of Accommodation**

The development will include a single level basement under Block B, containing 139 car spaces, cycle parking spaces, plant, storage areas, waste storage areas and other associated facilities. Additional visitor cycle spaces are provided for at ground level.

The development includes all other ancillary site development works to facilitate construction and the provision of the basement car park, site services, piped infrastructure, a sub-station, public lighting, plant, signage, bin stores, bike stores, boundary treatments and hard and soft landscaping.

## **1.4 Programme**

It is expected that construction of the proposed development will commence in 2022 for completion in 2025.

## **1.5 Scope**

This Travel Plan will be a key operational element for the proposed residential development. The owners will implement a Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and reducing dependency on the use of the private car.

This Travel Plan is intended to deal with the typical day-to-day operational conditions at the site. The targets set out in the plan will be achieved against the background of expanding public transport capacity.

The Plan will assess, examine and manage the typical traffic that will be generated by the residential units during the operational phase of the development. It will also encourage the residents to avail of public transport by improving awareness of public transport options and providing information on bus and train routes and frequencies.



## 2. Site Location

The subject site is located in Howth, bounded to the east by the Bascadden Road and by residential properties, and to the west by residential and commercial buildings fronting onto Main Street and Abbey Street. The overall site is approximately 1.43 Hectares with a former leisure centre building at the northern portion of the lands. The site location is shown on the Figure below.

The development will consist of the demolition of existing structures on site including the disused sports building on the Bascadden Rd. Site and the Former Baily Court Hotel Buildings on Main St and the construction of a residential development set out in 4 no. residential blocks, ranging in height from 2 to 5 storeys to accommodate 180 no. apartments with associated internal residential tenant amenity and external courtyards and roof terraces, 2 no. retail unit and 1 no. café/retail unit. The site will accommodate car parking spaces at basement level and bicycle parking spaces at basement and surface level. Landscaping will include new linear plaza which will create a new pedestrian link between Main St and Bascadden Rd to include the creation of an additional 2 no. new public plazas and also maintains and upgrades the pedestrian link from Abbey Street to Bascadden Road below the Martello Tower.



**Figure 1 | Site Location (Source: Google Earth)**

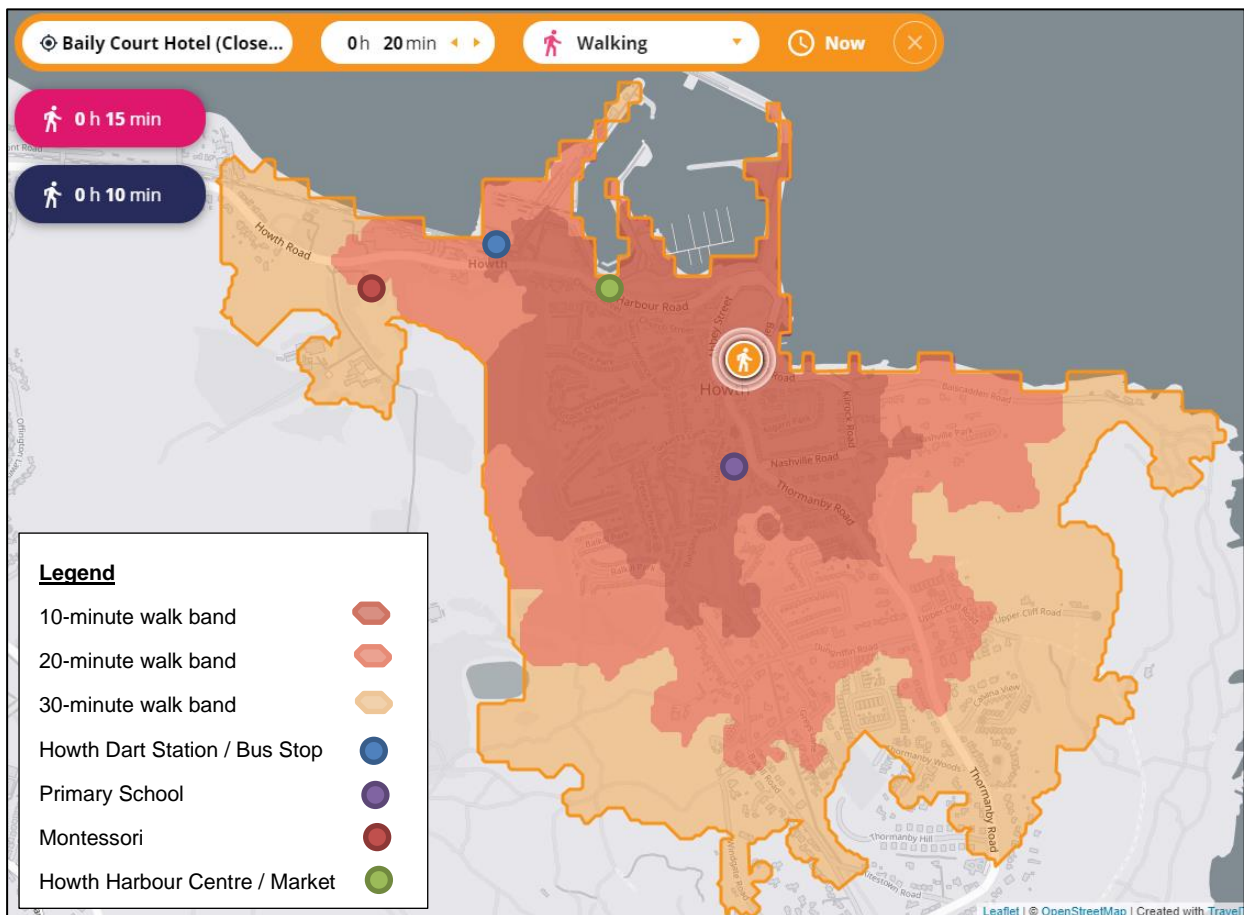
### 3. Site Accessibility

#### 3.1 Walking

The “Guidelines for Providing for Journeys on Foot” published by the Institution of Highways & Transportation in 2000 indicates that acceptable walking distances will vary between individuals and circumstances, such as an individual’s fitness, physical ability and personal motivation; the size of the city itself and the quality of the surrounding footpath network. This document also suggests walking distances and times based on an average walking speed of 1.4m/sec (approximately 400m in five minutes). The Table below summarises these suggestions.

	Town Centre	Commuting / School / Site Seeing	Elsewhere
Desirable	200m (2.5-minutes)	500m (6-minutes)	400m (5-minutes)
Acceptable	400m (5-minutes)	1,000m (12-minutes)	800m (12-minutes)
Preferred Maximum	800m (10-minutes)	2,000m (24-minutes)	1,200 (15-minutes)

**Table 2 | Ideal Walking Distances - Source: "Guidelines for Providing for Journeys on Foot"**



**Figure 2 | Site Accessibility - Walking Distances**

As can be in the Figure above, there is one primary school and one Montessori in the area. These are Howth Primary School and Deerpark Montessori School. Both Howth Dart Station and the nearest Bus Stop

are within the 15-minute isochrone. Howth Harbour centre / Market is also within the catchment which offers shopping and local restaurants.

### 3.2 Cycling

As presented for walking, a similar catchment exercise has also been undertaken for the cycling mode of transport. Based on an average cycling speed of 3.3m/sec (i.e., 15km/h), the Figure below illustrates a 15-minute cycling isochrone to summarise the accessibility of the site by bicycle. A 15-minute cycling time equates to a distance of approximately 3.0km.

As can be seen in the Figure below, cycling gives access to the entire area of Howth. There are five schools within the area including Howth Primary School, Sutton Park School, St. Fintan's National School, Burrow National School and St. Fintan's High School. There are four Montessori in the area also.

Both Howth Railway Station and the nearest Bus Stop are within the catchment. Howth Harbour centre / Market is also within the catchment which offers shopping and local restaurants.

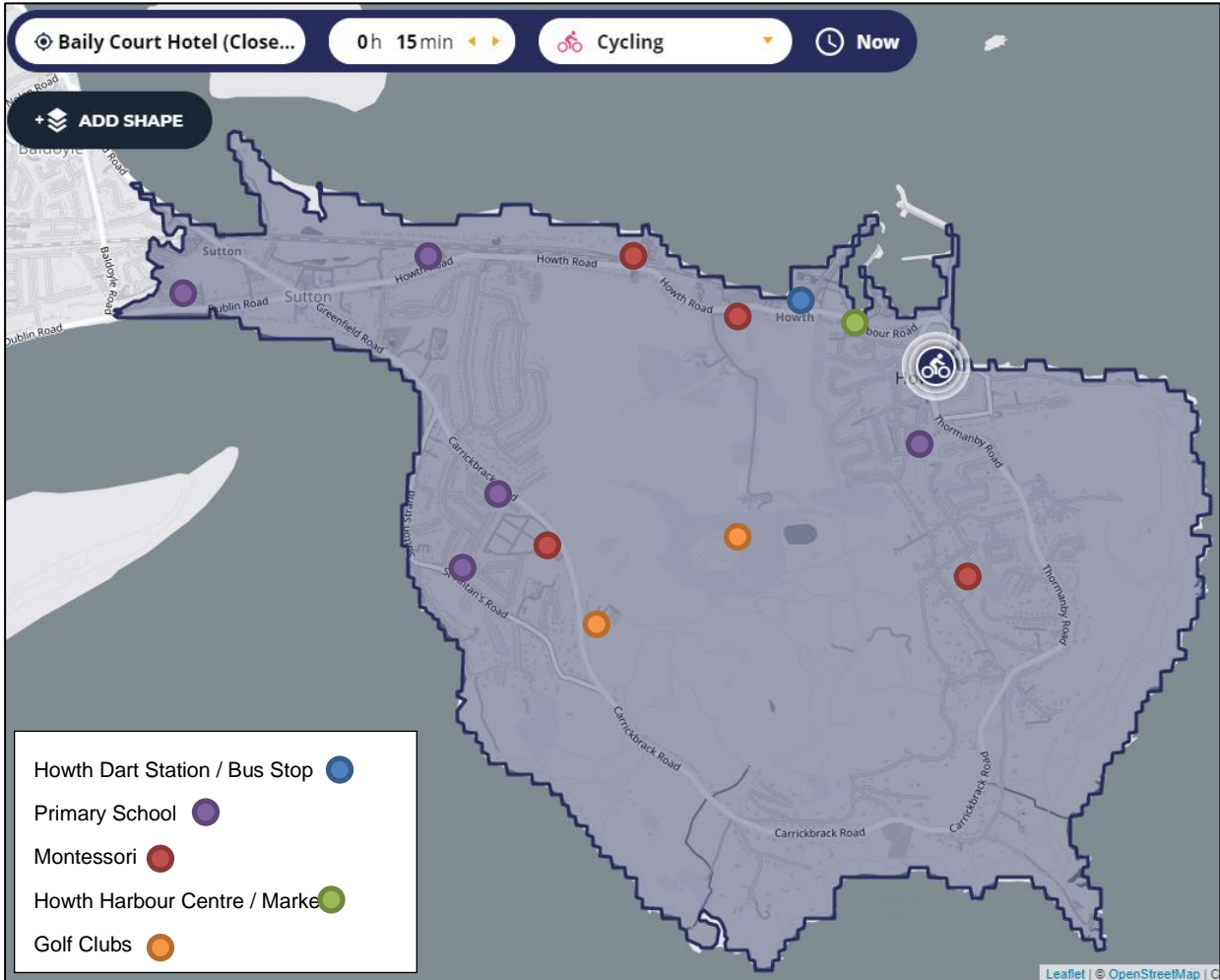


Figure 3 | Site Accessibility - Cycling Distances



## 4. Existing Transport

### 4.1 Bus

The subject site is directly served by public bus service. The closest bus stops – southbound (Stop ID: 560) and northbound (Stop ID: 575), are located on Main Street (R105) southwest of the site, just outside the proposed site access – see the Figure below. The northbound bus route is travelling towards Dublin City Centre to Abbey Street Lower and the southbound bus route is travelling towards Howth Summit.



**Figure 4 | Nearest Bus Stops**

All bus stops illustrated above are served by Dublin Bus Routes 6 and H3. Both routes operate from Howth to Abbey Street Lower in Dublin City Centre. Route 6 is routed via Howth Station, Howth Summit, Sutton Cross, Killester and Fairview whilst Route H3 travels via Howth Summit, Raheny, Killester and Fairview. A summary of the frequency of which Routes 6 and H3 operate is summarised in the Table below. The bus frequency data presented is referent to the time that buses leave the first bus stops and was obtained by consulting Dublin Bus website.

Weekday Frequency						
Route No.	Direction	00:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
6	From Howth	1 service	4 services	8 services	2 services	5 services
	To Howth	2 services	1 service	8 services	2 services	6 services
H3	From Howth	4 services	4 services	16 services	4 services	8 services
	To Howth	3 services	4 services	16 services	4 services	9 services
Saturday Frequency						

Route No.	Direction	00:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
6	From Howth	1 service	2 services	8 services	2 services	5 services
	To Howth	1 service	2 services	8 services	2 services	6 services
H3	From Howth	2 services	4 services	19 services	5 services	8 services
	To Howth	2 services	3 services	20 services	6 services	7 services
Sunday and Bank Holiday Frequency						
Route No.	Direction	00:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
6	From Howth	-	2 services	8 services	2 services	5 services
	To Howth	-	2 services	8 services	2 services	6 services
H3	From Howth	-	3 services	19 services	6 services	5 services
	To Howth	-	2 services	20 services	6 services	5 services

**Table 3 | Bus Routes 6 and H3 - Frequency Table**

## 4.2 Rail

Howth Railway Station is located on Howth Road (R105) approximately 750m west of the proposed access to the subject development site. Journey times from the proposed site entrance to Howth Station is around 9 minutes for walking and 4 minutes for cycling – See the Figures overleaf. The entire site is situated within 1km of the station.

Access from the subject site (proposed access) to Howth Station is currently provided via Main Street (R105), Church Street and Harbour Road/Howth Road (R105). A network of footpaths is provided along the entire route towards the station. No cycle lane is provided along the route; however, two public bike parking are available at Howth Station with a total provision of 11 no. stands. Note that, from the site to Howth station, cyclists are not allowed to travel along Church Road, as this road operates at a one-way system (south-east bound only).

The Howth Railway Station is served by DART and Dublin Commuter routes, and operates from 5:45 AM to 00:30 AM Monday to Sunday, and from 08:30 AM to 00:30 AM on Sundays. Service is provided from Howth to Greystones via Dublin City Centre.





Figure 5 | Walking Routes from Site to Howth Station



Figure 6 | Cycling Routes from Site to Howth Station

### 4.3 Cycle Facilities

#### GDA Existing Cycle Network

Currently there is no cycle lanes in the immediate area surrounding the site. Cyclists can benefit from the provision of dedicated cycle lanes (even within Bus Lane) from Howth Railway Station heading west, which links up into an off-road cycle trail along Howth Road and Clontarf Road leading to Fairview.

The Figure below shows the existing GDA Existing Cycle Network as extracted from Sheet 2.

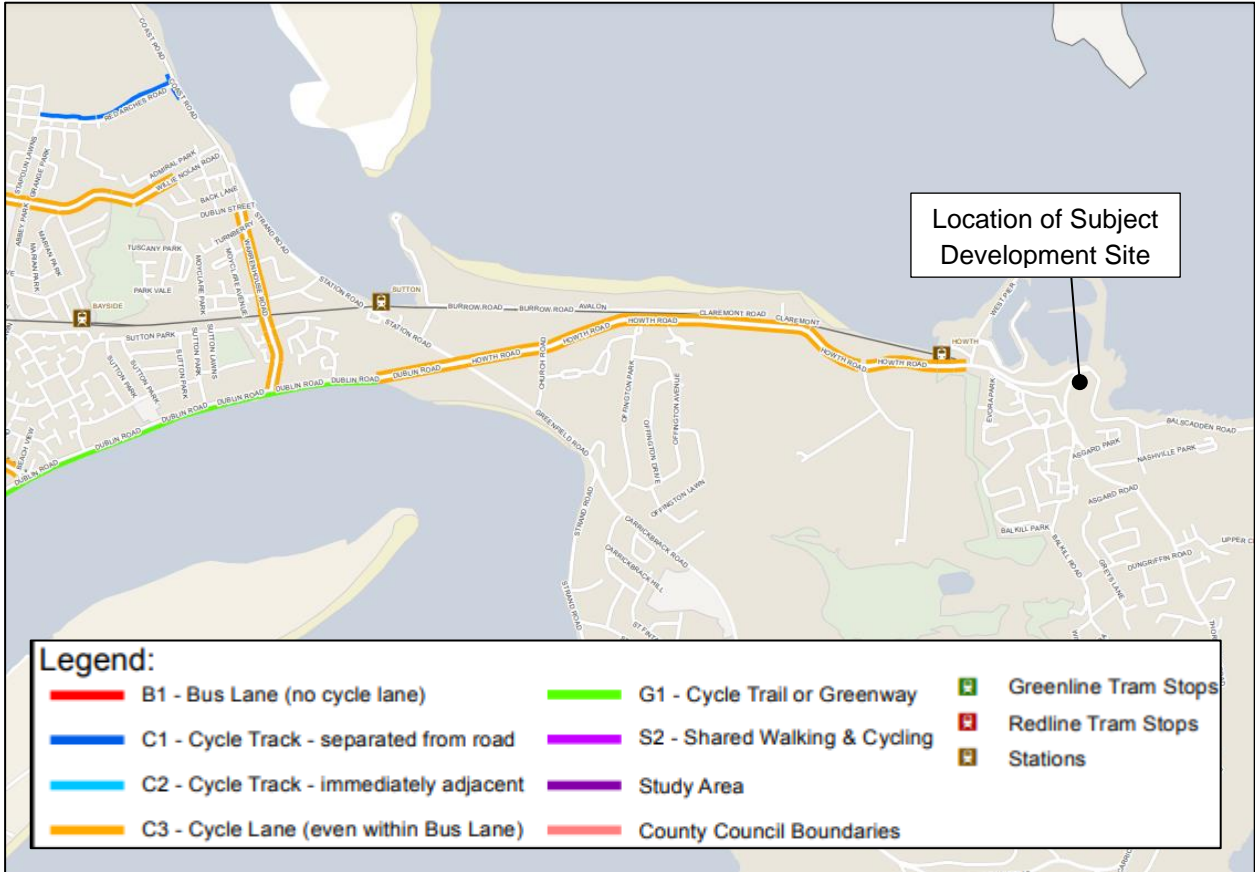


Figure 7 | The Existing GDA Cycle Network

#### 4.3.1 Bike Parking

As described earlier, two public bike parking are available at Howth Railway Station with a total provision of 11 no. stands.

In addition to the above, Bleeper Bike provides two further racks in Howth, one at East Pier, approximately 400m (c. 5-minute walk) from the proposed site entrance on Main Street (R105), and the other at Howth Railway Station, approximately 750m (c. 9-minute walk) from the same site access point.

### 4.4 Local Pedestrian Facilities

In the vicinity of the proposed development, Main Street (R105) incorporates good quality pedestrian facilities with street lighting and footpaths along both sides of the carriageway. To the south of the proposed site entrance on Main Street (R105), approximately 50m, there is a signal-controlled pedestrian crossing available with dropped kerbs and tactile paving which currently provides easy crossing for all users. To the north, the nearest pedestrian crossing (zebra type) is provided at the junction between R105 Harbour Road and R105 Abbey Street.

#### **4.5 Existing Car Sharing Facility (Go Car)**

Car Sharing contributes to sustainable travel modes by decreasing car ownership, limiting private car journeys to occasions when alternative modes of transport are unsuitable. The following outlines the benefits of car sharing:

- Each car can be accessed by multiple drivers, 24/7, and is bookable at a moment's notice;
- Reduces reliance on the private car;
- Reduce the need for car parking spaces;
- Helps reduce the number of cars on the road, traffic congestion, noise and air pollution, frees up land traditionally used for parking spaces, and increases use of public transport, walking and cycling; and
- The vehicles used are newer than the average car, and therefore are generally more environmentally friendly and safer.

Each car sharing vehicle that is placed in a community has the potential to replace the journeys of up to 15 private cars.

There is a GoCar Base located at the Howth Railway Station, approximately a 9-minute walk from the subject site entrance on Main Street (R105).



# 5. Transportation Improvements

## 5.1 Cycle Infrastructure

### 5.1.1 Greater Dublin Area Cycle Network Plan

The subject site in Howth lies within the “Dublin Northeast Sector” as outlined within the Greater Dublin Area Cycle Network Plan (2013). This sector “extends outward from the city centre to Howth and Balgriffin at the edge of the urban area, and from the East Coast at Dublin Nay inland to a line between the Marino and Beaumont areas.”

Route 1A is proposed in the vicinity of the subject site. This route will form the loop around Howth connecting back to itself at the signalised junction between R105 Howth Road and R106. From that junction westward, Route 1A will continue along the coast as it currently is towards Clontarf and Fairview.

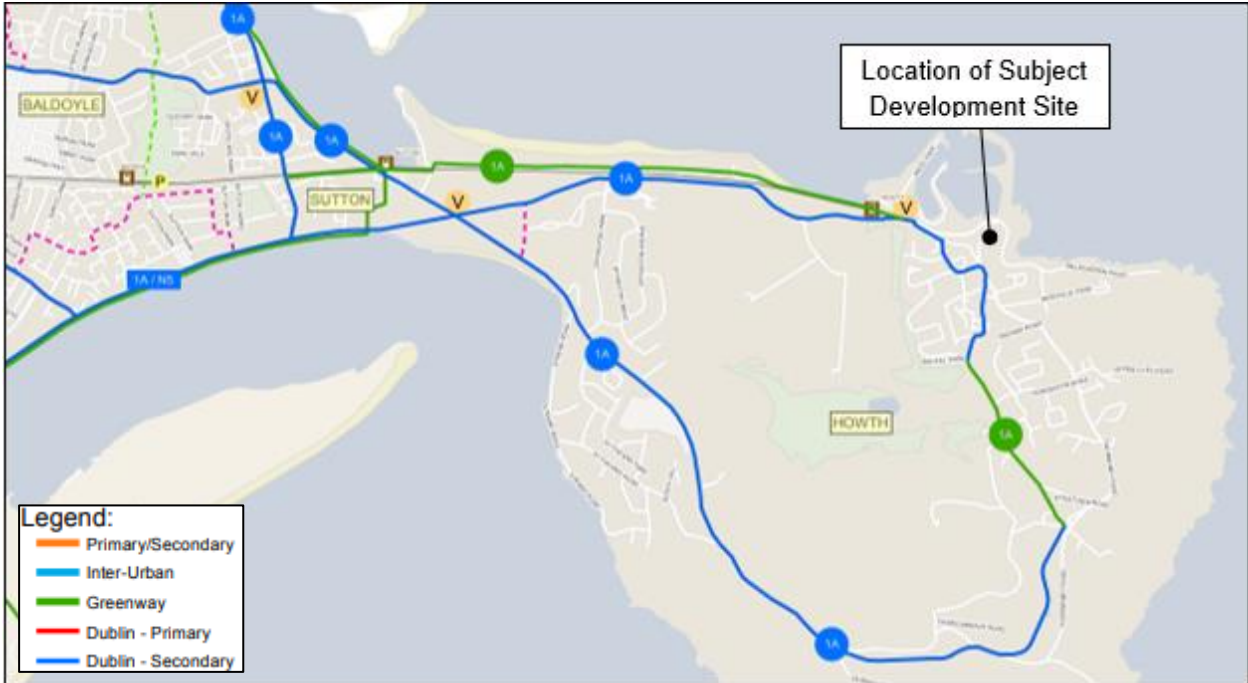
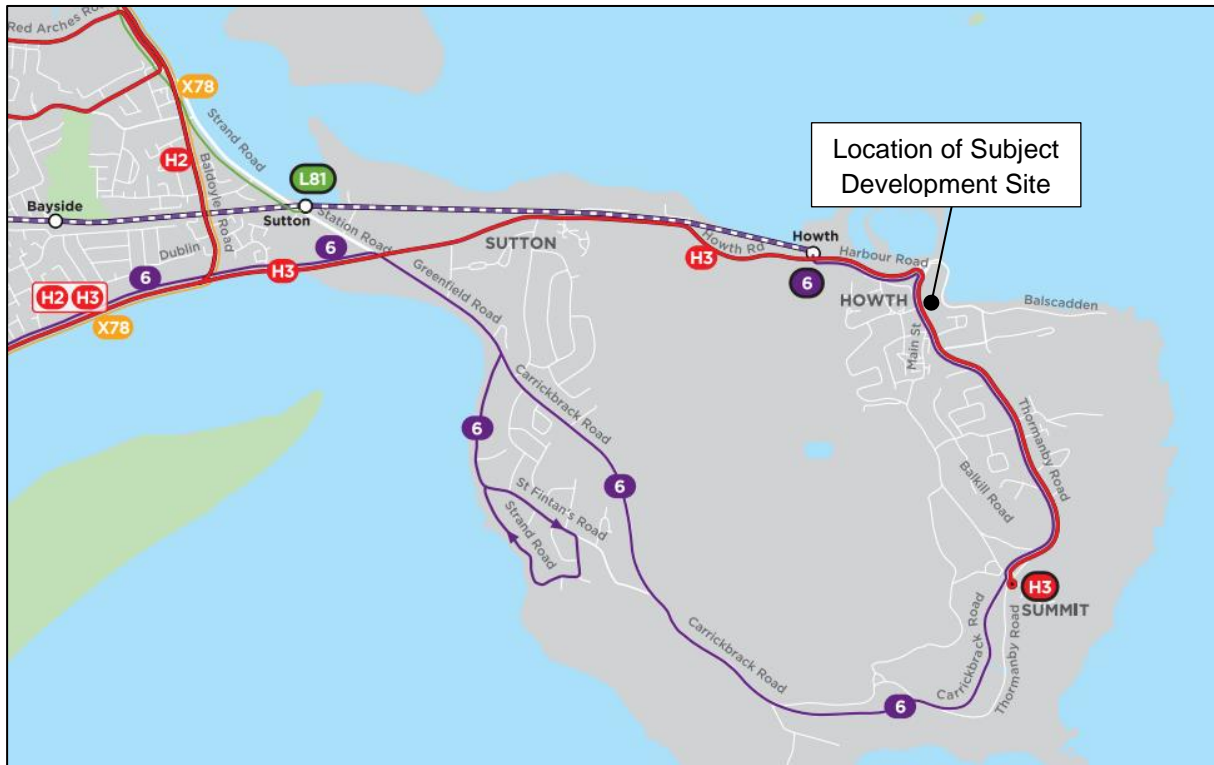


Figure 8 | GDA Proposed Cycle Network (extract from Sheet 2 GDA Cycle Network Plan)

## 5.2 Public Transport

### 5.2.1 Bus Connects

The Bus Connects project currently being promoted by the National Transport Authority (NTA) aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). The routes proposed to directly serve the subject development site are the **Spine Route H3** (Howth – Bayside – City Centre) and the **Radial Route 6** (Howth Station – Summit – Watermill Road – Abbey Street) – See the Figure below.



**Figure 9 | Bus Connects Routes Map**

A summary of which each above mentioned bus route is proposed to operate is presented in the Table below. The existing bus stops on Main Street (R105) currently being served by existing Dublin Bus routes are expected to be served by Bus Connects routes when the programme is operational.

Weekday Frequency					
Route No.	Before 07:00	07:00 to 09:00	09:00 to 15:00	15:00 to 18:00	After 18:00
H3	30 to 60 min	30 min	30 min	30 min	30 to 60 min
6	60 min	60 min	60 min	60 min	60 min
Saturday Frequency					
Route No.	Before 07:00	07:00 to 09:00	09:00 to 15:00	15:00 to 18:00	After 18:00
H3	40 min	40 min	30 min	30 to 40 min	40 to 60 min
6	60 min	60 min	60 min	60 min	60 min
Sunday Frequency					
Route No.	Before 08:00	08:00 to 10:00	10:00 to 15:00	15:00 to 18:00	After 18:00
H3	-	60 min	30 min	30 to 60 min	30 to 60 min
6	-	60 min	60 min	60 min	60 min

**Table 4 | Frequency of Bus Connects Routes**

## 6. Proposed Development

### 6.1 Development Description

The development will consist of the demolition of existing structures on the proposed site including the disused sports building and the former Baily Court Hotel buildings and the construction of a residential development set out in 4 no. residential blocks, ranging in height from 2 to 5 storeys to accommodate 180 no. apartments with associated internal residential tenant amenity and external courtyards and roof terraces, 1 no. retail unit and 2 no. café/retail units.

The site will accommodate car parking spaces at basement level and bicycle parking spaces at basement and surface level. Landscaping will include new linear plaza which will create a new pedestrian link between Main Street and Balscadden Road to include the creation of an additional 2 no. new public plazas and also maintains and upgrades the pedestrian link from Abbey Street to Balscadden Road below the Martello Tower. Please see the accompanying Statutory Notices for a more detailed description.

The residential schedule of accommodation is set out in the Table below:

Description	Studio	1-Bed	2-Bed	3-Bed	Total
Block A	-	-	2	-	2
Block B	-	51	57	18	126
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Block D	4	3	2	-	9
<b>Total</b>	<b>4</b>	<b>62</b>	<b>89</b>	<b>25</b>	<b>180</b>

**Table 5 | Schedule of Accommodation**

The development will include a single level basement under Block B, containing 139 car spaces, cycle parking spaces, plant, storage areas, waste storage areas and other associated facilities. Additional visitor cycle spaces are provided for at ground level.

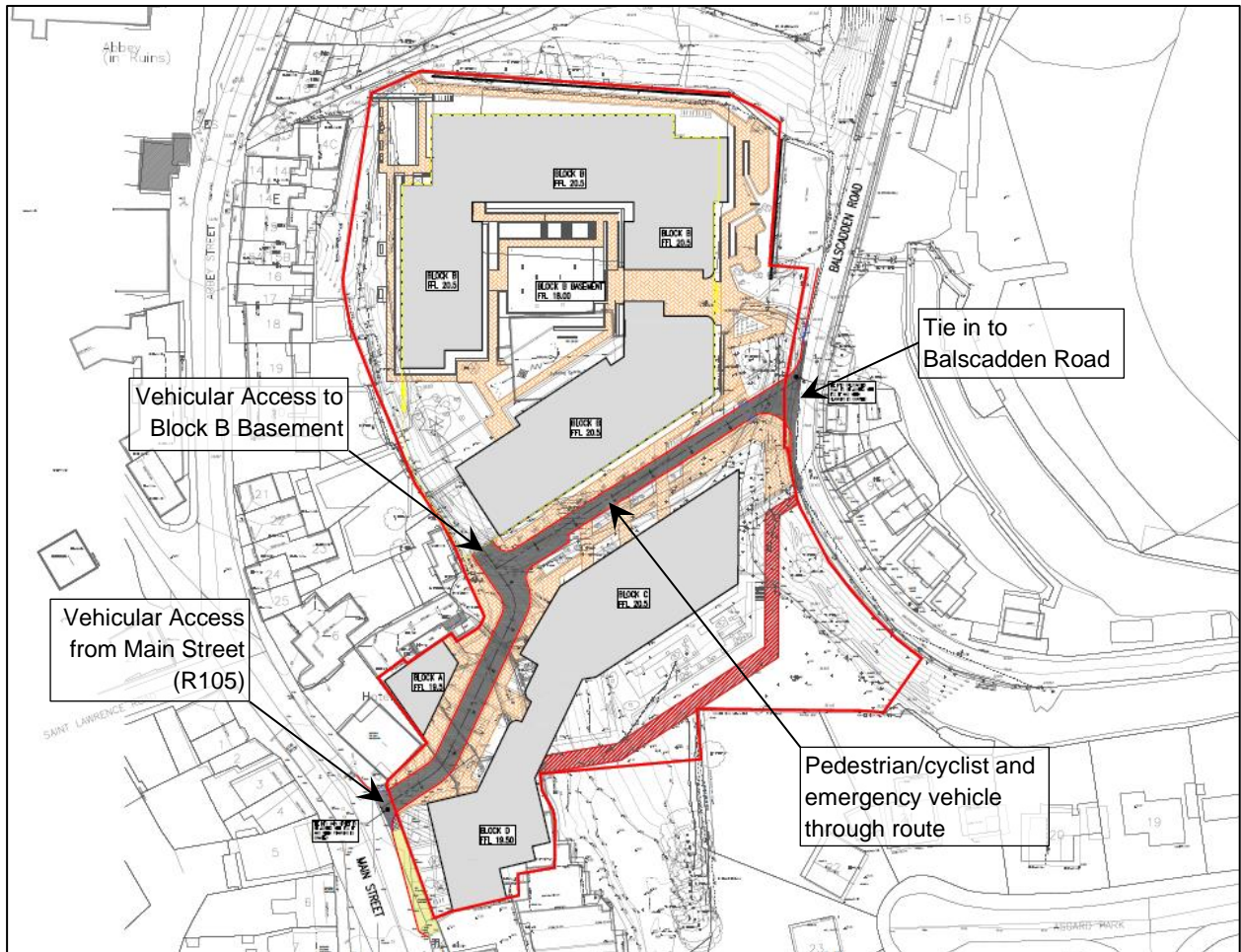
The development includes all other ancillary site development works to facilitate construction and the provision of the basement car park, site services, piped infrastructure, a sub-station, public lighting, plant, signage, bin stores, bike stores, boundary treatments and hard and soft landscaping.

### 6.2 Site Access Points

As mentioned previously in this report, the subject site currently benefits from an existing vehicular access point to the east off Balscadden Road.

As part of the subject proposed scheme, vehicular access is proposed from west via Main Street (R105), which, via an internal road, will provide access to the Block B basement car park. Pedestrian and cycle access are from Main Street and from Balscadden Road, with an internal pedestrian/cycle route bisecting the site between these two access points. While this proposed through-route is not intended for frequent vehicular use, it has been designed to facilitate emergency vehicles.

The location of each site access point (*green circles*) and the proposed internal road (*yellow marking*) are illustrated in the Figure below.



**Figure 10 | Site Access Points and Internal Road Layout**

### 6.2.1 Servicing

The proposed development will be serviced from the entrance from Main Street. Sufficient turning space is provided to allow a refuse vehicle to turn around at the top of the basement ramp – refer to the accompanying drawing no. 21-032-P016 Swept Path Layout for Refuse Vehicle. The management company will arrange for bins to be brought to the top of the ramp prior to bin collection.

This turning area can also be utilised by other delivery vehicles. If large delivery vehicles are required, the through-route to Balscadden Road can be utilised. This requires the proposed bollard to be dropped, and as such will require advance notice and agreement with the management company. This is anticipated to be infrequent, with the majority of delivery and other service vehicles utilising the turning/set-down area provided.

## 7. Car Parking

### 7.1 Fingal Development Plan (2017 – 2023) Standards

Standards for car parking in a new development are set out in Table 12.8 of the current Fingal Development Plan. The relevant standards for apartments are shown in the Table below.

Type	Resident's Parking	Visitor Parking
<b>1-Bed Apartment</b>	1 space per unit	1 space per 5 units
<b>2-Bed Apartment</b>	1.5 space per unit	1 space per 5 units
<b>3-Bed Apartment</b>	2 spaces per unit	1 space per 5 units

**Table 6** | *Fingal Development Plan – Car Parking Standards for Apartments*

Note that the car parking standards above are not maximum or minimum requirements but are norms for typical apartment developments. Parking requirements will vary between developments and should be addressed on a case-by-case basis.

### 7.2 Car parking required

Based on the Development Plan Standards outlined above, the proposed development will require 286 spaces (250 residential and 36 visitor) as shown in the Table below.

Type	No. of units	Residents Parking	Visitors Parking
1 – Bed Apartment	66	66	13
2 – Bed Apartment	89	134	18
3 – Bed Apartment	25	50	5
Total	180	250	36

**Table 7** | *Fingal Development Plan – Car Parking spaces required*

### 7.3 Design Standards for New Apartments (December 2020)

In December 2020, a revised version of the document “*Sustainable Urban Housing: Design Standards for New Apartments*” was released by the Department of Housing, Local Government and Heritage. This document states that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard for intermediate urban locations, and that in larger-scale and higher-density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

As per this document, the subject proposed development meets criteria for reasonable grounds to minimise car parking provisions. It is located within 10-minute walk from Howth Railway Station with frequent services to the City Centre and a number of other destinations and is also located at the Howth Village which comprises various amenities and services.

### 7.4 Proximity of Amenities

The proposed development is located in the centre of Howth, with the main access to the site from Main Street. In the immediate vicinity of the site entrance, within a 1-minute walk, there are convenience grocery stores, a post office, pharmacies, bars, restaurants and cafés, a hair studio, a church, and various other businesses and amenities. Along Harbour Road, a few minutes' walk from the development, are various



more restaurants and bars. The site is also located in close proximity to popular cliff walks around Howth, to Deer Park Golf Club and to the Howth Yacht Club.

## 7.5 Proximity of Public Transport

The proposed development is well served by public transport services:

- The Howth Railway Station is a c.10-minute walk from the site and is served by DART providing frequent service from Howth to Greystones via Dublin City Centre.
- Dublin Bus Routes 6 and H3, launched as part of Phase 1 of the BusConnects scheme, have stops located on Main Street (R105) south-west of the site, just outside the proposed site access, with both routes operating from Howth to Abbey Street Lower in Dublin City Centre. Route 6 travels via Howth Station, Howth Summit, Sutton Cross, Killester and Fairview, whilst Route H3 travels via Howth Summit, Raheny, Killester and Fairview.
- There are two Bleeper Bike racks in Howth, one at East Pier, approximately 400m (c. 5-minute walk) from the proposed site entrance on Main Street, and the other at Howth Railway Station, approximately 800m (C. 10-minute walk) from the proposed site entrance.
- There is a GoCar Base located at the Howth Railway Station, approximately a 10-minute walk from the subject site.

Residents have various options to travel by public transport to a range of destinations throughout Dublin, including local destinations in and around Howth and destinations in Dublin City Centre.

## 7.6 Car Parking Proposed

Given the density of the proposed residential development, the urban setting of the development, the proximity of amenities, and given the close proximity of the Howth Railway Station, the adjacent bus stops, Bleeper Bike stands and a GoCar car-sharing base, it is proposed to provide a reduce car parking ratio in accordance with the new national guidelines set out in *Sustainable Urban Housing: Design Standards for New Apartments*.

It is proposed to provide 139 no. car parking spaces, including 7 no. accessible spaces, at a ratio of c.0.77 spaces per apartment. If there is sufficient demand, car parking spaces within the development can also be reallocated for a Car Sharing space with GoCar or a similar car sharing service. All spaces will be at basement level. As per Fingal County Council Development Plan 2017 – 2023, a minimum of 10% of all spaces will be disabled parking spaces. There will also be minimum 10% EV charging stations provided as part of the car parking arrangement.

While this below the standards set out in the Fingal Development Plan 2017 – 2023 and section 14.2 above, the Design Standards for New Apartments takes precedent when setting out standards for car parking required.

A Travel Plan has also been prepared to accompany this planning application. Included in the Travel Plan is a section containing specific measures in order to reduce the reliance on cars. These measures include actively promoting the use of public transport in the area and plan to have timetables of public transport within the development. See the Travel Plan for further details on these specific measures.

## 8. Bicycle Parking

### 8.1 Fingal Development Plan (2017 – 2023) Standards

Standards for bicycle parking in new developments are set out in Table 12.9 of the current Fingal Development Plan. The relevant minimum parking standards for the subject proposed development are shown in the Table below (note that no differentiation is made between 1-bed and studio apartments).

Type	Bicycle Parking Norm		No. of Units Proposed	Required Bike Parking
	Resident's Parking	Visitor Parking		
<b>1-Bed Apartment</b>	1 space per unit	1 space per 5 units	66	79
<b>2-Bed Apartment</b>	2 spaces per unit	1 space per 5 units	89	196
<b>3-Bed Apartment</b>	3 spaces per unit	1 space per 5 units	25	80
<b>Total</b>	-	-	<b>180</b>	<b>355</b>

**Table 8 | Fingal Development Plan Bicycle Parking Standards**

### 8.2 Design Standards for New Apartments 2020 (Cycle Parking)

'Sustainable Urban Housing: Design Standards for New Apartments' states that planning authorities must ensure new development proposals in central urban and public transport accessible locations, which feature appropriate reductions in car parking provision, are at the same time comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors.

This document recommends a general minimum standard of 1 cycle storage space per bedroom, which conforms with the Fingal Development Plan, but gives an increased visitor parking standard of 1 space per 2 residential units. Applying this higher standard yields a cycle parking requirement of 410 spaces, as set out in the Table below.

Type	Bicycle Parking Norm		No. of Units Proposed	Required Bike Parking
	Resident's Parking	Visitor Parking		
<i>1-Bed Apt.</i>	1 space per unit	1 space per 2 units	66	99
<i>2-Bed Apt.</i>	2 spaces per unit	1 space per 2 units	89	223
<i>3-Bed Apt.</i>	3 spaces per unit	1 space per 2 units	25	88
<b>Total</b>	-	-	<b>180</b>	<b>410</b>

**Table 9 | Design Standard for New Apartments Bicycle Parking Standards**

### 8.3 Cycle Parking Proposed

The proposed development will include 410 no. spaces for residents and visitors, in accordance with *Sustainable Urban Housing: Design Standards for New Apartments*. Cycle storage will be provided in dedicated cycle parking rooms located at the ground floor and basement level, within the building footprint, with direct access from outdoor areas. In total, there are 290 bicycle parking spaces proposed at the basement level, and 120 spaces at ground level.

## 9. Travel Plan

### 9.1 Introduction

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as *“a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”*

A Travel Plan will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Travel Plan is intended to deal with the typical day-to-day operating conditions at the site. The Travel Plan will be implemented by the Management Company. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. Section 9.4 of this report covers the Co-ordinator role in more detail.

### 9.2 Action Plan

#### 9.2.1 Walking

It is known that there are many local, global and personal benefits to walking to/from work every day. The proposed development is not situated close to any business/retail parks. Residents will be encouraged to walk to the nearest railway station (Howth Station) for access to the city centre or use the existing Dublin Bus routes serving the site. Communication between residents to meet and walk together to public transport facilities will be encouraged to create a sense of community between residents of the development.

Furthermore, residents will be encouraged to travel from/to work under a travel share-mode, meaning cycling to/from the Howth Station before using the rail service.

#### 9.2.2 Cycling

Cycling is a great way to travel short distances. It helps to promote independence and helps the environment. This way of transport would be an option for residents to travel to work from the proposed development. An effort will put into target an increase in residents who cycle to work. The good provision of cycle facilities along Howth Road (R105) and westwards towards Clontarf and Fairview will facilitate this task. For those residents wishing to commute to work by this mode, the proposed development will provide a total of 350 no. secure bicycle parking spaces on site for the apartment units. The number of bicycle spaces can be increased if demand arises.

#### 9.2.3 Public Transport

There are many benefits to taking public transport (rail and bus service) every day to/from work, such as helping the environment by reducing carbon emission, reducing congestion, saving money and allowing you to relax and read. In this regard some initiatives will be used to encourage residents to take public transport to work such as, information about tax incentives for public transport users, provision of up-to-date public transport timetables and routes and advise the new residents about local bus routes and the nearest bus stops and Howth Railway Station, and the travel time to/from Dublin City Centre and key cities.



## 9.2.4 Car Sharing

There are many benefits of car sharing to/from work every day, such as reducing carbon emissions, reducing fuel costs and parking fees, reducing congestions and journey times due to fewer cars being on the road and increasing the pleasure of the journey due to less congestion and to having company.

A car sharing scheme will be incentivised to encourage the future residents to commute together and to minimise the number of people traveling to and from work alone.

## 9.3 Strategy for Travel

The strategy of this Travel Plan will be to encourage residents to reduce dependency on the private car and instead encouraging travel by green modes of transport.

The methodology to be employed to implement the strategy will include:

- The provision of information of public transport routes at locations within the development;
- The ongoing updating of public transport information adjacent to the development;
- Advising residents of tax incentives for public transport and bike to work schemes which may be available from their employer;
- The provision of secure cycle parking for residents and visitors;
- The provision of information regarding car sharing scheme;
- The provision of good footpaths and pedestrian crossings in the area of the development;

## 9.4 Specific Measures

### 9.4.1 Transport Co-ordinator

A management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. The Co-ordinator should be appointed within 2 months of the Site being occupied. A dedicated commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided.

The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Travel Plan to residents;
- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Highway Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a resident's travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets and needs.

The information requested in the questionnaire should include:

- Personal details;
- Primary mode of transport;

- Current travel patterns including the time taken to travel to work and the place of work;
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes); and
- Usage of car sharing scheme;

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

### 9.4.2 Public Transport

Up to date local bus and rail timetables will be maintained within the tenant amenity area and other fixed points within the facilities on the site. Residents will be advised of their location. In addition, internet access to travel information will be provided. The developer will provide all new residents with a travel pack showing alternative modes of travel to the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

### 9.4.3 Provision for Cyclists

Secure bicycle parking facilities will be provided for residents at designated areas within the apartment blocks. For visitors, a number of bicycle parking will be provided through the site at the surface level. Local cycle route information will be provided in the tenant amenity area and at other fixed points within the development, and residents will be advised of their location. Details of the cycle parking provided is included in Section 8.

### 9.4.4 Car Parking

The co-ordinator will be responsible for the management of inappropriate parking within the development.

## 9.5 Monitoring of the Travel Plan

The monitoring and review of the Plan will be the responsibility of the Co-ordinator. The travel survey will establish the initial modal split of travel by residents.

The Co-ordinator, in consultation with the Developer, the Occupiers, and the Local Authority or its agents, will agree annual targets, following completion and analysis of the travel survey, for increasing the percentage of non-car modes.

The Co-ordinator will:

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months, and
- Prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

## 9.6 Marketing and Implementation

As part of the implementation of this Plan, the Management Company will provide all new residents at the site with a Travel Pack. The pack will include:

- The Travel Plan;
- Public Transport information such as Bus and Rail routes and frequencies ;

- Benefits of the Travel Plan for residents and visitors;
- Details of tax incentives available, such as Bike to Work Scheme, Tax Saver Scheme for public transport tickets, etc.
- Travel Survey Form;
- Details of pedestrian facilities;
- Details of cycle facilities; and
- Details of car sharing scheme.

## 10. Conclusion

This Travel Plan has been prepared in support of a planning application for a residential development located between the Balcadden Road, Main Street and Abbey Street. This document summarised the accessibility of the site by active and public transport modes of transport and focused on how residents could be encouraged to use sustainable means of transport to and from the site and to minimise the number of residents who will drive to work.

The implementation of the strategy proposed in this document, such as the provision of secure cycle parking spaces; up-to-date information of public transport routes and bus stops/railway station locations; information about bike to work scheme to all residents; will encourage residents to reduce dependency of private car and increase the travel by green modes of transport. These measures will not only benefit the residents but will also prevent any transport impacts that can be provoked by the operational phase of the proposed development.



# UK and Ireland Office Locations

