



Travel Plan

Strategic Housing Development at Kilnahue, Gorey, Co. Wexford

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Contents

- 1. Introduction1**
 - 1.1 Context1
 - 1.2 Programme1
 - 1.3 Scope1
 - 1.4 Location of Proposed Development Site.....1
- 2. Receiving Environment.....3**
 - 2.1 Existing Public Transport3
 - 2.1.1 Bus Network.....3
 - 2.1.2 Rail Service4
 - 2.2 Cycle Network5
 - 2.3 Pedestrian Network.....6
- 3. Site Accessibility8**
 - 3.1 Pedestrian Accessibility8
 - 3.2 Cycling Accessibility.....9
- 4. Proposed Parking10**
 - 4.1 Car Parking10
 - 4.2 Cycle Parking11
- 5. Mobility Management Plan12**
 - 5.1 Introduction12
 - 5.2 Action Plan12
 - 5.2.1 Walking12
 - 5.2.2 Cycling12
 - 5.2.3 Public Transport13
 - 5.2.4 Car Sharing13
 - 5.3 Strategy for Travel.....13
 - 5.4 Specific Measures.....14
 - 5.4.1 Transport Coordinator14
 - 5.4.2 Public Transport.....14
 - 5.4.3 Provision for Cyclists.....15
 - 5.4.4 Car Sharing15
 - 5.5 Monitoring of the Travel Plan15
 - 5.5.1 Why Monitor?15
 - 5.5.2 What to Monitor?15
 - 5.6 Marketing and Implementation.....16

6. Conclusion	17
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Figures

Figure 1: Location of the Proposed Development Site.....	2
Figure 2: Walking Distance from the Site to the Nearest Bus Stops.....	4
Figure 3: Walking Distance from the Site to the Gorey Train Station.....	5
Figure 4: Proposed Gorey Cycle Network (Extracted from: Map 4 of Gorey LAP 2017-2023).....	5
Figure 5: Local Cycle/Pedestrian Network – Proposed Development Works.	6
Figure 6: Proposed Pedestrian Network (Extracted from: Gorey LAP 2017-2023).....	7
Figure 7: Walking Isochrones from the Proposed Development.	8
Figure 8: 50-minute Cycle Range from the Proposed Development.....	9

Tables

Table 1: Proposed Strategic Housing Development.....	1
Table 2: Car Parking Spaces Proposed.....	10
Table 3: Cycle Parking Proposed.....	11

1. Introduction

1.1 Context

This Travel Plan has been prepared by Waterman Moylan on behalf of Gerar Gannon Properties to accompany a planning submission to An Bord Pleanala for the proposed Strategic Housing Development (SHD) in lands at Kilnahue & Gorey Hill, Gorey, Co. Wexford.

The proposed development consists of a total of 421 no. residential units - comprising of 133 no. houses, 60 no. duplexes (30 no. duplex apartments and 30 no. duplex houses) and 228 no. apartments, a Creche with 565 sqm of area and a Community Hub & Retail Units with a total of 361 sqm of area. The detailed breakdown of the proposed residential scheme is as follows:

Type	1-Bed	2-Bed	3-Bed	4-Bed	Total
Apartment	84	137	7	-	228
Duplex Apartment	4	26	-	-	30
Duplex Housing	-	-	30	-	30
House	-	-	115	18	133
Total	80	171	152	18	421

Table 1: Proposed Strategic Housing Development.

It is recommended that this report is read in conjunction with the accompanying Traffic and Transport Assessment that forms part of this submission.

1.2 Programme

It is programmed that construction of the proposed development will commence in 2022 for completion in 2024.

1.3 Scope

This Travel Plan has been prepared to provide guidance on how to create a positive atmosphere for residents, staff and visitors to the proposed development with regards to transportation and accessibility and will be a key operational feature of the development.

The management will implement a Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and green modes, 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 development. The Plan will assess, examine and manage the typical traffic that will be generated by the proposed scheme during the operational phase of the development, and will also encourage the residents and staff to use sustainable modes of transport and to avail of public transport by improving awareness of public transport options and providing information on bus and train routes and frequencies.

1.4 Location of Proposed Development Site

The proposed development site is located to the west of Gorey town. It is bounded to the northeast Kilnahue Lane, to the northwest and southwest by greenfield lands and to the southeast by the R725 Carnew Road, a Petrol Station and some existing residential dwellings. The location of the subject site is illustrated in Figure 1.

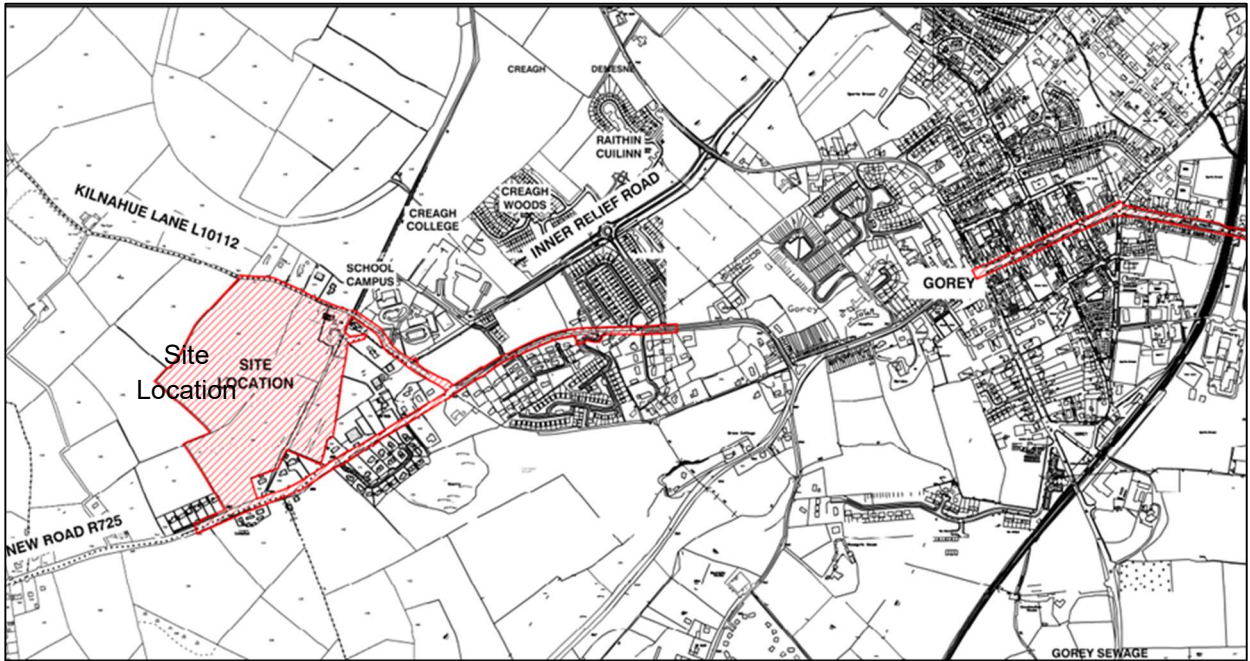


Figure 1: Location of the Proposed Development Site

2. Receiving Environment

2.1 Existing Public Transport

2.1.1 Bus Network

Gorey town is served by a number of public bus routes. The closest public bus stops in relation to the subject site are located in Gorey town centre, approximately 1.85 to 2.25 km (21 to 26-minute walk) to the east – See Figure 2. The routes serving these bus stops are outlined below.

- **Route 2 (Expressway):** Dublin Airport – Wexford Station. To Wexford, this route operates at a frequency of 1 to 2 hours during the whole day, with the first bus departing from Gorey at 1h50 AM and the last at 23h46 PM. On the opposite direction – to Dublin Airport, this route also operates at a 1-to-2-hour frequency during the whole day, with the first bus departing from Gorey at 2h45 in the AM and the last at 21h20 in the PM.
- **Route 133X (Bus Eireann):** Gorey (Main Street) – Busaras. This route operates one service from Gorey to Busaras in Dublin City. The bus leaves Gorey at 6h50 in the AM and arrives in Busaras at 8h15. No service is provided on the opposite direction.
- **Route 379 (Bus Eireann):** Rosslare Harbour – Ballycanew – Wexford Station. This route operates only one service on Mondays and one service on Saturdays. On Mondays, the bus arrives in Gorey at 14h45 and leaves the town 15h30. On Saturdays, the bus arrives in Gorey at 09h40 and leaves the town at 12h05 towards Wexford.
- **Route 740 (Wexford Bus):** Redmond Square – Dublin Airport. From Monday to Friday (excluding bank holidays), this route operates with a frequency of 30 minutes to two hours during the whole day. First bus leaves Gorey at 2h25 in the morning and the last at 20h20. On the opposite direction, this route operates at 20 minutes to 1.5 hour frequency during the whole day, with the first bus leaving Gorey at 7h10 and the last at 00h35.
- **Route 740A (Wexford Bus):** Gorey – Dublin Airport. On weekdays, this route operates 9 services during the whole day. The frequency of bus is generally hourly with the first bus leaving Gorey at 6h00 in the morning and the last at 17h40 in the evening. On weekends, the service reduces to 6, with the first at 7h10 and the last at 17h40.
- **NUM11 (Wexford Bus):** Gorey (Main Street) – Whitmore Jewe – Maynooth University. This route only operates on weekdays, with the only bus leaving Gorey at 07h00 AM towards Maynooth, and the only service arriving in Gorey at 19h00 from Monday do Thursday and at 18h55 on Fridays.
- **Route X2 (Expressway):** Wexford Station – Dublin Airport. Only one service per direction is operated by this route. The bus leaves Gorey town on a daily basis at 6h40 towards Dublin Airport and at 18h00 towards Wexford.
- **Route 879 (Gorey Bus Links):** Gorey – Courtown – Ballygarrett – Ballycanew. This is a local route linking Gorey to the surrounding cities. From Monday to Friday, it operates three services, leaving Gorey at 9h15 in the AM and at 13h10 and 17h10 in the PM.
- **Route ITC07 (Dunnes Coaches):** Gorey Main Street – Carlow College. This route operates one single service. It leaves Gorey at 07h20 in the morning and arrives back at 18h23 in the PM.
- **Route 389 (Local Link Wexford):** Gorey Main Street – Knockmullen – Pollshone From Monday to Friday, this route operates four services, leaving Gorey towards Ardamine at 8h09, 18h40, 19h40 and 20h40. On Saturdays, the bus leaving at 8h09 is substituted by a service at 12h19. On Sundays, two services are provided, one leaving Gorey at 11h19 and the other at 18h49.

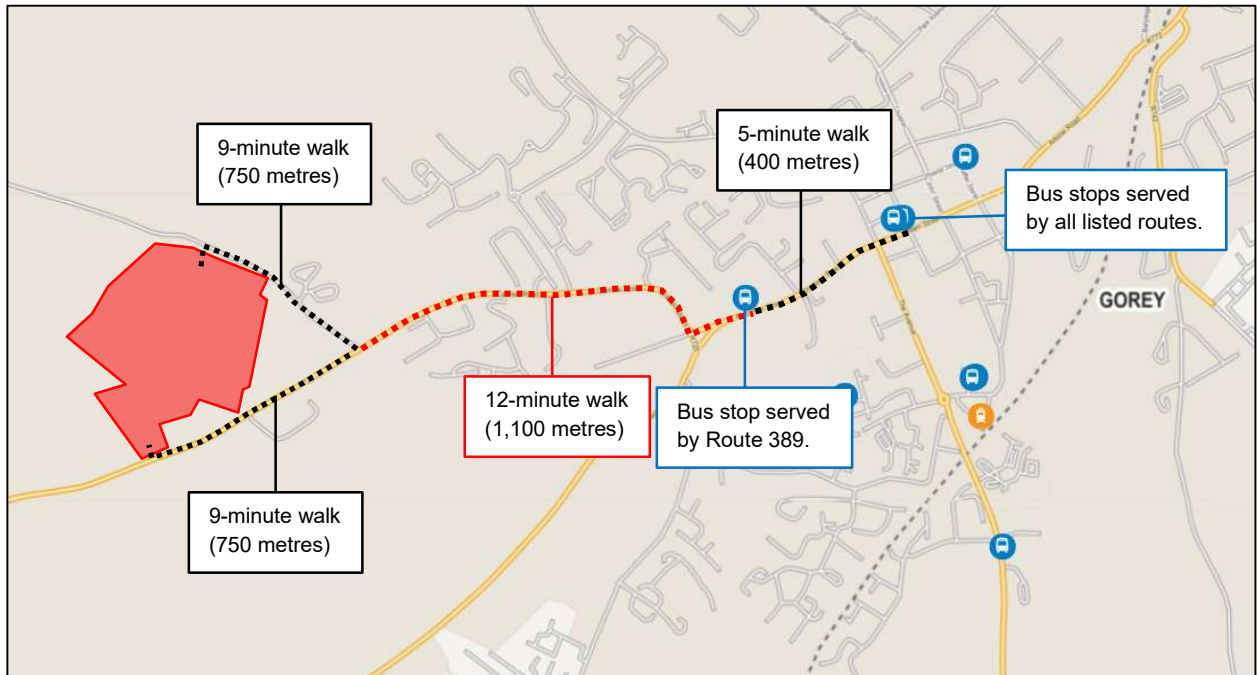


Figure 2: Walking Distance from the Site to the Nearest Bus Stops.

As can be seen from the above, the shortest walking route to the nearest bus stops which are served by all bus routes listed above, is via R725 Carnew Road / Main Street. The listed bus routes provide many opportunities for those wishing to travel to Dublin City, Dublin Airport, Wexford and a number of closer cities and towns such as Carlow. Bus journey time to Dublin city centre is approximately 2 hours, to Dublin Airport is approximately 2.5 hours and to Wexford city is approximately 1 hour.

2.1.2 Rail Service

Gorey town is served by Irish Rail. The Gorey train station is located on R741 southeast of Gorey Shopping Centre. It provides access to Dublin City and Wexford, in addition to a number of stations along the route. From Gorey to Dublin, five services are provided on weekdays (leaving Gorey Station at: 5h50, 6h43, 8h25, 14h00 and 18h36), four services on Saturdays (leaving Gorey Station at: 6h45, 8h27, 14h02 and 19h01) and three services on Sundays (leaving Gorey Station at: 10h46, 15h31 and 19h12). On the opposite direction, from Gorey to Wexford, the weekday services leave Gorey Station at 11h27, 15h28, 18h31, 19h35 and 20h28, the Saturday services leave Gorey Station at 9h53, 15h25 and 20h26, and the Sunday services leave Gorey Station at 12h09, 15h29 and 20h32. The train journey time from Gorey to Dublin is approximately 1 hour and 45 minutes and to Wexford is 45 minutes.

The distance between the proposed development and the train station in Gorey is approximately 2.4 km (c. 28-minute walk and 7-minute cycle). Gorey train station provides cycle parking and car parking facilities which could facilitate combined travels for those wishing to travel to Dublin (i.e., cycle-train and car-train).

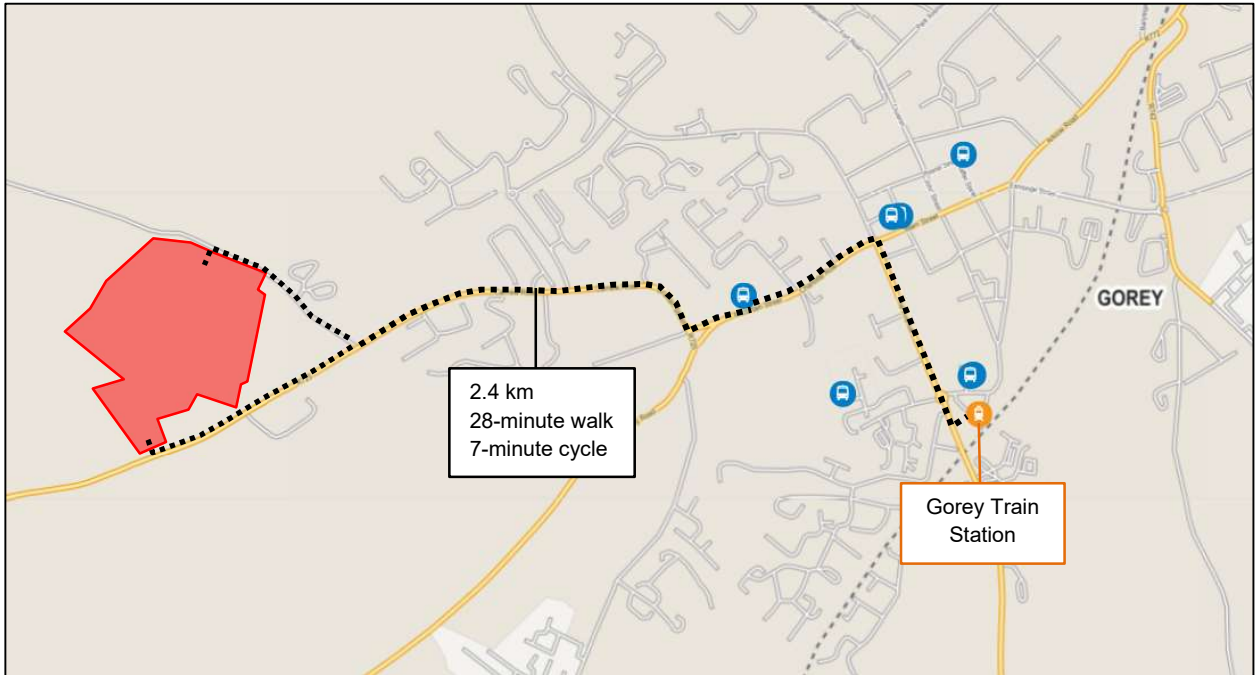


Figure 3: Walking Distance from the Site to the Gorey Train Station.

2.2 Cycle Network

In the vicinity of the subject development site, cyclists can benefit from the provision of approximately 300 metres of off-road cycle tracks along the northern side of Kilnahue Lane (from the School Site to R725 Carnew Road) and from 80 metres of cycle tracks on R725 Carnew Road from Kilnahue Lane heading east. Currently, these cycle facilities do not link to a wider cycle network.

Proposals for Gorey town cycle network plan were published by Wexford County Council in 2017 within the Gorey Town and Environs Local Area Plan (2017 – 2023). The plan sets out a vision and a strategy for the construction of a comprehensive network of cycling routes throughout Gorey town. An extract from ‘Map 4 – Proposed Cycle Network’ of the LAP is reproduced in Figure 4 below.

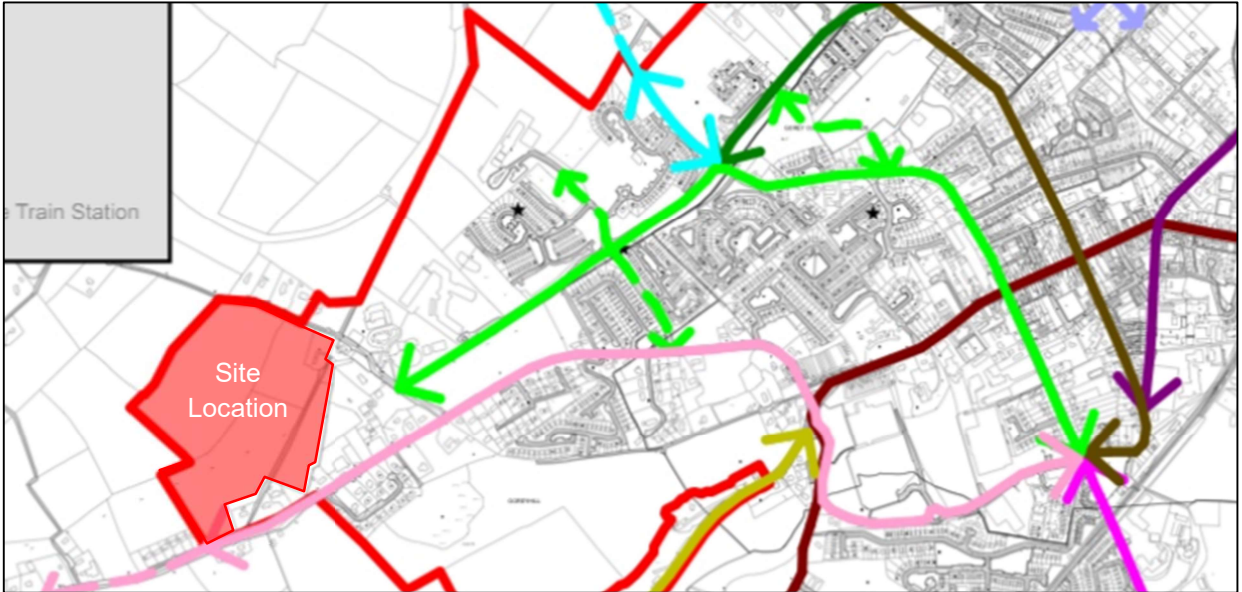


Figure 4: Proposed Gorey Cycle Network (Extracted from: Map 4 of Gorey LAP 2017-2023).

As can be seen from the above two dedicated cycle routes are planned to serve the western section of Gorey town, one along the R725 Carnew Road (light pink route) and the other along Person's Brook – Hollyfort Road – R741 (green route). Both routes lead to Gorey Train Station. A portion of the 'cycle green route' from Creagh College to Pearson's Brook / Hollyfort Road roundabout is already constructed and opened to the public.

As part of the subject development works a local cycle network is proposed – refer to Figure 5 below. In summary, the overall proposal includes three north-south cycle routes throughout the site and the provision of a two-way off-road cycle track on Kilnahue Lane along the northern boundary of the site which will link to the existing cycle track at the nearby school campus.

The proposed local cycle network will link to the cycle infrastructure projected for Gorey town in the LAP (illustrated in Figure 4 above) and will facilitate cyclist progression towards local schools and college, Gorey train station and Gorey town centre and associated facilities.

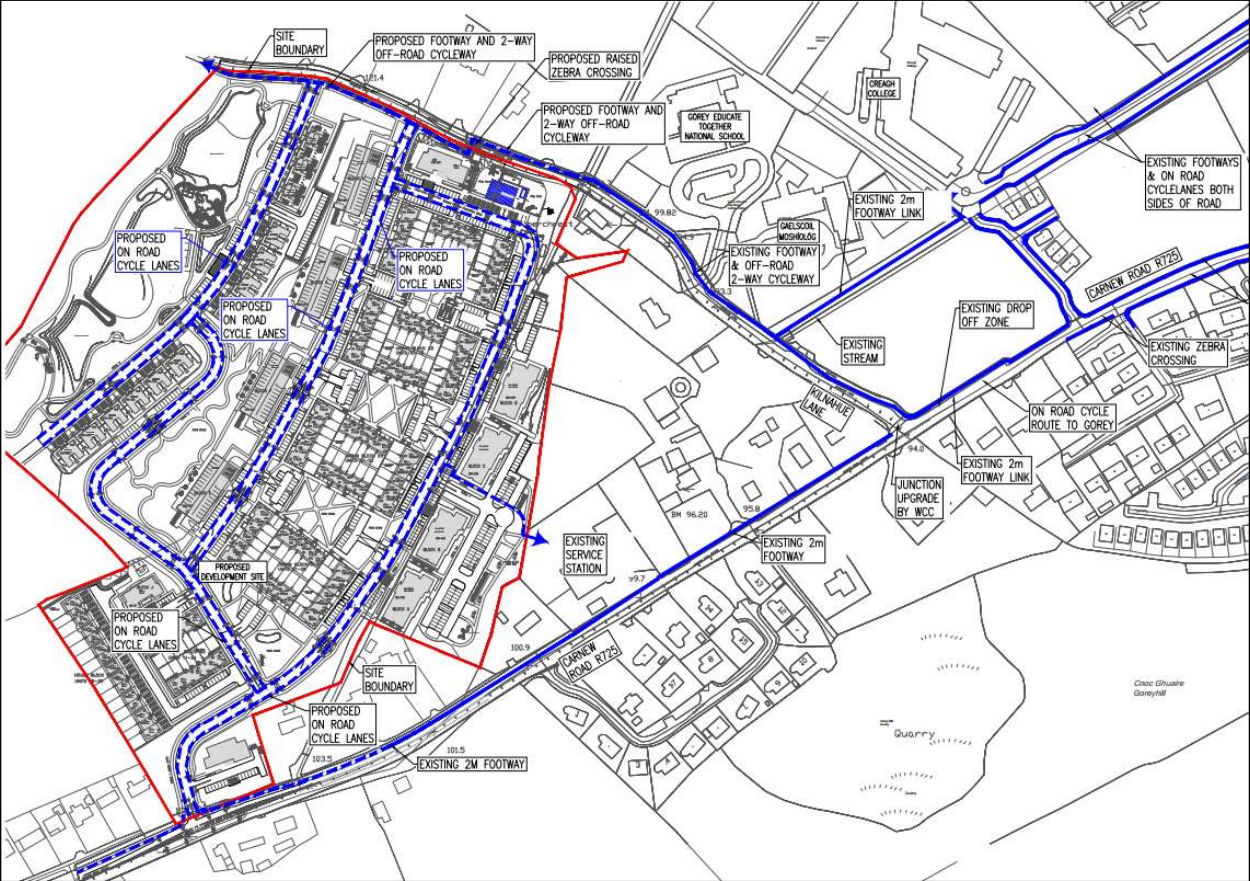


Figure 5: Local Cycle/Pedestrian Network – Proposed Development Works.

2.3 Pedestrian Network

The existing pedestrian network surrounding the proposed development site comprises of footpaths along the northern/eastern side of the Kilnahue Lane from the school site up until its junction with R725 Carnew Road, which continues along the northern side of the R725 Carnew Road eastwards. To the west of this junction, R725 Carnew Road comprises footpaths along the northern side of the road up until the petrol station. A pedestrian crossing with dropped kerbs and tactile paving is provided on Kilnahue Lane on the approach to the junction with R725 Carnew Road.

Proposals for Gorey town pedestrian network plan were published by Wexford County Council in 2017 within the Gorey Town and Environs Local Area Plan (2017 – 2023). The plan indicates new footpaths to be constructed to expand the pedestrian network in the town in a comprehensive manner. An extracted from “Map 3 – Proposed Footpaths Network” of the LAP is reproduced in Figure 6 below, where purple lines indicate existing footpaths and green lines indicate new/planned footpaths.

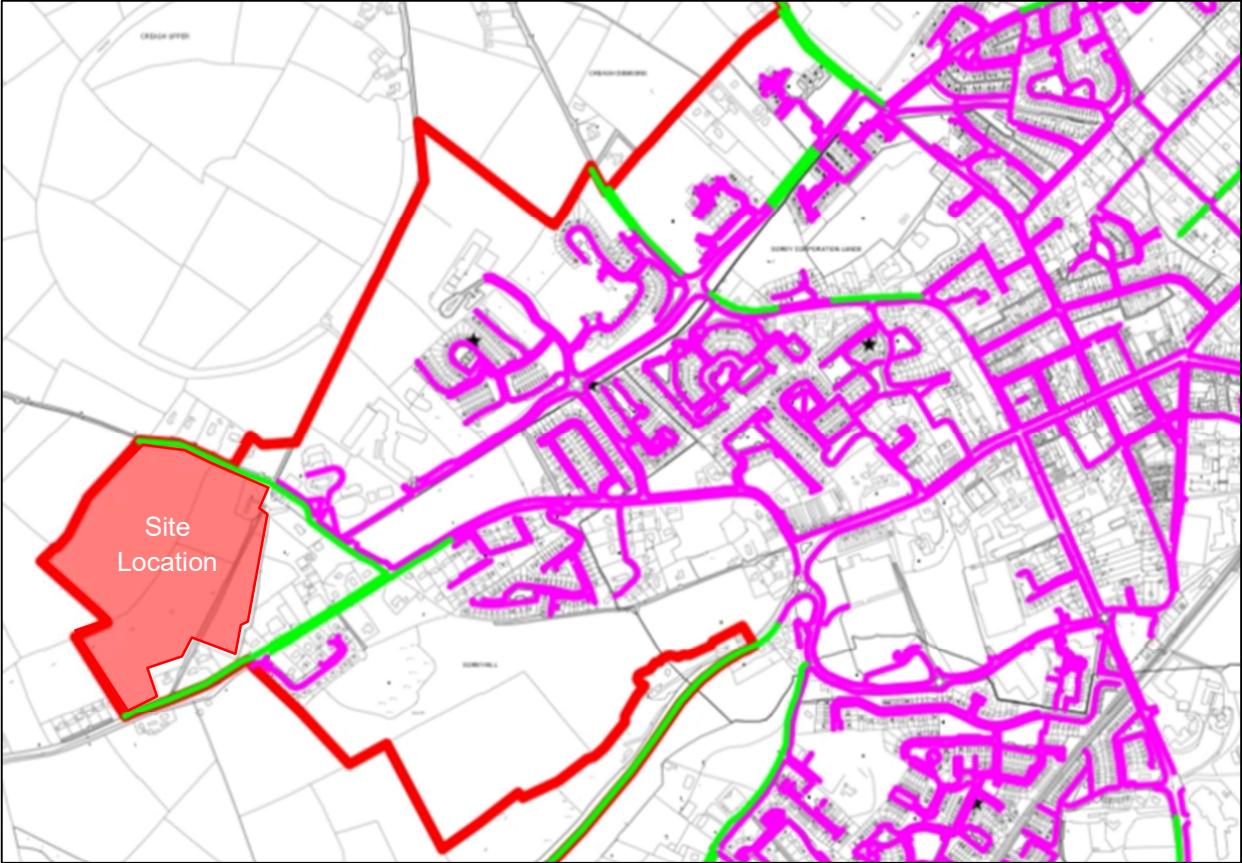


Figure 6: Proposed Pedestrian Network (Extracted from: Gorey LAP 2017-2023).

As part of the subject development works a local pedestrian network which complies with the proposals set out under the LAP is proposed – refer to Figure 5 above. In summary, the overall proposal includes north-south pedestrian facilities throughout the site, the provision of footpaths with dedicated pedestrian crossings along Kilnahue Lane to the north of the site which will link to the existing footpaths at the nearby school campus, a footpath along the northern side of R725 Carnew Road from the proposed site access up until the petrol station to connect with the existing network and a dedicated pedestrian crossing on the site access road at its junction with R725 Carnew Road.

3. Site Accessibility

3.1 Pedestrian Accessibility

The document “The Route to Sustainable Commuting”, published by the National Transport Authority (NTA), described acceptable walking distances for pedestrians without mobility impairment. This document states that 4,000m or approximately 50 minutes is the preferred maximum walking distance. Figure 7 below shows the walking distances achieved from the site in 15 minutes, 30 minutes and 45 minutes, all below the NTA’s preferred 50-minute maximum.

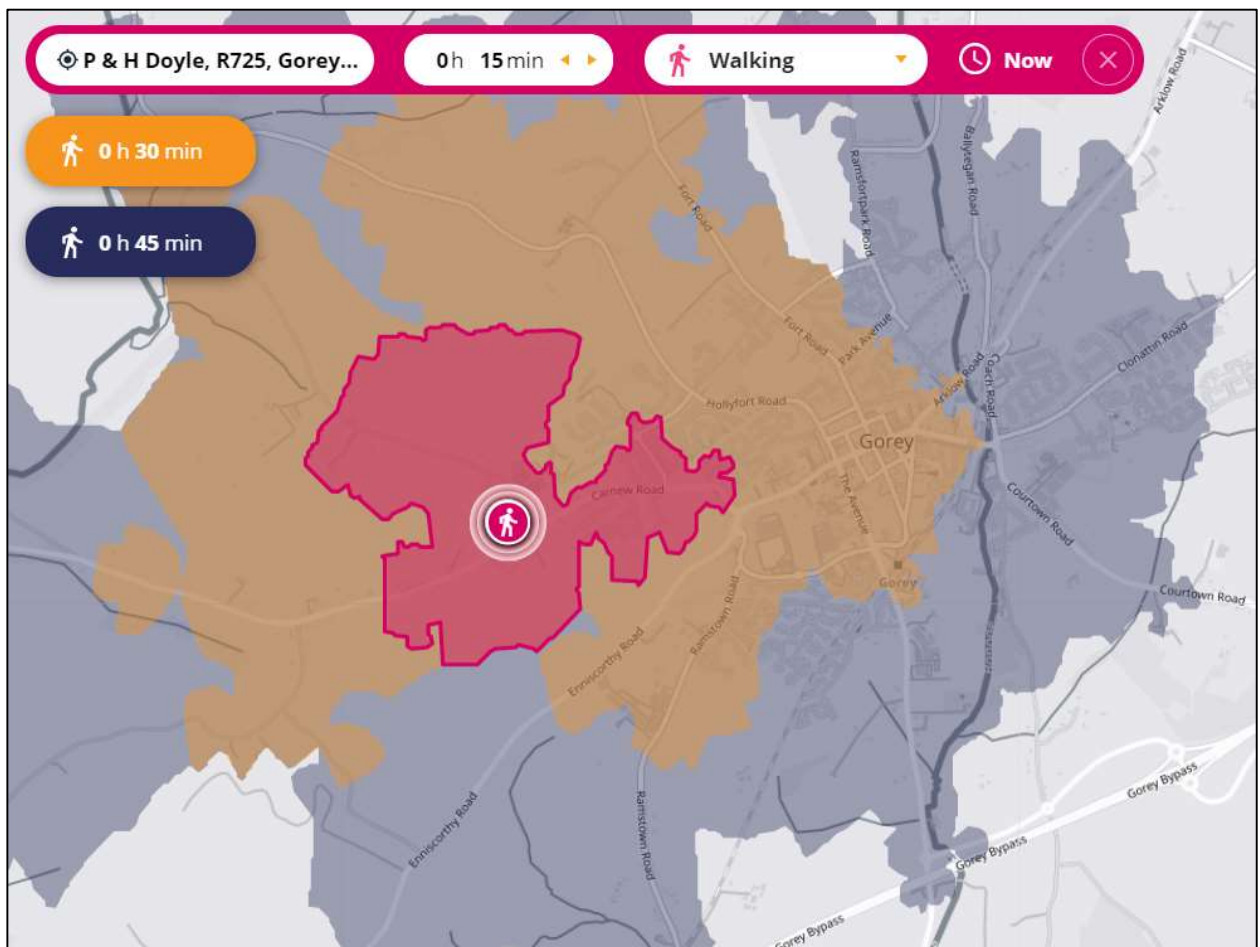


Figure 7: Walking Isochrones from the Proposed Development.

As can be seen from the above figure, the majority of Gorey town is reachable within the 30-minute walking range from the proposed development, including a number of educational facilities (Gorey Educate Together National School, Gaelscoil Moshiolog, Creagh College, St. Joseph Primary School, amongst others), the Gorey Shopping Centre, the Gorey District Hospital, the Gorey Town and District Park, the Gorey Train Station and Gorey Main Street. The whole town is accessible within the range of 45 minutes walking.

3.2 Cycling Accessibility

The NTA’s “The Route to Sustainable Commuting” sets out acceptable cycling distances for cyclists without mobility impairment. It states that 10km is the maximum distance people will travel by bicycle. Based on an average cycling speed of 12km/h, a 50-minute bike journey would have a distance of approximately 10km. Figure 8 below shows the cycling distance achieved from the site in 50 minutes.

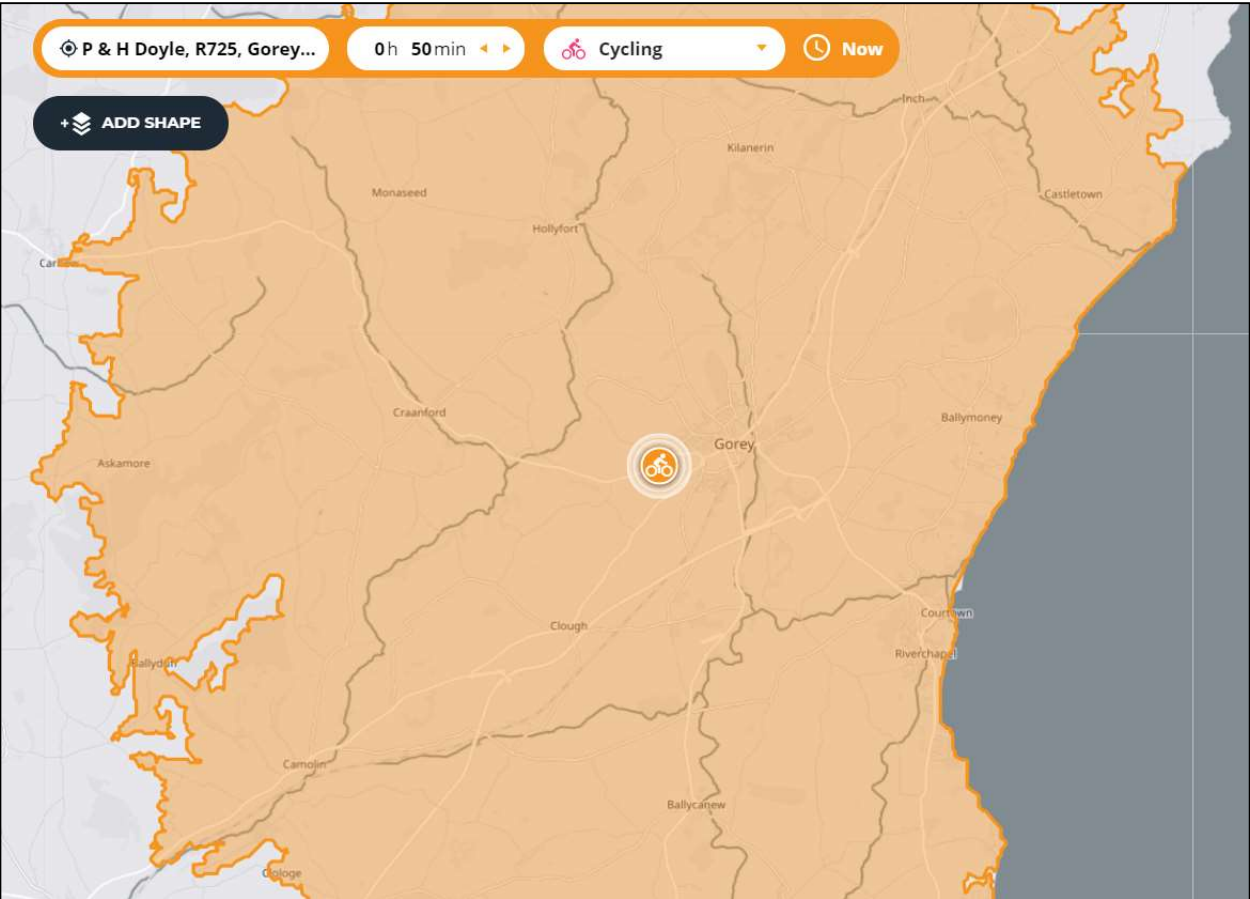


Figure 8: 50-minute Cycle Range from the Proposed Development.

As can be noted from above, a number of towns are reached from the site within the range of 50 minutes cycling.

Bicycle parking is available at Gorey train station. Cycling along Creagh Avenue towards the station would be a safe option for those wishing to commute on a combined travel (cycle-train). Cycling time from the site to Gorey station would be c. 7 minutes.

4. Proposed Parking

4.1 Car Parking

The number of car parking spaces proposed to serve the proposed development is presented in Table 2 below.

Land Use	Development Size	Car Parking Rate	Car Parking Proposed
Apartments	228 units	1.5	342
Duplex (Apartments/Houses)	60 units	1.75	105
Houses	133 units	2.0	266
Creche	11 staff 89 Childcare Spaces	-	9 12 (*)
Retail/Community	361 sqm	1 space per 26 sqm	7 (*)
Community Staff Parking			7
Visitor (at main park)			18
Total	-	-	759 spaces

Table 2: Car Parking Spaces Proposed.

(*) The retail and community will use the creche drop off spaces at the same time. These spaces are considered dual use.

From above, it can be seen that a total of 759 car parking spaces are proposed as part of the overall scheme to serve the proposed development. Of this 37 will be reserved for visitors, 16 of which are disabled/accessible spaces. This is in line with the requirements set out above and therefore considered appropriate for the subject development.

Section 18.29.7 of the Wexford County Development Plan 2013 – 2019 states the following with regards to Parking for People with Disabilities:

“Buildings not normally visited by the public: Minimum one space (for people with disabilities) of appropriate dimensions in every 25 standard spaces, up to the first 100 spaces; thereafter, one space per every 100 standard spaces or part thereof.”

In total, 38 car parking spaces for people with disabilities will be provided within the development.

Section 18.29.6 of the Wexford County Development Plan 2013 – 2019 states the following with regards to Electric Vehicles Charging Points:

*“There are three charging point options available: home charge points, public charge points in places such as on-street and shopping centre car parks and fast charge points (along inter-urban transport routes). The Council will facilitate and encourage the provision of charging points for Electric Vehicles in appropriate locations. **The Council will require the provision of at least 1 electric vehicle charging point in a new car park for new development where 40 or more car parking spaces are provided.**”*

Accordingly, a number of spaces will be provided to meet this specific requirement.

For further details on car parking refer to Section 10 of the Traffic and Transport Assessment prepared for the subject site which is accompanying the documentation package under a separate cover.

4.2 Cycle Parking

The bicycle parking spaces proposed for the subject development is showed in Table 3 below.

Land Use	Development Size	Cycle Parking Rate	Cycle Parking Proposed
Apartments	228 units	1.86	424
Duplex Apartments	30 units	0.53	16
Creche	89 Childcare Spaces	22% of childcare spaces	20
Retail/Commercial	361 sqm	1 space per 18 sqm	20
Total	-	-	480 spaces

Table 3: Cycle Parking Proposed.

From above, it can be seen that a total of 480 cycle parking spaces is proposed as part of the overall scheme to serve the proposed development, 440 for the apartment and duplex apartment units, 20 for the Creche and 20 to serve the retail & community hub.

Cycle parking for the apartments and duplex apartments are proposed on dedicated bike storage in close proximity to the served units.

For the proposed houses and duplex houses, cycle parking spaces will be provided privately within the curtilage of each unit.

For further details on cycle parking refer to Section 11 of the Traffic and Transport Assessment prepared for the subject site which is accompanying the documentation package under a separate cover.

5. Mobility Management Plan

5.1 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 Mobility Management 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 Mobility Management Plan is intended to deal with the typical day-to-day operating conditions at the site.

5.2 Action Plan

5.2.1 Walking

It is well understood that there are many local, global and personal benefits to walking to/from work, school and college every day. The proposed development is situated in close proximity to educational developments such as Gorey Educate Together National School, Gaelscoil Moshiolog, St. Joseph Primary School and Creagh College, and in walking distance from Gorey town centre and associated retail and leisure facilities and employment centres. Residents who work and study at nearby locations will be encouraged to walk to/from work and school. A social media page will be set up in order to create a communication tool between residents to meet and walk together, thereby creating a sense of community between residents of the development.

Furthermore, residents who do not work/study at nearby locations, will be encouraged to travel from/to work/school or college under a travel share-mode, meaning walking to/from the train or bus stations before using these other means of transport.

For the Creche, parents leaving in the proposed development will be advised about the upgraded local pedestrian network and facilities proposed as part of the subject application such as dedicated pedestrian crossings and wide footpaths and will be encouraged to walk their children to the Creche.

Staff of the Creche and Retail/Community Hub living in the proposed development or at nearby locations will also be informed about the upgraded local pedestrian network and facilities and will be encouraged to also walk to work.

5.2.2 Cycling

Cycling is an efficient way to travel short distances. It helps to promote independence and reduces negative impacts on the environment. This mean of transport would be a suitable option for residents to travel to work, school or college from the proposed development to destinations all over Gorey town and surrounding towns and cities, as outlined in Section 3.2 of this report.

An effort will be made to target a high proportion of residents who cycle to work, school or college. The local proposed cycle infrastructure (shown in Figure 5), the ample cycle infrastructure planned under the Gorey Town & Environs LAP (Figure 4) and the proposed cycle parking (Table 3) within the subject development will facilitate this task. In addition, residents will be regularly informed about the bike to work

scheme, the safest cycle routes to specific locations in Gorey and the benefits of commuting to work, school and college every day by bike.

Staff of the Creche and the Community Hub/Retail will also be regularly informed about the bike to work scheme, the upgraded local cycle network and cycle routes to the site and the bike parking proposed within the development and will be encouraged to commute every day to work by bike.

5.2.3 Public Transport

There are many benefits to taking public transport (rail and bus service) every day to/from work, school and college. These include benefits to the environment by reducing carbon emissions, reducing congestion, saving money and allowing users to relax and read. In this regard, some initiatives will be used to encourage residents to take public transport, such as:

- Providing information to residents and staff about tax incentives for public transport users;
- Publicise the national Journey Planner on www.transportforireland.ie;
- Publicise real time information services for public transport e.g. next bus and next train services for mobile phones, apps on smart phones for Dublin Bus real time passenger information;
- Publicise student LEAP travel cards and associated benefits;
- Provision of up-to-date public transport timetables and routes; and
- Advice for new residents and staff regarding local bus routes and the nearest bus stops, the nearest train station, and the travel time to/from Dublin City Centre, Dublin Airport, Wexford City Centre and other key destinations.

5.2.4 Car Sharing

There are many benefits of car sharing to/from work/college 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 pleasure of journey due to less congestion and having company. In this regard, a car sharing scheme will be incentivised to encourage residents, students and staff of the proposed development who work/study at the same place (within the development or not) or in close locations, to commute together and to minimise the number of people commuting to/from work/college alone.

5.3 Strategy for Travel

The strategy of this Travel Plan will be to encourage residents and staff to travel by green modes of transport and to shift away from private car. The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at locations within the development;
- The ongoing updating of public transport information serving Gorey town and the proposed development;
- Advising residents of tax incentives for public transport and bike to work schemes which may be available from their employer;
- Lobbying the public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving Gorey town;
- The provision of secure cycle parking within the development;

- The provision of information regarding car sharing benefits.
- The provision of broadband service to facilitate working from home and reduce transport demand.

5.4 Specific Measures

5.4.1 Transport Coordinator

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

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

- Promotion of the Travel Plan to residents and staff;
- 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.

To develop a thorough understanding of the existing situation, the best approach is generally to distribute (electronically or via hardcopy) a questionnaire to all users of the site, from which a database of existing travel behaviour can be compiled. The Transport Coordinator shall arrange for this resident's travel survey to be carried out within the first 4 months of being appointed.

The information requested in the questionnaire should include:

- Personal details, including place of work or study, start/finish times, and typical daily commute duration;
- Primary mode of transport;
- Current travel patterns including the time taken to travel to work/study and the place of work/study;
- 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.

5.4.2 Public Transport

Up to date local bus and rail timetables will be maintained within the tenant amenity areas 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 and staff with a travel pack showing the various available modes of travel to/from the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

5.4.3 Provision for Cyclists

Secure bicycle parking facilities will be provided as described in Section 4.2 above. Local cycle route information will be provided in the tenant amenity areas and at other fixed points within the development, and residents will be advised of their location. Residents and staff of the development will be regularly informed about the Bike to Work Scheme that may be available by their employees.

5.4.4 Car Sharing

One of the focuses for reducing the use of private cars will be promoting car sharing. This will consist of promotional material to be produced by the Transport Coordinator to outline the benefits of car sharing for commuting purpose every day and setting up a system of development wide car sharing opportunities where a resident could advertise or seek a car share to a destination (e.g. train station) at a particular time.

5.5 Monitoring of the Travel Plan

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

The Coordinator, 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.

The Coordinator will:

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

5.5.1 Why Monitor?

Monitoring the success of the Travel Plan is essential for a number of reasons, including:

- Review the success of particular initiatives and whether or not they are meeting the objectives defined;
- Increase or reduce resource allocations as required;
- Forecast future activity; and
- Report on success.

5.5.2 What to Monitor?

As part of the monitoring process the Coordinator will be responsible (in conjunction with other key personnel) to monitor and measure the below indicators:

- Changes in modal split;
- Bikes parked on site and utilisation of the bike parking provided;
- Cars parked on site and utilisation of car parking provided;

- Number of residents using student LEAP cards to commute to school/college;
- Number of residents/staff commuting on a car sharing basis to/from work and college/school;
- Number of residents working on a remotely basis and not generating commuting trips;
- Facilities upgrades.

5.6 Marketing and Implementation

As part of the implementation of this Plan, the Management Company will provide all new residents and staff 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, staff and visitors;
- Details of tax incentives available, such as Bike to Work Scheme and Tax Saver Scheme for public transport tickets;
- Travel Survey Form;
- Details of pedestrian facilities;
- Details of cycle facilities; and
- Details of car sharing schemes.

6. Conclusion

This Travel Plan has been prepared in support of a planning application for a 421 units + Creche + Community Hub & Retail Strategic Housing Development (SHD) on lands at Kilnahue & Gorey Hill, Gorey, Co. Wexford. This document focuses on how residents and staff could be encouraged to use sustainable means of transport to and from the site and to minimise the number of residents and staff who will drive to work, college or school.

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 & rail stop locations, and information about the bike to work scheme to all residents and staff, is likely to encourage them to reduce dependency of private car and increase travel by green modes of transport. These measures will not only benefit the residents but will also mitigate against any negative transport impacts that can be arise during the operational phase of the proposed development.

Gorey town centre is well served by public transport with many bus routes and rail service within walking and cycling distance of the development. The site is within walking and cycling distance of Gorey town centre and associated employments, third level education institutes, shopping and amenity areas. Secure bicycle parking will be provided on site to encourage the use of existing sustainable modes of travel to and from the development.

The traffic impact of the proposed development is assessed as part of the Traffic & Transport Assessment prepared for the site which is accompanying the documentation package under a separate cover, however, the measures outlined in this plan have been devised to limit the impact of the development on the surrounding road network. The findings of this Travel Plan are based upon information available at the time of writing, including current road, cycle & pedestrian networks and public transport provision. It should be noted that this plan should be subject to constant review and should be amended to suit the changing transport situation in the local and wider area.

In summary, the proposed development mobility management measures will be deployed to ensure anu reduction in car parking standard provision will be catered for and also to ensure as far as is practical sustainable travel to/from the proposed development will be encouraged.

UK and Ireland Office Locations

