



Travel Plan

Oldtown Planning: Phase 5 SHD

April 2022

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This document has been prepared and checked in accordance with
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1. Introduction

1.1 Background of Report

This Travel Plan has been prepared by Waterman Moylan to accompany a planning application to An Bord Pleanála for a proposed Strategic Housing Development (SHD) in lands at Oldtown, Swords, Co. Dublin.

The proposed development is for 377 No. Units, comprising of 173 No. Houses, 134 NO. Apartments and 70 No. Apartment/Duplex units on a total net development area of 7.80 HA, as per the schedule of accommodation overleaf. A 519sqm Creche is also proposed.

Table 1 below shows the breakdown of the residential units proposed.

Unit Description		No. of Units
Houses	2-Bed	9
	3-Bed	147
	4-Bed	17
Duplexes	Block A	18
	Block B	8
	Block C	8
	Block D	20
	Block E	8
	Block F	8
Apartments	Block A	48
	Block B1	32
	Block B2	32
	Block C	22
Total		377

Table 1 | Proposed Development – Breakdown of Residential Units.

This subject application is Oldtown Phase 5 of the Oldtown–Mooretown LAP. The development of Oldtown–Mooretown LAP lands commenced in 2011 and is expected to be complete by 2032. The overall Oldtown–Mooretown development is estimated to comprise approximately 3,200 dwellings units, 11,510 sqm of commercial floorspace and a 1,624 pupils primary and post-primary school on a 111 hectares site.

1.2 Programme

It is expected that construction of the proposed development will commence in 2023 for completion in 2025.

1.3 Scope

This Travel Plan will be a key operational element for the proposed residential development at Oldtown Phase 5. 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 proposed development site is located in Oldtown, Swords, Co. Dublin, north of the R125 Rathbeale Road, as shown in Figure 1 below, and is part of the Oldtown-Mooretown LAP lands as shown in Figure 2.

The area of the Oldtown-Mooretown LAP lands is approximately 111 hectares. The lands are located at the western development edge of Swords, within the catchment of the Broadmeadow River. The Oldtown-Mooretown lands are divided by R125 Rathbeale Road, with Oldtown lands to the north (circa 50 ha) and Mooretown to the south (circa 61 ha).



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

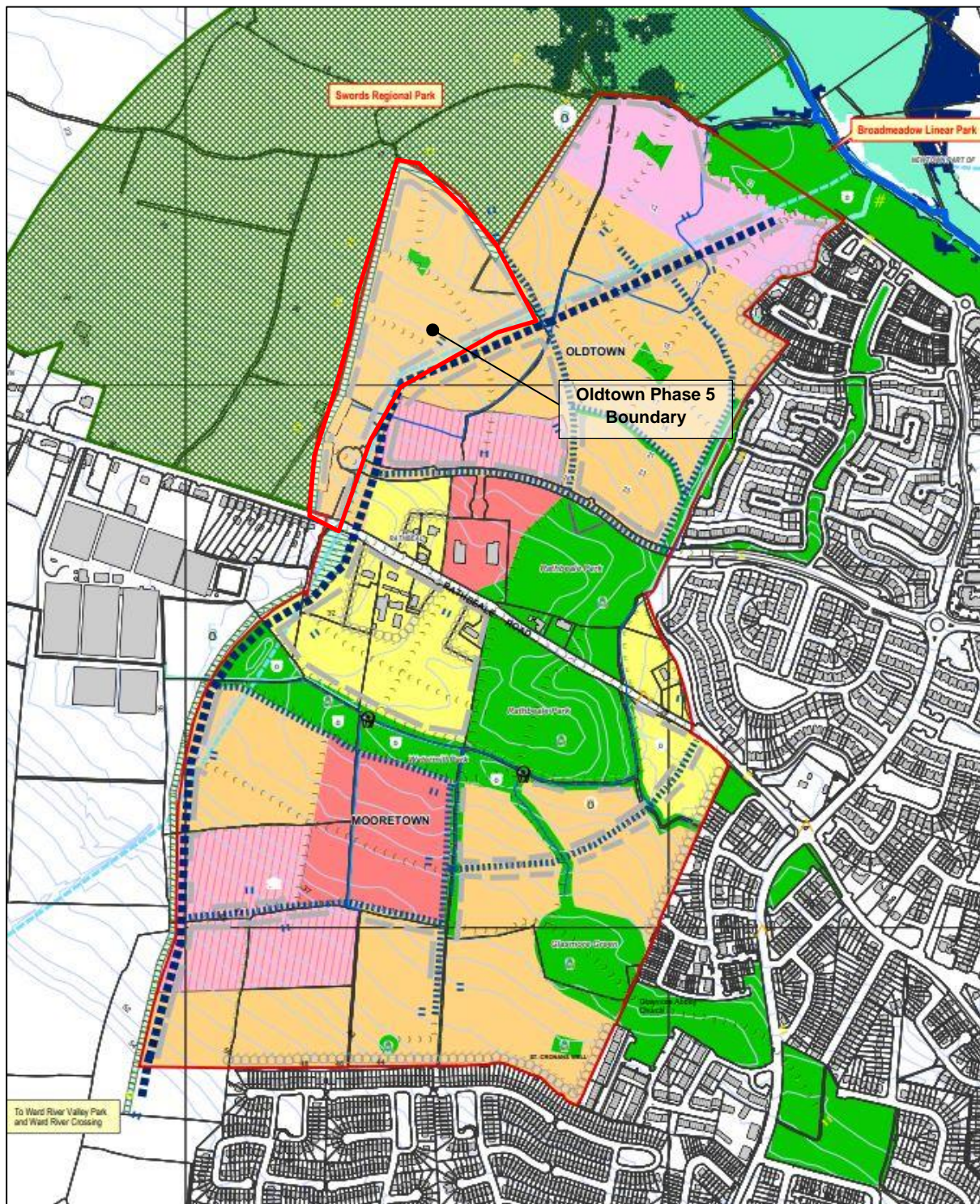


Figure 2 | Image extracted from the Oldtown-Mooretown LAP 2010.

3. Site Accessibility and Receiving Environment

3.1 Walking Accessibility

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). Table 2 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".

As can be in Figure 3 below, within the 10-minute walking catchment there are two schools and local shops. The schools are Gaelscoil Bhrian Bóroimhe and the Swords Educate Together, as well as the Applewood Community Centre which can offer leisure and sporting activities for the area.

Within the 20-minute walking distance there are several bus stops for travels in both directions. These bus stops are for the Bus Routes 197 and 41B. Further south of the proposed development within the 30-minute isochrone there is the Broadmeadow Community National School and Swords Community College.

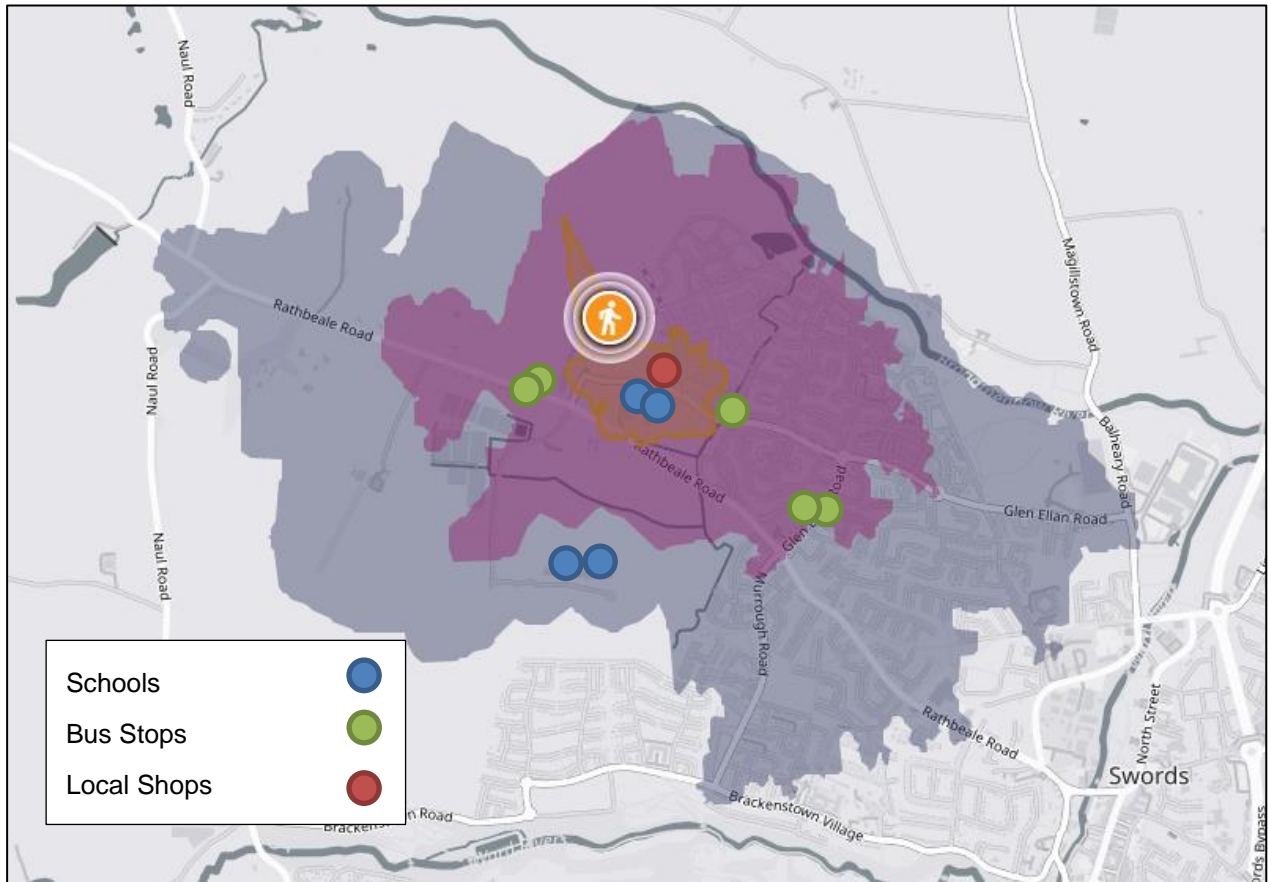


Figure 3 | Site Accessibility - Walking Distances.

3.2 Cycling Accessibility

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), Figure 4 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.

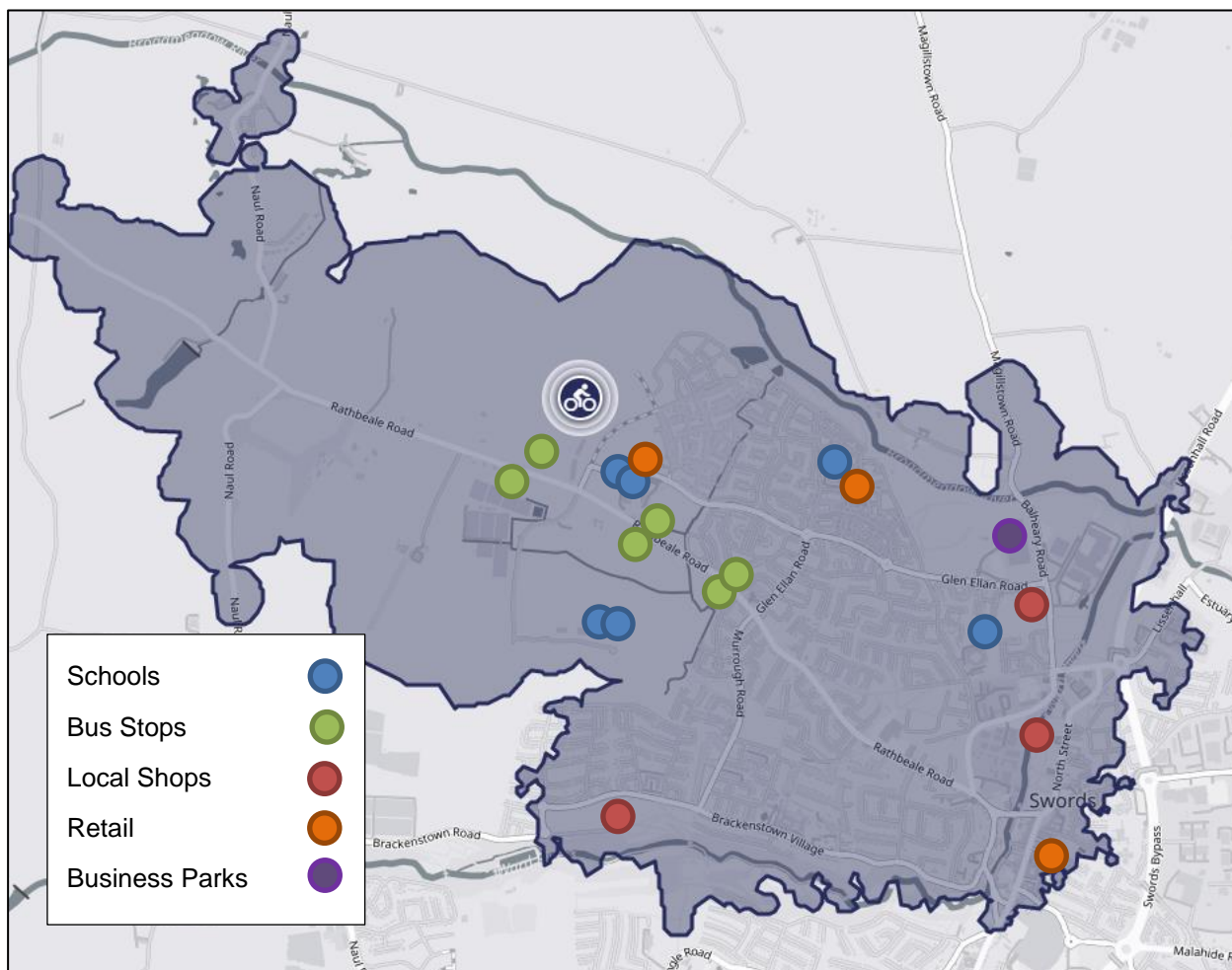


Figure 4 | Site Accessibility – Cycling Distances.

As can be seen in Figure 4 above, a 15-minute cycling isochrone give access to several schools, services and amenities in the area. There are several schools with the area with two school adjacent to the proposed development, Broadmeadow Community National School and Swords Community College and further north is Gaelscoil Bhrian Bórimhe. There are two more schools within Swords to the East of the proposed development, there are St Finian's Community College to the northeast and Fingal Community College.

There are several bus stops also available to the north and east of the catchment that offer access to Dublin City Centre and Swords Main Street.

There are several retail facilities within the catchment, the most significant being Pavilion Shopping centre to the southeast of the proposed development. Directly east and closest to the proposed development is a large supermarket and to the north of this is a small area of shops and restaurants in Applewood.

There are several leisure and sports facilities in the area. There are two parks in the area, one to the south called Windmill lands and has Ward River following through it. St. Colmcilles GAA club is to the east of the proposed development. Directly north of the site is the Applewood Community Centre which can offer leisure and sporting activities for the area.

To the northeast of the proposed development at the edge of the catchment, there is a small business park which offers employment opportunities.

3.3 Bus

The Mooretown Lands are currently served by bus services. The closest bus stops relative to the proposed development are situated along R125 Rathbeale Road. It is approximately a 0.6 km (7-minute walk) to the R125 Rathbeale Road from the centre of the subject site. There are two bus routes along this road, being Dublin Bus 41B and Go-Ahead bus 197. A summary of the frequency of these routes is shown in Table 3 below. Figure 5 shows the walking distance from the subject site to the subject nearest bus stops.

Route	From	To	Weekday Frequency	Saturday Frequency	Sunday Frequency
197	Swords, Airside Ind. Estate	Ashbourne (Pillo Hotel)	5 buses from 06:20 to 23:15* Every 4-6 hours	4 buses from 06:20 to 18:35* Every 4-6 hours	3 buses at 11:40, 19:10 and 23:15*
	Ashbourne (Pillo Hotel)	Swords, Airside Ind. Estate	5 buses from 07:30 to 19:45 Every 4-6 hours	4 buses from 07:00 to 18:15 Every 4-6 hours	2 buses at 12:45 and 20:20
41B	Rowlestown	Irish Life Mall	17 buses from 07:00 to 23:00 Every 60 to 75 mins	17 buses from 07:00 to 23:00 Every 60 to 75 mins	14 buses from 10:00 to 23:00 Every 60 to 75 mins
	Irish Life Mall	Rowlestown	17 buses from 07:00 to 23:00 Every 60 to 75 mins	17 buses from 07:00 to 23:00 Every 60 to 75 mins	14 buses from 10:00 to 23:00 Every 60 to 75 mins

Table 3 | Bus Routes 197 and 41B - Frequency Table.

*Last bus takes route variation through Liffey Valley

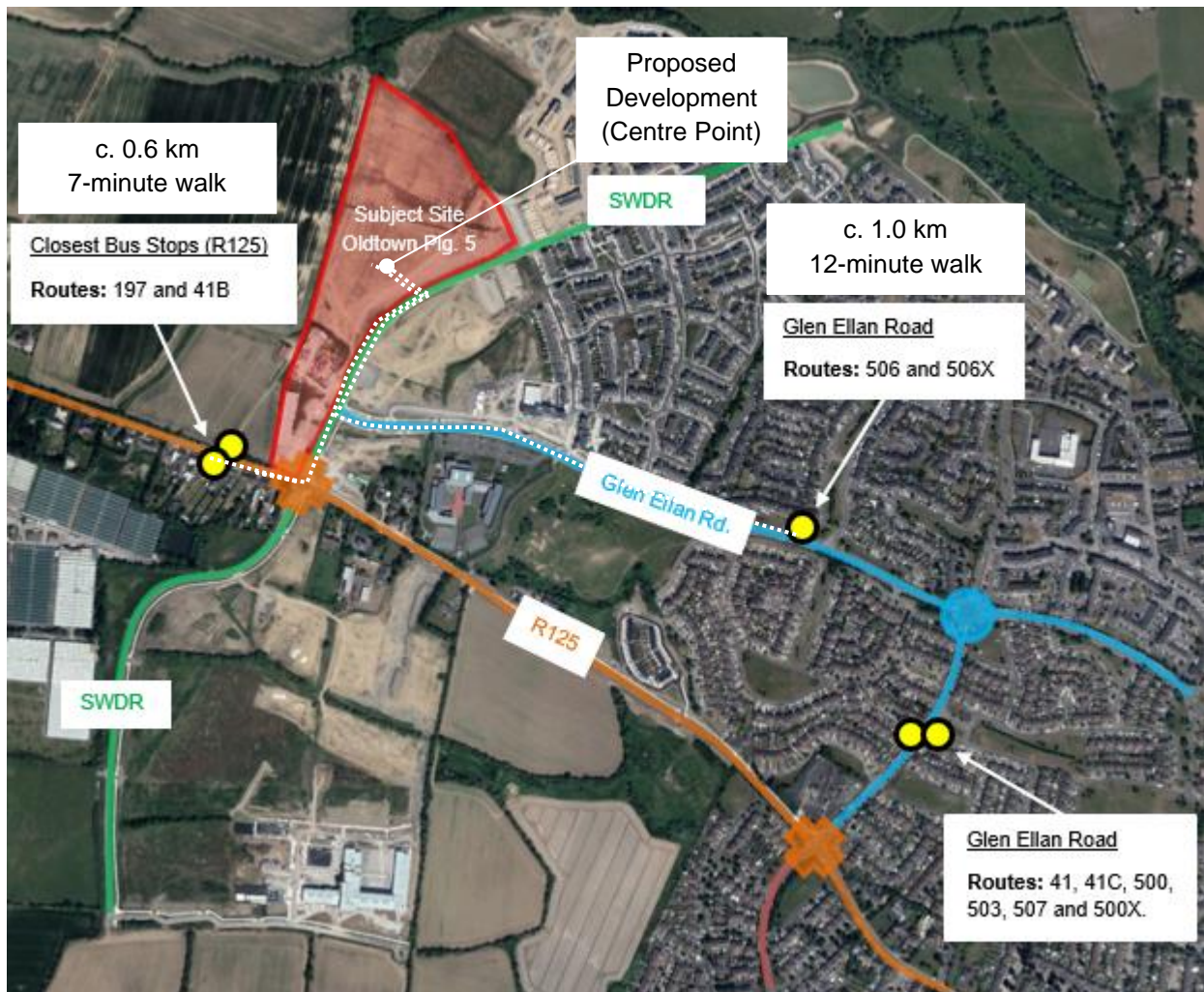


Figure 5 | Walking Distance to Nearest Bus Stops.

To the East of the proposed development site there are additional bus routes along Murrough Road and Glen Eilan Road. The bus stops serving these additional routes are approximately 1.9 km (23-minute walk) away from the proposed development.

The subject bus stops serve several routes to both Dublin and Swords. These are the Dublin Bus routes 41, 41C and 41X and Swords express routes 196, 500, 500-N, 500-X, 501, 503 and 506. These routes are summarised below.

- **Dublin Bus Route 41:** from/to Lower Abbey Street in Dublin City Centre, this route operates every 15 to 20 minutes during the AM (07:00 to 09:00) and PM (17:00 to 19:00) peak periods.
- **Dublin Bus Route 41C:** from/to Abbey Street in Dublin City Centre, this route operates every 10 to 20 minutes during the AM and PM peak periods.
- **Dublin Bus Route 41X:** from/to UCD Belfield in South Dublin, this route operates Monday to Friday only, twice in the AM period (From Knocksedan) and twice in the PM Period (From UCD Belfield).
- **Swords Express Route 196:** from Knocksedan to Swords (Pavilions Shopping Centre), this route operates nine times during the AM peak period and six times during the PM peak period. This equates to approximately a bus running every 13 minutes in the morning and a bus running every 20 minutes in the evening.

- **Swords Express Route 500:** to/from Eden Quay in Dublin City Centre, this route operates 13 times during the day between 8:40 and 18:50. The bus comes approximately every 40-60 minutes.
- **Swords Express Route 503:** this route operates five times per day, three times in the AM peak period towards Marion Square in Dublin City Centre and two times in the PM peak period on the opposite direction – from Marion Square.
- **Swords Express Route 507:** this route operates three times per day, two times in the AM peak period (07:00 to 09:00) towards Eden Quay in Dublin City Centre and one time in the PM peak (17:00 to 19:00) on the opposite direction.
- **Swords Express Route 500X:** this route operates three times in the AM peak period (07:00 to 09:00) towards Eden Quay in Dublin City Centre and four times in the PM peak (17:00 to 19:00) on the opposite direction.

3.4 Go Car

There is one GoCar station in the vicinity of the proposed development located at an EuroSpar located in Braeburn Terrace, Applewood. At the time of writing this report there are 2 cars available at this station. The GoCar station is approximately 2.6km away from the proposed development (31-minute walk).

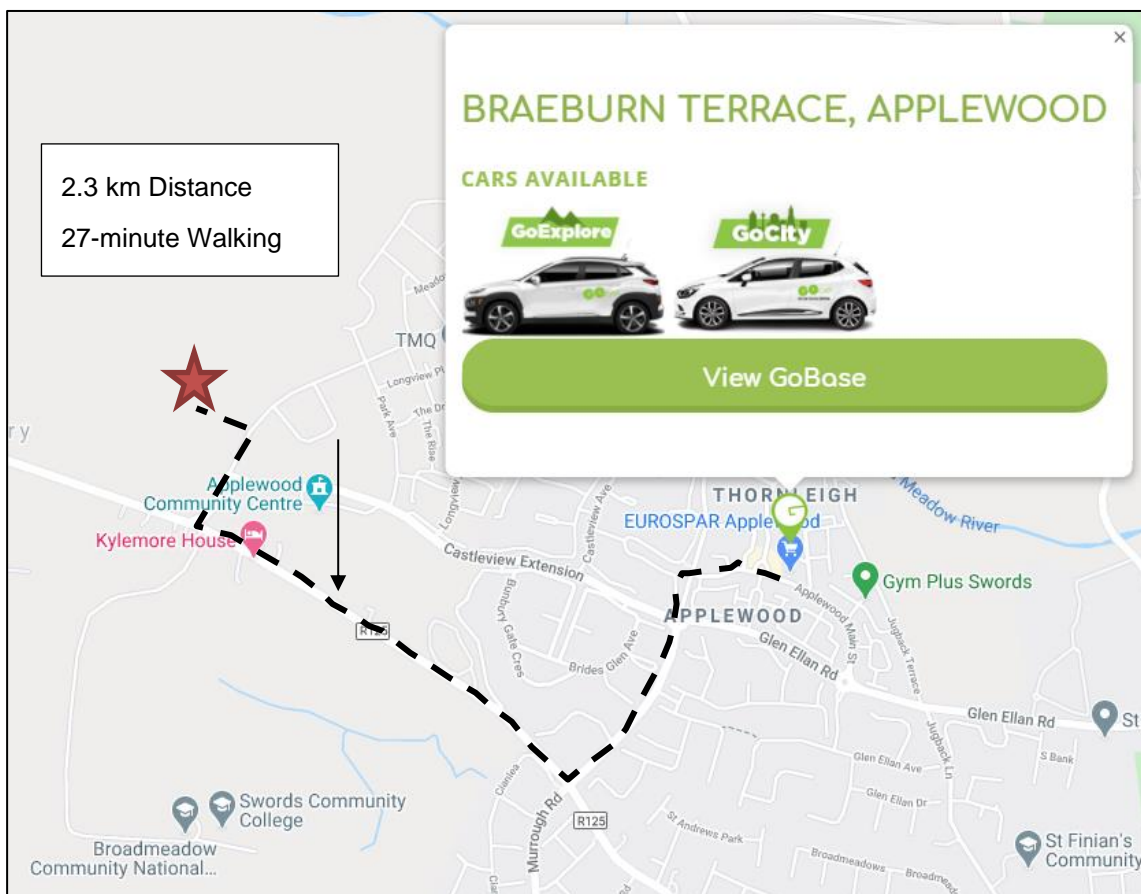


Figure 6 | Location of Nearest GoCar Station.

3.5 Existing Cycle Infrastructure

Cyclists can benefit from the provision of dedicated cycle lanes along both sides of the carriageway on Glen Ellan Road (and extension) for the entirety of its length (See Figure 7). These cycle lanes are generally

separate from the carriageway by a grass verge, except for a small portion of the road extension section which comprises a cycle track immediately adjacent to the carriageway along the northern side.

As part of the development works that are now complete on the R125 Rathbeale Road within the Oldtown-Mooretown LAP lands, cycle lanes have been installed along both sides of the carriageway from the new signal-controlled junction with the Western Distributor Link Road to the eastern edge of the LAP lands.

These road upgrade works were subject to a Part 8 planning application by FCC which are now complete and open to the public. See Waterman Moylan Drawing 17-144-P1003 for the nearby cycle routes.

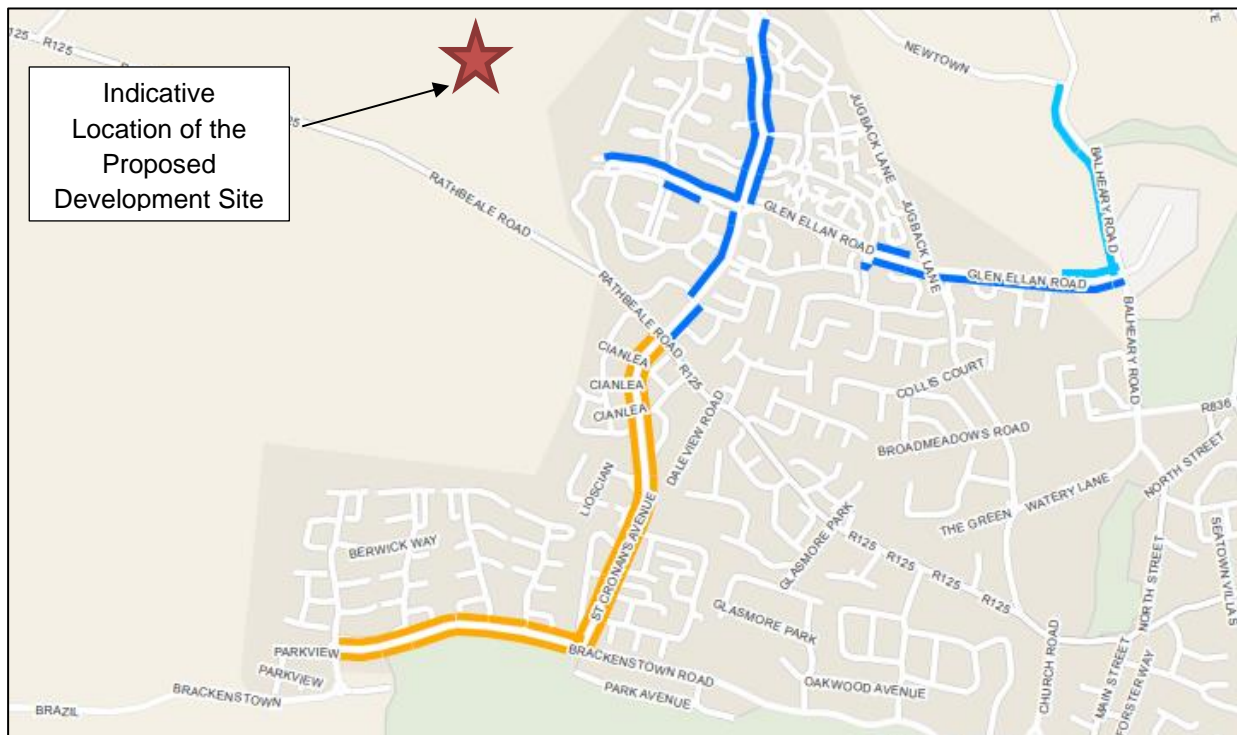


Figure 7 | Existing Cycle Network – extracted from GDA Cycle Network Plan.

3.6 Existing Pedestrian Infrastructure

The existing pedestrian facilities in the surrounding area comprise an inter-connected network of footways linking the various neighbourhoods to each other, to the existing schools, to the local bus stops and to the surrounding public network.

As part of the development works that are now complete on the R125 Rathbeale Road within the Oldtown-Mooretown LAP lands, footpaths have been constructed along both sides of the carriageway from the new signal-controlled junction with Western Distributor Link Road to the eastern edge of the LAP lands.

The newly constructed Western Distributor Road (within Mooretown) comprises a footpath with dedicated pedestrian crossings along the eastern side of the carriageway for its entirety.

See Waterman Moylan Drawing 17-144-P1002 for the pedestrian routes.

4. Transportation Improvements

4.1 Oldtown-Mooretown LAP Road Improvements

Relevant road network improvements required as part of the Local Area Plan are outlined below:

- Development of a number of new roads/road links – in particular provision of the Western Distributor Link Road (WDLR) and the Inner Ward River Valley Crossing;
- Enhancement of existing junctions and roads external to the lands;
- Redesign of Glen Ellan Road as a main urban street within the lands and design of a main street within Mooretown lands;
- Provision of a quality bus route to transport those living in northwest Swords into the Town Centre;
- Provision of pedestrian and cyclist networks, associated with green corridors both within and into adjoining areas

At the time of writing this report, the WDLR is substantially complete within the Oldtown-Mooretown lands. These development works were undertaken as part of the previous phases of the LAP. The southern extension of the WDLR for c. 400m along the western boundary of the subject site received grant permission by FCC in May 2021 under Reg. Ref. F20A/0096 and will comprise access points to the proposed development.

The road upgrades along the R125 Rathbeale Road, both within and outside the LAP boundaries, were subject to a Part 8 planning application by FCC. This planning application received approval in 2017 and the associated works are now complete and open to the public.

The Glen Ellan Road Extension works are complete as part of the previous phases of Oldtown lands.

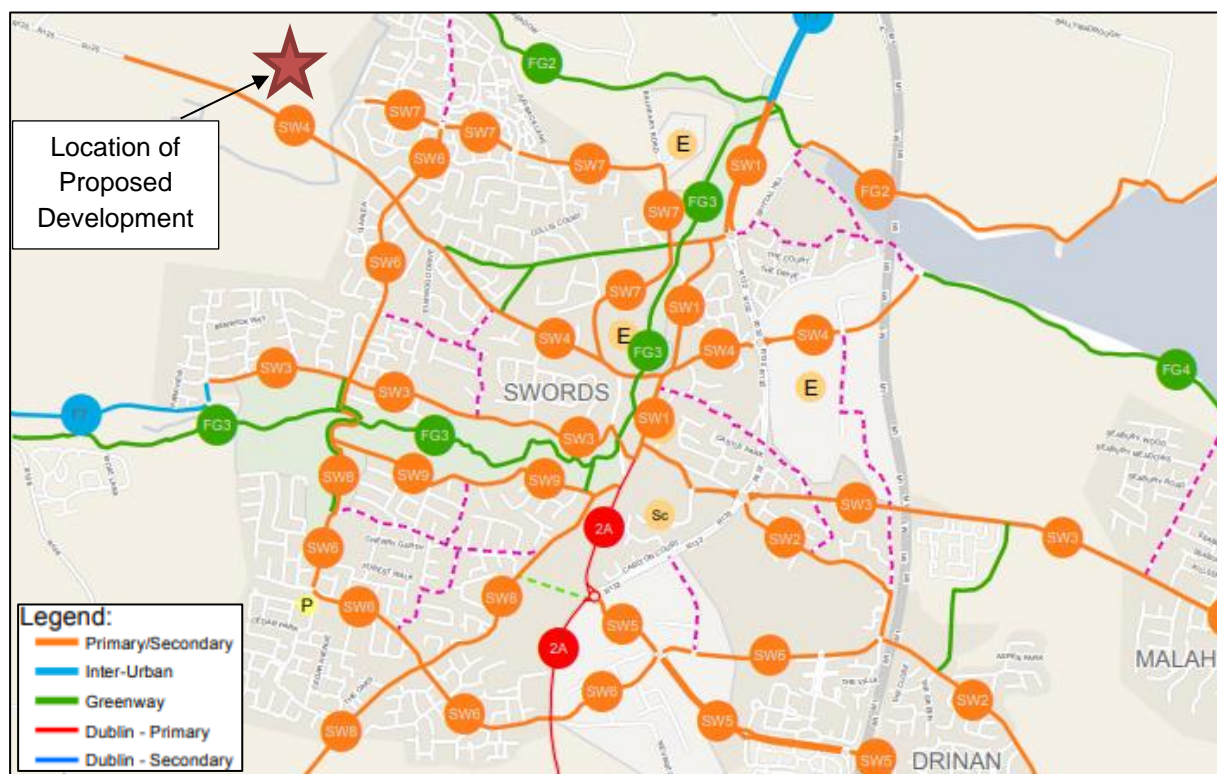
The scope, extent and timing of the works related to the Swords Quality Bus Corridor are to be agreed with Fingal County Council.

4.2 Greater Dublin Area Cycle Network Plan

The National Transport Authority published proposals for the Greater Dublin Area Cycle Network Plan in December 2013. The plan sets out a vision and a strategy for the construction and/or designation of a comprehensive network of cycling routes throughout the Greater Dublin Area (Counties Dublin, Meath, Kildare and Wicklow).

An extract from Sheet N9 (Proposed Cycle Network Swords & Malahide) is reproduced in Figure 8 below.

For further details on future cycle network in the locality (including those approved within Mooretown), please refer to Waterman Moylan Drawing 21-011-P1005 accompanying the documentation package.



4.3 Bus Connects

The Bus Connects project currently being promoted by the National Transport Assessment aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). The routes proposed to serve the proposed development site are the Local Route 197, Local Route L89, Route X84 and route A4. A summary of the frequency of these routes is shown in Table 4. Service frequency of Route 197 will remain as it currently is (Refer to Table 3 above).

Bus Route	Monday – Friday	Saturday	Sunday
L89	Every 1 – 2 hours	Every 2 hours	Every 2 hours
X84	3 Buses at 07:00 3 Buses at 17:00	-	-
A4	12-15 minutes	15-20 minutes	20-30 minutes

Table 4 | Summary of BusConnects Routes Frequency.

4.4 Metrolink

MetroLink is a proposed high-capacity, high-frequency rail line running from Swords to Charlemont. MetroLink is expected to carry up to 50 million passengers annually, current journey times from Swords to the city centre to 25 minutes. The preferred route for MetroLink is currently undergoing consultation and an application for planning approval for the MetroLink Scheme is expected to be made to An Bord Pleanála in 2021. It is anticipated that the construction period would be about six years and that the MetroLink service would be operational in 2027.

The Estuary Park & Ride station, which is also the terminus of the MetroLink is located approximately 3.5km east of the proposed site. This facility will offer 3,000 parking spaces. It is envisaged that the introduction of the MetroLink will see a significant modal shift towards public transport resulting in a lower dependence

on the private car. Figure 9 below shows the location of the MetroLink terminus in relation to the proposed development.

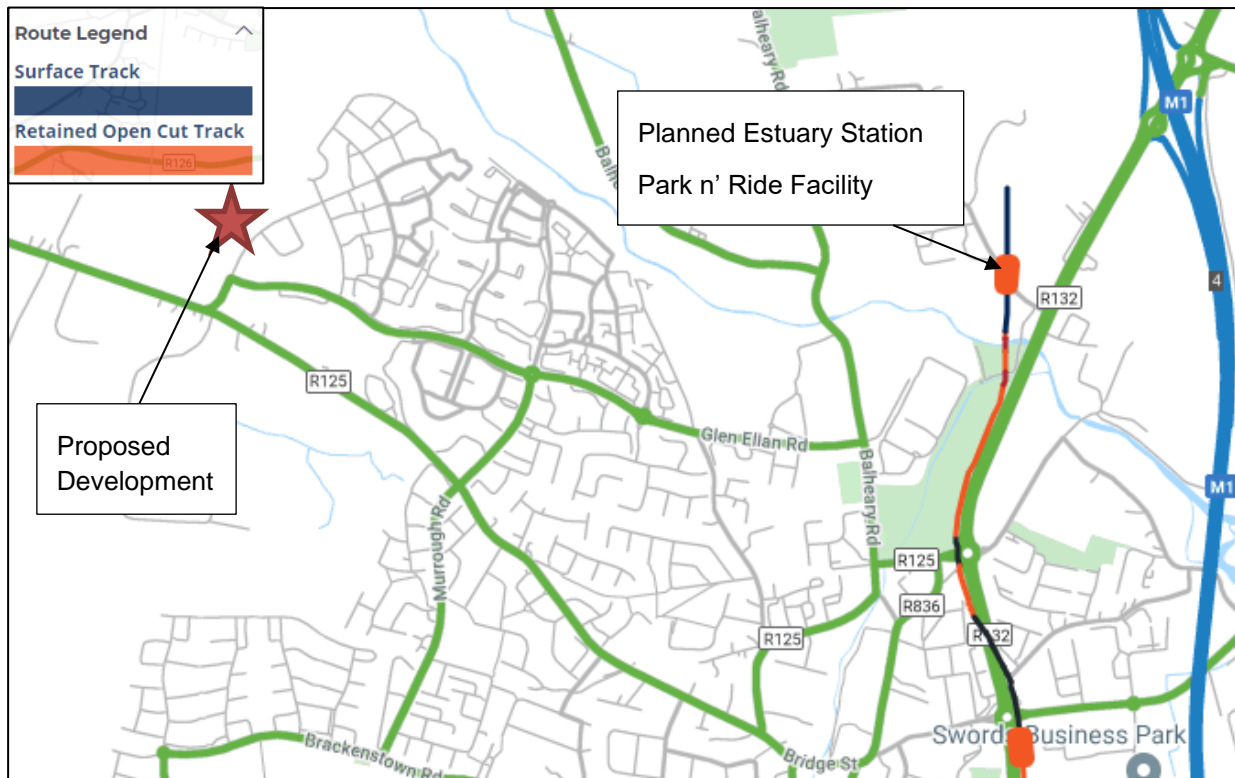


Figure 9 | Location Map for MetroLink Station with 'Park n' Ride' facility.

4.5 GoCar

It is expected that GoCar will provide 2 no. shared car club vehicles within the subject development site when fully constructed and occupied. A letter to confirm GoCar intentions to provide these new car club vehicles is included in Appendix F of the Engineering Assessment Report accompanying the documentation package under separate cover.

According to GoCar, *"Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners."*

4.6 Pedestrians

Additional pedestrian facilities, such as footpaths, dedicated pedestrian crossings and green routes connecting the public parks, will continue to be provided at Mooretown as the development progresses.

All footpaths for the proposed development will be provided in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided.

5. Proposed Development

5.1 Development Proposals

The proposed development is for 377 No. units, comprising of 173 No. Houses, 134 No. Apartments and 70 No. Apartment/Duplex units on a total area of c. 8.25 Ha, as per the schedule of accommodation overleaf. A 519m² Creche is also proposed.

Unit Type	Block	1 – Bedroom	2 – Bedroom	3 – Bedroom	4 - Bedroom	Total
Houses	-	-	9	147	17	173
Duplexes	A	9	8	1	-	18
	B	3	5	-	-	8
	C	3	5	-	-	8
	D	10	9	1	-	20
	E	3	5	-	-	8
	F	3	5	-	-	8
Apartments	A	18	30	-	-	48
	B1	9	23	-	-	32
	B2	9	23	-	-	32
	C	4	18	-	-	22
Total	-	71	140	149	17	377

Table 5 | Proposed Development – Residential Units Breakdown.

5.2 Site Access

The site will benefit from four vehicular access points (yellow circles in Figure 11 below). Three to be accessed via the substantially constructed Western Distributor Link Road (WDLR) and one via the Park Avenue through the site connection with the recently developed Oldtown Phase 4D approved under Reg. Ref. F18A/0750. These accesses will allow both vehicular and pedestrian/cyclist movements and their location are illustrated in Figure 10 below. Additional pedestrian/cyclists access points are also proposed on R125 Rathbeale Road and on the Western Distributor Link Road (WDLR) to facilitate pedestrians/cyclists' progression towards the closest bus stops, to the adjacent public park and to the surrounding pedestrian and cycling network.



Figure 10 | Proposed Development – Site Access Points.

The visibility splay requirements for the vehicular site access proposed on the Western Distributor Link Road (WDLR) are based on the 50kph design speed limit. The sightline requirements for a new priority junction on 50kph road are identified within DMURS which recommends as visibility splay of 45m x 2.4m on roads without bus routes. Further details of these proposed access junctions can be seen on Waterman Moylan Drg. No. 17-144-P1001 to P1004.

5.3 Car Parking

6. Car Parking

6.1 Fingal Development Plan 2017 - 2023

Standards for car parking in new developments are set out in Table 12.8 of the Fingal Development Plan 2017 - 2023. Based on that, Table 6 below sets out the parking requirements applicable to the subject proposed development of Oldtown Planning 05.

Land Use	Standard	Norm or Max
House – Urban / Suburban (1 or 2 bedrooms)	1-2 spaces within the curtilage	Norm
House – Urban / Suburban (3 or more bedrooms)	2 spaces within the curtilage	Norm
Apartment / townhouse (1 bedroom)	1 space per unit plus 1 visitor space per 5 units	Norm
Apartment / townhouse (2 bedrooms)	1.5 space per unit plus 1 visitor space per 5 units	Norm
Apartment / townhouse (3+ bedrooms)	2 spaces per unit plus 1 visitor space per 5 units	Norm
Duplex	No standard	-
Creche	0.5 space per classroom	Norm

Table 6 | Fingal Development Plan 2017–2023 - Car Parking Standards.

Based on the standards above, Table 7 below, sets out the number of parking spaces required for the subject development.

The duplex units do not fall exactly into any of the categories defined within the Fingal Development Plan. Therefore, the standards for Apartments have been used for the proposed Duplexes.

Unit Type	Dev. Size	Car Parking Spaces Required
2-bed Houses	9 units	9 spaces for residents
3 and 4-bed Houses	164 units	328 spaces for residents
1-bed Apartments	71 units	71 spaces for residents + 14 spaces for visitors
2-bed Apartments	94 units	141 spaces for residents + 19 spaces for visitors
2-bed Duplexes	37 units	56 spaces for residents + 7 spaces for visitors
3-bed Duplexes	2 units	4 spaces for residents + 1 space for visitors
Creche	519 sqm 4 classrooms	2 spaces
Total	377 residential units 519 sqm of Creche (4 classrooms)	609 spaces for residents + 41 spaces for visitors 2 spaces for the Creche

Table 7 | Fingal Development Plan 2017–2023 - Car Parking Requirement.

6.2 Design Standards for New Apartments – December 2020

In December 2020, a revised version of the document “Sustainable Urban Housing: Design Standard for New Apartments” was released. The parking standards set out in this document are considerably lower than those contained in the Fingal Development Plan 2017 – 2023 in respect to apartment developments.

Chapter 2 of the Design Standard for New Apartments sets out the following “types of location” which are defined by site’s accessibility and proximity to public transport and town/city centres:

“Central and/or Accessible Urban Locations

- Sites within walking distance (i.e. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third level institutions;
- Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10 minute peak hour frequency) urban bus service.

Intermediate Urban Locations

- Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;
- Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minutes peak hour frequency) urban bus services or where such services can be provided;
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services.

Peripheral and/or Less Accessible Urban Locations

- Sites in suburban development areas that do not meet proximity or accessibility criteria;
- Sites in small towns or villages.”

The document also states that the range of locations is not exhaustive and will require further local assessment.

As per the Design Standards for New Apartments – Guidelines for Planning Authorities – December 2020 standards set out above and the location of the proposed development in relation to current and proposed public transport provision, it is understanding that the subject development meets criteria for reasonable grounds to minimise car parking provisions.

6.3 Car Parking Proposed

The number of car parking spaces projected to serve the proposed development is presented in Table 8 below.

It is proposed to provide a total of 600 no. car parking spaces, including spaces for residents, spaces for visitors, spaces for the Creche and also GoCar spaces. According to GoCar, “carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.”

Parking Block 01		
Apartment Blocks B1, B2, C & Duplex Block F		
Car Spaces	Rate	Location
81	0.86	On-curtilage/under-croft
Visitor Spaces = 17 GoCar Spaces = 2 Parking Block 01 Total Spaces = 100 (includes 4 disabled spaces and 10 communal EV spaces)		
Parking Block 02		
Houses		
Car Spaces	Rate	Location
18	2	On-curtilage
Duplex & Creche		
Car Spaces / Staff	Rate	Location
11	1	On-curtilage / On-street
Visitor Spaces = 1 Creche Drop-off Spaces = 5 Shared Visitor / Creche Spaces = 4 Parking Block 02 Total Spaces = 39 (includes 1 disabled space and 2 communal EV spaces)		
Parking Block 03		
Houses		
Car Spaces	Rate	Location
20	2	On-curtilage
22	2	On-street
Visitor Spaces = 3 Parking Block 03 Total Spaces = 45 (includes 2 communal EV spaces)		
Parking Block 04		
Houses		
Car Spaces	Rate	Location
40	2	On-curtilage
Duplex Block C & Block D		
Car Spaces	Rate	Location
28	1	On-street
Visitor Spaces = 9 Parking Block 04 Total Spaces = 77 (includes 2 disabled spaces and 4 communal EV spaces)		
Parking Block 05		
Houses		
Car Spaces	Rate	Location
54	2	On-curtilage
Duplex Block B		
Car Spaces	Rate	Location
8	1	On-street
Visitor Spaces = 2 Parking Block 05 Total Spaces = 64 (includes 1 disabled space and 2 communal EV spaces)		
Parking Block 06		
Apartment Block A & Duplex Block A		

Car Spaces	Rate	Location
21	1	On-curtilage / Under-croft
45	1	On-street
Visitor Spaces = 14		
Parking Block 06 Total Spaces = 80 (includes 3 disabled spaces and 8 communal EV spaces)		
Parking Block 07		
Houses		
Car Spaces	Rate	Location
64	2	On-curtilage
2	2	On-street
Parking Block 07 Total Spaces = 66 (includes 1 communal EV space)		
Parking Block 08		
Houses		
Car Spaces	Rate	Location
24	2	On-curtilage
4	2	On-street
Visitor Spaces = 3		
Parking Block 08 Total Spaces = 31 (includes 1 communal EV space)		
Parking Block 09		
Houses		
Car Spaces	Rate	Location
62	2	On-curtilage
Parking Block 09 Total Spaces = 62		
Parking Block 10		
Houses		
Car Spaces	Rate	Location
36	2	On-curtilage
Parking Block 10 Total Spaces = 36		
Summary Parking Proposed		
Spaces for Residents = 537 Spaces for Visitors = 49 Spaces for the Creche = 8 Shared Spaces Visitors & Creche = 1 GoCar Spaces = 2 Additional On-street Visitors Parking (Miller's Avenue) = 3 Overall Parking Proposed = 600 (includes 11 disabled spaces and 30 communal EV spaces)		

Table 8 | Proposed Car Parking.

As can be seen from the above, the proposed Oldtown Planning 05 development is projected to provide a total of 600 car parking spaces distributed over 10 Parking Blocks and 3 additional visitor spaces on Miller's Avenue.

The reduced car parking provision in relation to the parking required under the Fingal Development Plan reflects the location of the development in relation to public transport services and is in line with the Design Standard for New Apartments as summarised in Section 14.2 above.

7. Cycle Parking

7.1 Fingal Development Plan 2017 - 2023

Standards for bicycle parking in new developments are set out in Table 12.9 of the Fingal Development Plan 2017 - 2023. Based on that, Table 9 below sets out the cycle parking requirements applicable to the subject proposed development of Oldtown Planning 05.

Land Use	FDP Standard	Norm or Max
Apartment	1 per unit + 1 visitor space per 5 units	Norm
Creche	0.5 space per classroom	Norm

Table 9 | Fingal Development Plan 2017 – 2023 - Cycle Parking Standards.

7.2 Design Standard for New Apartments – March 2018

The following extracts from the “Design Standards for New Apartments – March 2018” summarise the guidelines for cycle parking:

“A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.”

7.3 Cycle Parking Proposed

The number of cycle parking spaces projected to serve the proposed development is presented in Table 10 below.

Apartment Block A	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	18	30		
2 Beds	30	70		
3 Beds	0			
Total	48	100	4	14
Apartment Block B1	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	17	17		
2 Beds	15	30		
3 Beds	0			
Total	32	47	2	6
Apartment Block B2	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	17	20		
2 Beds	15	38		
3 Beds	0			
Total	32	58	2	6
Apartment Block C	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	11	11		

2 Beds	11	22		
3 Beds	0			
Total	22	33	2	4
Duplex Block A	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	9	9		
2 Beds	8	16		
3 Beds	1	3		
Total	18	28	2	6
Duplex Block B	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	4	4		
2 Beds	4	8		
3 Beds	0	0		
Total	8	12	2	4
Duplex Block C	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	4	4		
2 Beds	4	8		
3 Beds	0	0		
Total	8	12	2	4
Duplex Block D	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	10	10		
2 Beds	9	18		
3 Beds	1	3		
Total	20	31	3	8
Duplex Block E	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	4	4		
2 Beds	4	8		
3 Beds	0	0		
Total	8	12	2	4
Duplex Block F	No. Units	Bikes Provided	Bike Trailers	Visitor Bikes
1 Beds	4	5		
2 Beds	4	8		
3 Beds	0	0		
Total	8	13	1	4

Table 10 | Proposed Cycle Parking – Oldtown Planning 05.

As can be seen from the above, the proposed Oldtown Planning 05 development is projected to provide a total of 428 cycle parking spaces to serve the apartment and duplex units. In addition, 4 no. bicycle parking spaces and 8 visitor spaces will also be provided for the Creche.

8. Modal Choice Targets

8.1 Strategy

The strategy for this Travel Plan is based on the movement of people not vehicles.

The objectives of the Plan are:

- (a) To endeavour to reduce the use of the car by single occupants;
- (b) To endeavour to reduce the use of the car for the journey from Oldtown Lands to work, especially during network peak periods;
- (c) To encourage the development of more sustainable transport modes for trips to and from Mooretown Lands;
- (d) To increase the percentage of persons choosing to walk, cycle or travel by public transport to and from Mooretown Lands instead of driving;
- (e) To create an alliance with Fingal County Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the Oldtown area.

In pursuance of achieving these objectives, targets for residents have been set for the future year of 2027.

These targets are based on data presently available from the South Fingal Transport Study carried out by SYSTRA in 2019 on behalf of FCC and will be measured to monitor progress.

Further targets will be developed during the implementation of this Plan as development and infrastructure progresses and new data becomes available.

The promoters of Oldtown Phase 5 are aware of the importance of maximising opportunities to make non-car trips for the journey to/from the development. To this end, the provision of close facilities helps in reducing the car use for other purposes (i.e. schools, employment, shopping, etc.).

8.2 Existing and Target Modal Split – Swords North West Sector

The Swords Sub Area Report, prepared by SYSTRA in 2019 as part of the overall South Fingal Transport Study, places emphasis on the NTA Statement of Strategy (2018 – 2022) which includes as a priority the promotion of more sustainable modes of transport (e.g. public transport and active modes of travel).

According to Section 2.3.1 of the Swords Sub Area Report, the proposed development of Oldtown 05 – and the overall Oldtown-Mooretown LAP lands, falls within the 'North West Sector' of Swords. See Figure 13 – extracted from 'Figure 2.2 Swords Sectors' of the Swords Sub Area Report.

Section 4.2.2.1 of the Swords Sub Area Report provides a comparison between three distinct scenarios (DoMin 2016, DoMin2027 and GDA Strategy No Metro 2027) to identify potential future changes in modal choice for the 'Swords North West Sector' for the future year of 2027 with no intervention (DoMin 2027) and with the implementation of the GDA Strategy (2027 GDA Strategy No Metro). The GDA Strategy consists of NTA GDA Strategy improvements to the bus network and cycle facilities without the implementation of the MetroLink. Bus Connects Project is included as part of the NTA GDA Strategy.

The chart below – extracted from 'Figure 4.3 Trip Generation by Mode, Swords North West' within Swords Sub Area Report of the *South Fingal Transport Study*, indicates that during Census 2016, the modal split in the Swords North West sector was 52% by Car, 27% by Public Transport, 18% by Walk and 2% by Cycle. The chart also shows that for the 2027 DoMin, with the recognised housing in place (including the overall Oldtown-Mooretown LAP) without any intervention to the transportation network, the Swords North West

area will face a large increase in the use of cars (to 62%), followed by a decrease in the use of Public Transport to 16%, 20% On Foot and the remaining 2% Cycle.

In the GDA Strategy scenario, with the recognised housing in place and an enhanced bus and cycle network (including Bus Connects), the results indicate that car trips will reduce considerably when compared to the 2027 DoMin, whilst public transport will increase. However, the absolute level of car trips in this scenario, with no further interventions, will remain higher than the current levels (DoMin 2016), and the identified modal split is predicted as the same recorded during Census 2016 – 52% by Car (8,528 trips), 27% by Public Transport (4,386 trips), 18% by Walk (2,958 trips) and 3% by Cycle (372 trips). This indicates that improvements to the bus/cycle network, will avoid a percentage increase in the Car usage in Swords North West sector, however the total number of car trips will still be higher than the current values (DoMin 2016), which demonstrates the importance of targeting and promoting the use of sustainable modes of transport on an ongoing basis to avoid additional traffic pressure to be added to the local and surrounding road network.

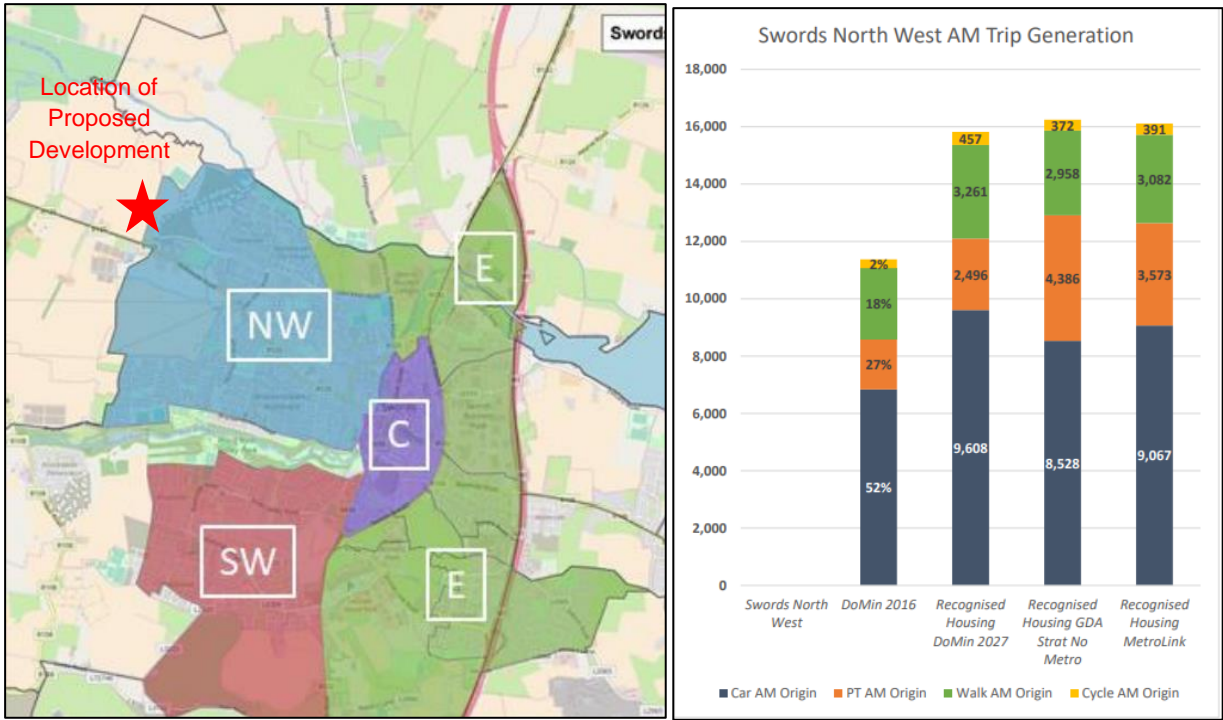


Figure 11 | South Fingal Transport Study – Existing and Target Modal Split.

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.

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 bus stops in the locality and use this facility to commute to their place of work, school or college. A communication tool will be developed to encourage residents to meet and walk together and create a sense of community between them.

Furthermore, children enrolled to the nearby schools will be encouraged to, together with their parents, walk to the school campus every day and avoid doing so by private cars.

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 a great 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 and new cycle infrastructure around the development will facilitate this task. For those residents wishing to commute to work by this mode, the proposed development will provide a total of 428 No. secure bicycle parking spaces on site for the apartment units and within the curtilage for the houses. The number of bicycle spaces is considered appropriate for the development, however, can be increased if demand arises. Residents will also be advised by government's Cycle to Work Scheme that might be available by their employers.

9.2.3 Public Transport

There are many benefits to taking public transport 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 the travel time to/from Dublin City Centre, Swords Town Centre and key cities.

9.2.4 Car Sharing as an alternative to owning a car

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.

Furthermore, 2 No. GoCar spaces will be provided within the site together with details for residents of how to join the scheme when they move into their unit. Information will also be displayed within the resident amenity area and updated when required.

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 an extensive information service for public transport routes at locations within the development;
- The ongoing update of public transport information provided in the area surrounding the 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 the development;
- The provision of secure cycle parking;
- The provision of good footpaths and pedestrian crossings in the area of the development;
- The provision of information regarding car sharing scheme;

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 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, online 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 and on the curtilage of each house. For visitors, retail and Crèche users, 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 proposed is included in Section 7.

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 proposed in Oldtown lands, Swords, County Dublin. This document 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, school or college.

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 stop locations; information about Cycle to Work scheme to all residents; is likely to encourage residents to reduce dependency of private car and increase awareness of the benefits of traveling 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

