



**Waterman Moylan**  
Engineering Consultants

# **Car Parking Strategy and Mobility Management Plan**

SHD at Holybanks, Swords

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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## Disclaimer

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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### A. Appendix A – Swords Express Timetables

## 1. Introduction

Waterman Moylan have been appointed by Cairn Homes Properties Ltd. to provide Engineering services on the development of their lands at Holybanks, Swords, Co. Dublin. This report has been prepared as part of a planning submission to An Bord Pleanála, for the proposed development which will consist of 621 no. units (145 no. 1-bed units, 278 no. 2-bed units, 187 no. 3-bed units and 11 no. 4-bed units) comprising 349 no. apartments, 118 no. houses and 154 no. duplex units. Building heights range from 1 no. to 7 no. storeys (over basement level). The scheme provides for public open space, communal open space areas, a crèche, residential amenities (including concierge, multi-purpose room, meeting room and gym), a new public park to the north of the site as an extension to Broadmeadow Riverside Park and services / bin store areas. The development provides for a total of 705 no. car park spaces (including houses), 856 no. secure bike parking spaces and 21 no. motorbike spaces at basement, under-croft, and surface level.

In addition, provision has been made on the site for a future school which does not form part of the masterplan.

This Mobility Management Plan and Car Parking Strategy document has been prepared by Waterman Moylan for the purposes of determining the appropriate level of parking provision in support of a planning application for this development.

This Mobility Management Plan covers the transport issues associated with:

- The construction stage of the development;
- The employment uses of the development; and
- The general public visiting the development.
- The residential uses of the development.

## 2. Site Description

### 2.1 Site Location

The site is in Swords, Co. Dublin. The site is bound by Glen Ellan Road to the south, Jugback Lane/Terrace to the west, former Celestica factory site to the east and the Broadmeadow River to the north.

Swords Celtic Football Club and its associated sports grounds are located to the north, on the opposite side of the Broadmeadow River. The Swords Business Campus is also located to the east of the site on the opposite side of Balheary Road. The site location is shown in Figure 1 below.

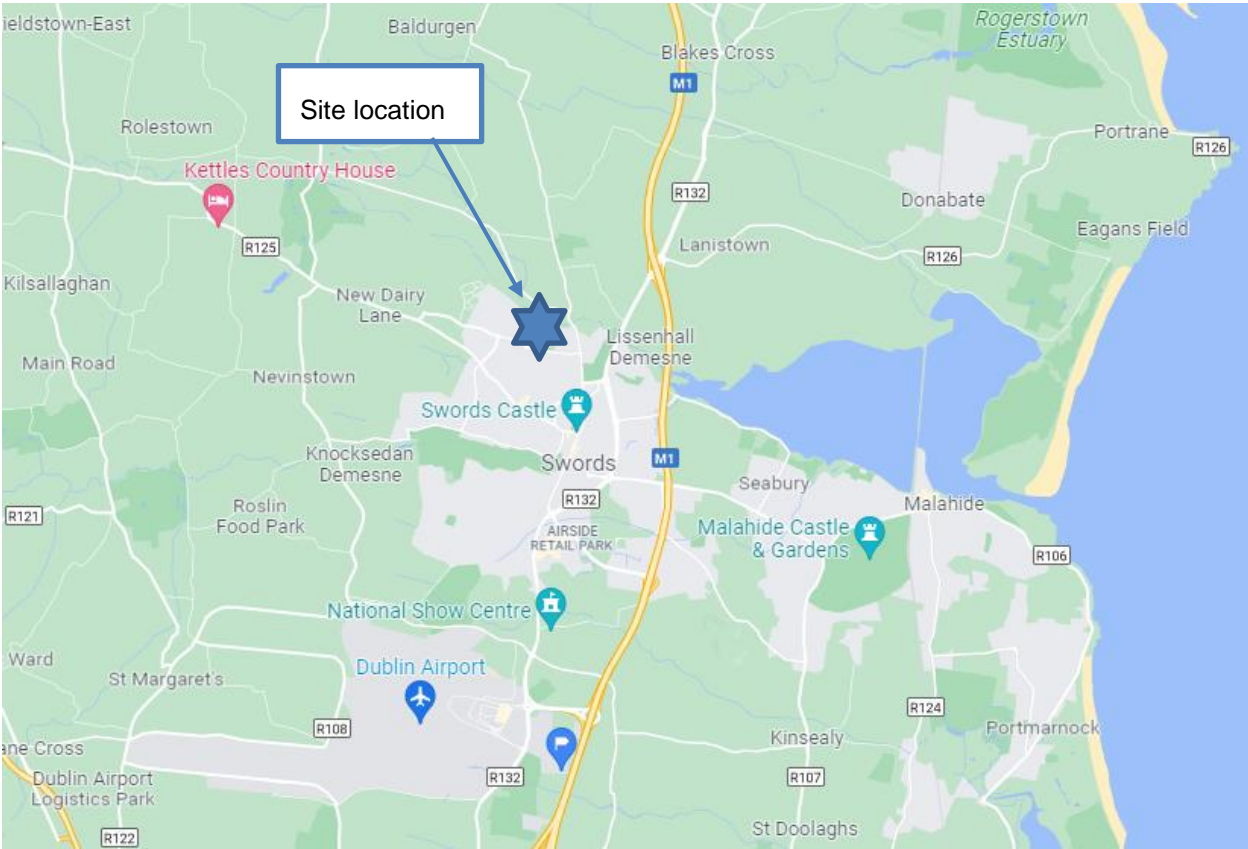


Figure 1 Site Location

### 2.2 Site Description

The overall site application area is approximately 14.17Ha. The site is currently green field as shown in **Error! Reference source not found.** below.





Figure 2 Site Location

The site generally falls from south to north towards the Broadmeadow River. The ground levels to the southwest are in the order of 14.0m falling to 5.6m at the northeast. See Figure 3 below illustrating the existing ground contours.

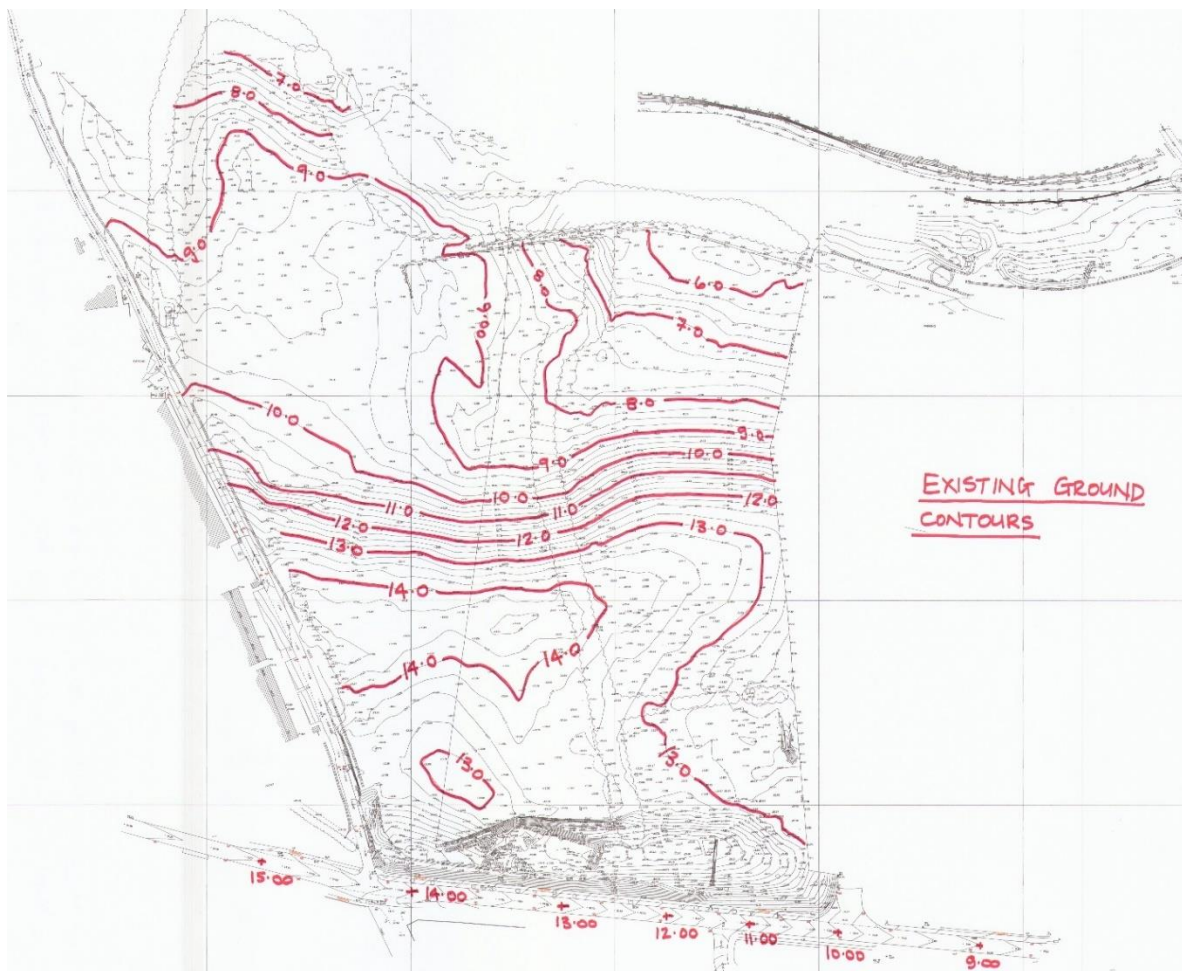


Figure 3 Existing Ground Contours

The existing ground topography of the proposed storage tank location ranges from 6.30m-6.90m, with gentle gradients falling from west to east and from north to south. The site for the proposed tank is brownfield, with some existing below ground infrastructure that will require removal and/or relocation.

## 2.3 Proposed Development

The proposed development will consist of a residential scheme of 621 no. units (145 no. 1-bed units, 278 no. 2-bed units, 187 no. 3-bed units and 11 no. 4-bed units) along with ancillary childcare facility (506.5 sq.m) and a range of residential amenity facilities (573 sq.m) including gym, concierge, meeting room and multi-purpose room.

The development will include the construction of:

- 118 no. houses comprising: 8 no. 1-storey, 1-bed maisonette units; 99 no. 2-storey, 3-bed units (18 no. mid-terrace and 81 no. semi-detached) and 11 no. 2-storey, 4-bed units (semi-detached).
- 349 no. apartment units (137 no. 1-bed units, 201 no. 2-bed units, and 11 no. 3-bed units) provided within 2 no. blocks ranging in height from 1 no. to 7 no. storeys (over basement level) to the south side of the site along Glen Ellan Road. A single level basement has been provided for Block B and an under-croft area is provided within Block A incorporating parking areas, waste management areas, plant rooms and other ancillary services.

- 154 no. duplex units that are arranged within 14 no. 3-storey blocks comprising of 77 no. 2-bed units (ground floor) and 77 no. 3-bed units.
- Apartments and duplexes are provided with balconies/terraces along all elevations and dedicated services / bin store areas.
- The development will also provide for an ancillary childcare facility (506.5 sq.m), and residential amenity facilities (573 sq.m) including gym, concierge, meeting room and multi-purpose room within the ground floor of Block B.
- Provision of 705 no. car parking spaces, 856 no. bicycle parking spaces and 21 no. motorbike parking spaces (within basement, under-croft and at surface levels);
- The landscape proposal includes extensive public open space (10,008 sq.m.), in addition to a new public park measuring 29,400 sq.m as an extension of Broadmeadow Riverside Park to the north of the site.
- Principal vehicular access to the site is from Glen Ellan Road, with an additional new secondary site entrance provided from Jugback Lane/Terrace. New pedestrian connections are provided to the site from Jugback Lane/Terrace, Glen Ellan Road and the proposed Broadmeadow Riverside Park extension to the north of the site. Further, a segregated pedestrian/cycle path is proposed along a central green spine, connecting Glen Ellan Road in the south with Broadmeadow Riverside Park extension in the north.
- Junction and road improvement works are proposed to the Glen Ellan / Balheary Road junction and R132/R125 Seatown West Roundabout. This will include widening of Balheary Road (South), upgrade works to cycle/pedestrian facilities and for the partial signalisation of R132/R125 junction. The application also contains proposals to upgrade existing Irish Water infrastructure including the construction of a stormwater storage tank and overflow outfall gravity sewer to the Broadmeadow River.
- All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, play areas, public art, boundary treatments, lighting, SuDs, pumping station, EV charging points, green roofs, ESB substations and services to facilitate the development.
- As part of the proposed development, temporary permission (3 no. years) is sought for a single-storey Marketing Suite and associated signage (including hoarding) during the development construction stage.

There is space for a future school allocated on-site and as such the sitewide infrastructure will make an allowance for this school where appropriate.

### 3. Car Parking Rationale

#### 3.1 Fingal County Council Standards

The proposed development comprises a mixture of traditional 1,2, 3 and 4 bed houses/maisonette which total 118, 154 duplex units together with 349 apartments and a Creche. The apartments are predominantly located within the south area of the site with two blocks, block A1/A2 and block B. All of the apartments are intended to be for private use/rental and the houses will be sold individually. The future school site does not form part of this application.

Houses and duplexes will be provided with parking spaces at ground level. The main apartment complex to the southeast of the site will be provided with parking at the basement level beneath the apartments and the block to the southwest will have parking spaces at the undercroft of the apartment block A1/A2.

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 1 below sets out the car parking requirements applicable to the subject proposed development. There are no car parking standards set out for duplexes within Fingal Development Plan. Therefore, for the purpose of calculation, the car parking standards for apartment/townhouse have been applied for the duplex units.

Table 1 Fingal County Council Car Park Space Requirements

Land Use	Standard	Car Parking Spaces Required
<b>House – Urban / Suburban (1 or 2 bedrooms)</b>	1-2 spaces within the curtilage	8 spaces for residents
<b>House – Urban / Suburban (3 or more bedrooms)</b>	2 spaces within the curtilage	220 spaces for residents
<b>Apartment/Duplex (1 bedroom)</b>	1 space per unit plus 1 visitor space per 5 units	137 spaces for residents + 27 spaces for visitors
<b>Apartment/Duplex (2 bedrooms)</b>	1.5 space per unit plus 1 visitor space per 5 units	417 spaces for residents + 55 spaces for visitors
<b>Apartment/Duplex (3 bedrooms)</b>	2 spaces per unit plus 1 visitor space per 5 units	176 spaces for residents + 17 spaces for visitors
<b>Crèche</b>	0.5 space per classroom	4 spaces
<b>Total</b>		958 spaces for residents + 99 spaces for visitors + 4 spaces for the creche

Based on Fingal County Council car parking requirements as represented above, this development would require 1,061 No. car parking spaces. However, as per the Design Standards for New Apartments – Guidelines for Planning Authorities – March 2018, this development meets multiple criteria for reasonable grounds to minimize car parking provision for the rental apartments. The proposed development is well located in terms of public transport and proximity to employment and amenities.

### 3.2 National Policy on Parking - Design Standards for New Apartments; Guidelines for Planning Authorities

In March 2018, a revised version of the document “Sustainable Urban Housing: Design Standards for New Apartments” was released, and it has been noted that the parking standards set out in this document see to achieve a considerably lower parking ratio than those contained in the Fingal Development Plan 2017-2023 in respect of Apartment Developments.

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

*“The quantum of car parking or the requirement of any such provision for apartment development will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria”*

*“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 reduces or wholly eliminated in certain circumstances. The policy above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport such rail and bus stations located in close proximity”*

*“These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services.”*

The following section describes the development’s proximity to high quality public transport and a major employment centre and amenities, which would support reduced parking need in the development.

#### 3.2.1 Car Parking proposed

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

Table 2 Proposed Car parking strategy within the development

Land Use	No. Units	Standard	Car Parking Spaces Proposed
<b>Maisonettes</b>	8 units	1 space per unit	8 spaces
<b>Houses (3 and 4 Bed)</b>	110 units	2 spaces per unit	220 spaces
<b>Apartments</b>	349 units	0.76 spaces per unit	266 spaces
<b>Duplexes</b>	154 units	1.14 spaces per unit	176 spaces
<b>Creche</b>	506 sqm (8 classrooms)	0.5 space per classroom	4 spaces
<b>Accessible Parking</b>	-	-	14 spaces
<b>EV Parking</b>	-	-	12 spaces

<b>Car Sharing Spaces</b>	-	-	5
<b>Total</b>	621 units 506 sqm (8 classrooms)	-	705 spaces

### 3.3 Public Transport, Employment and Amenities

#### 3.3.1 Proximity to Existing Public Transport

##### Swords Express

The Swords Express provides an existing, high-quality and express bus service from Swords to Dublin City Centre which is routed along Glen Ellan Road. The Swords Express has a travel time of approximately 35 minutes to The Point Village. The Swords Express Timetable is included in Appendix A.

The Swords Express links Swords to Dublin City Centre via the Port Tunnel. There are two coach stops located along Glen Ellan Road with approximately 150m of the proposed site entrance, being the Jugback Land and the St. Colmcille GAA Club. The routes that serve these coach stops are 500, 500X, 503, 507 (all daily) and 500N (Thursday and Friday night).

During peak hours this is a high frequency service with 22 buses from Glen Ellan Road to the city centre between the hours of 06:22 and 09:00 in the morning, which equates to one bus approximately every 7 minutes. In the evening peak, there is a similar service with 21 buses leaving the city centre traveling to Glen Ellan Road between the hours of 17:00 and 19:00 equating to a frequency of one bus every 5min 45sec.

Outside of peak hours the Swords Express runs at least every 30 minutes from Monday to Saturday and once per hour on Sundays.

On 01 March 2022, Waterman Moylan undertook a survey of the capacity in the Bus Network which would directly serve the subject site. This capacity study was undertaken adjacent to the development site and also at the stop in Swords before the buses join the M1 motorway. The survey was undertaken during the peak morning hours and it was found that all busses were operating at approximately 50% capacity or less.

##### Go-Ahead Ireland

In addition to the Swords Express service, the following Go-Ahead Ireland routes also serve the subject site area:

- **Go Ahead Route 197:** Swords – Ashbourne
- **Go Ahead Route 33a:** Balbriggan – Dublin Airport
- **Go Ahead Route 33b:** Portane – Swords

The weekday and weekends frequencies which these routes operate are presented in Table 3 below.

Table 3 Go Ahead Routes – Weekdays and Weekends Frequencies

Go Ahead Route	Weekdays Frequencies	Saturday Frequencies	Sunday Frequencies
<b>33a</b>	30-60min (All day)	90min (All day)	90min (All day)
<b>33b</b>	30-45min (All day)	30-60min (All day)	30-60min (All day)
<b>197</b>	60min (All day)	60min (All day)	60min (All day)

## Transport for Ireland

In addition to the Swords Express service, the following Transport for Ireland routes also serve the subject site area:

- **Transport for Ireland Route 196:** St. Margaret`s – Swords Nursing Home

The weekday and weekends frequencies which these routes operate are presented in Table 4 below.

Table 4 Transport for Ireland Route– Weekdays and Weekends Frequencies.

Transport for Ireland Route	Weekdays Frequencies	Saturday Frequencies	Sunday Frequencies
196	40-60min (All day)	40-60min (All day)	Not work

## Dublin Bus

In addition to the Swords Express service, the following Dublin Bus routes also serve the subject site area:

- **Dublin Bus Route 41c:** Lower Abbey Street – Swords Manor
- **Dublin Bus Route 43:** Talbot Street – Swords Business Park
- **Dublin Bus Route 41:** Lower Abbey Street – Swords Manor
- **Dublin Bus Route 41b:** Lower Abbey Street – Rolestown
- **Dublin Bus Route 41x:** UCD Belfield – Knocksedan
- **Dublin Bus Route 33:** Lower Abbey Street – Balbriggan
- **Dublin Bus Route 33a:** Dublin Airport – Balbriggan
- **Dublin Bus Route 33b:** Swords – Portrane
- **Dublin Bus Route 33e:** Lower Abbey Street – Mourne view
- **Dublin Bus Route 33n:** Westmoreland Street - Balbriggan

The weekday and weekends frequencies which these routes operate are presented in Table 5 below.

Table 5 Dublin Bus Routes – Weekdays and Weekends Frequencies.

Dublin Bus Route	Weekdays Frequencies	Saturday Frequencies	Sunday Frequencies
41c	20-30min (All day)	20-30min (All day)	20-30min (All day)
43	30min (Peak Hours) 60min (Off Peak)	60min (All day)	60min (All day)
41	20-30min (All day)	20-30min (All day)	30min (All day)
41b	5h (All day)	5h (All day)	8h (All day)
41x	1 Time per day	Not work	Not work
33	40min (Peak Hours) 60min (Off Peak)	60min (All day)	60min (All day)
33a	30-60min (All day)	90min (All day)	90min (All day)
33b	30-45min (All day)	30-60min (All day)	30-60min (All day)
33e	1 Time per day	Not work	Not work
33n	4 Times per night (Thursday and Friday)	4 Times per night	Not work

The closest bus stops which are served by Dublin Bus Route 41c are located on Glen Ellan Road approximately 150m west of the main site access, being Bus Stop No. 4923 (eastbound – towards Dublin) and Bus Stop No. 4918 (westbound – towards Swords Manor). See Figure 4. A network of footpaths are provided on both sides of the Glen Ellan Road and there are dedicated signalised pedestrian crossing facilities at the junction with Balheary Road and between the Bus Stops No. 4923 and No. 4918 which currently provide pedestrian safety and comfort to cross the road.

The closest bus stops which are served by Dublin Bus Route 43 are located on R836 approximately 1.1km (13-minute walk as per Figure 4) of the main site access, being Bus Stop No. 36799 (southbound – towards Dublin) and Bus Stop No. 3712 (northbound – towards Swords Business Park). See Figure 7.

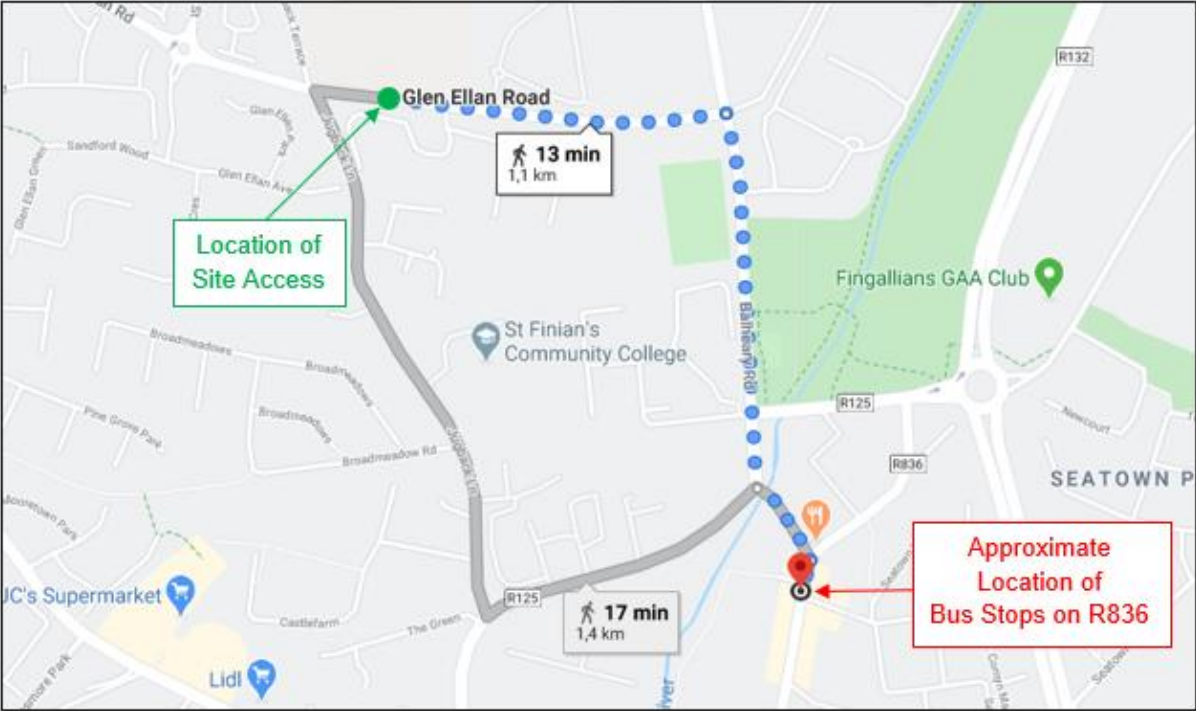


Figure 4 Walking Route from Subject Site to Bus Stops on R836 (Source: Google Maps).

In reference to Figure 4, a network of footpaths is provided on Glen Ellan Road, Balheary Road and R125 with dedicated pedestrian crossing facilities at each road crossing point along the route to the bus stops. All these pedestrian crossings include dropped kerbs.

Travel time on Go-Ahead Route 33a from Bus Stop No. 3712 on Glen Ellan Road to Dublin Airport is approximately 40 minutes.

Travel time on Go-Ahead Route 33b from Bus Stop No. 3712 on Glen Ellan Road to Marsh Lane is approximately 60 minutes.

Travel time on Dublin Bus Route 33 from Bus Stop No. 3712 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 33e from Bus Stop No. 3712 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41c from Bus Stop No. 3712 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 43 from Bus Stop No. 3679 on Glen Ellan Road to Talbot Street in Dublin City Centre is approximately 70 minutes.



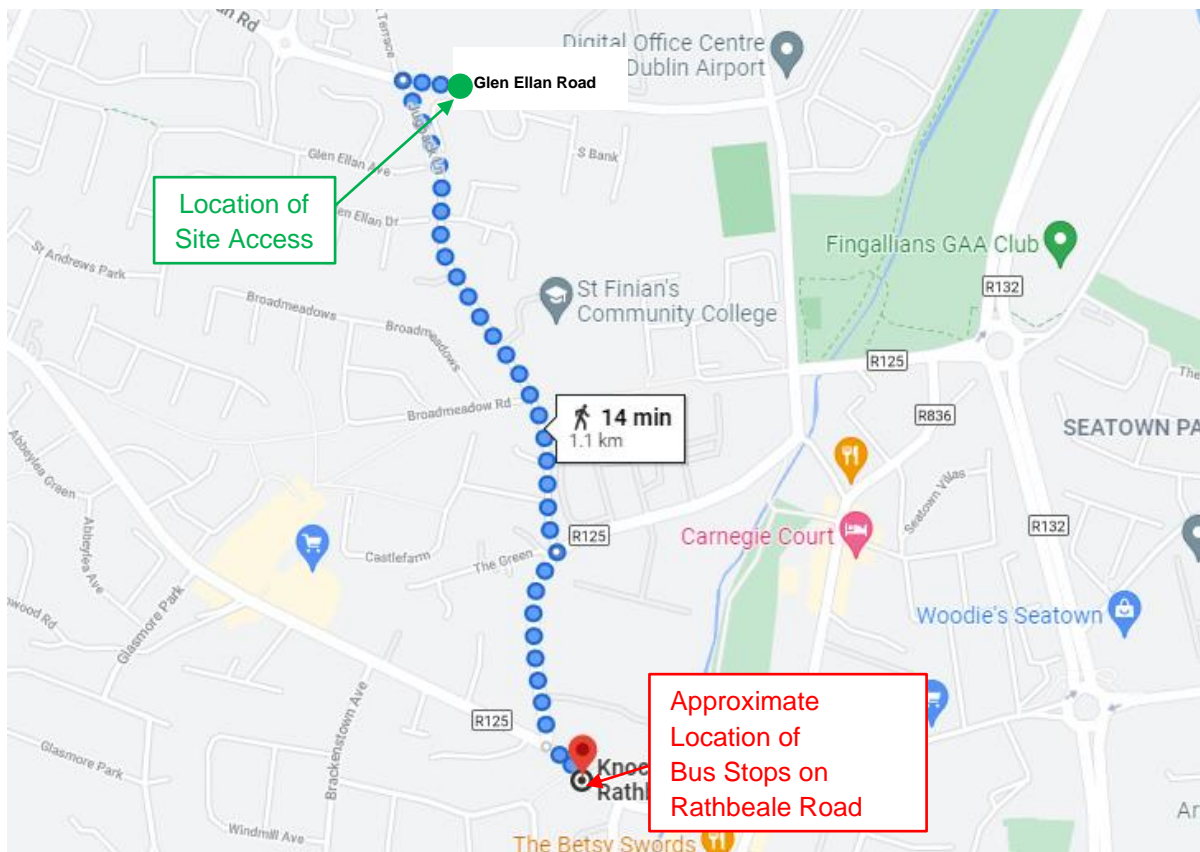


Figure 5 Walking Route from Subject Site to Bus Stops on Rathbeale Road (Source: Google Maps).

In reference to Figure 5, a network of footpaths is provided on Glen Ellan Road, Rathbeale Road with dedicated pedestrian crossing facilities at each road crossing point along the route to the bus stops. All these pedestrian crossings include dropped kerbs.

Travel time on Dublin Bus Route 41 from Bus Stop No. 5075 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41b from Bus Stop No. 5075 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41x from Bus Stop No. 5075 on Glen Ellan Road to Tara Street is approximately 60 minutes.

Travel time on Go-Ahead Route 197 from Bus Stop No. 5075 on Glen Ellan Road to Ashbourne is approximately 60 minutes.

Travel time on Transport for Ireland 196 from Bus Stop No. 5075 on Glen Ellan Road to Swords Nursing Home is approximately 60 minutes.

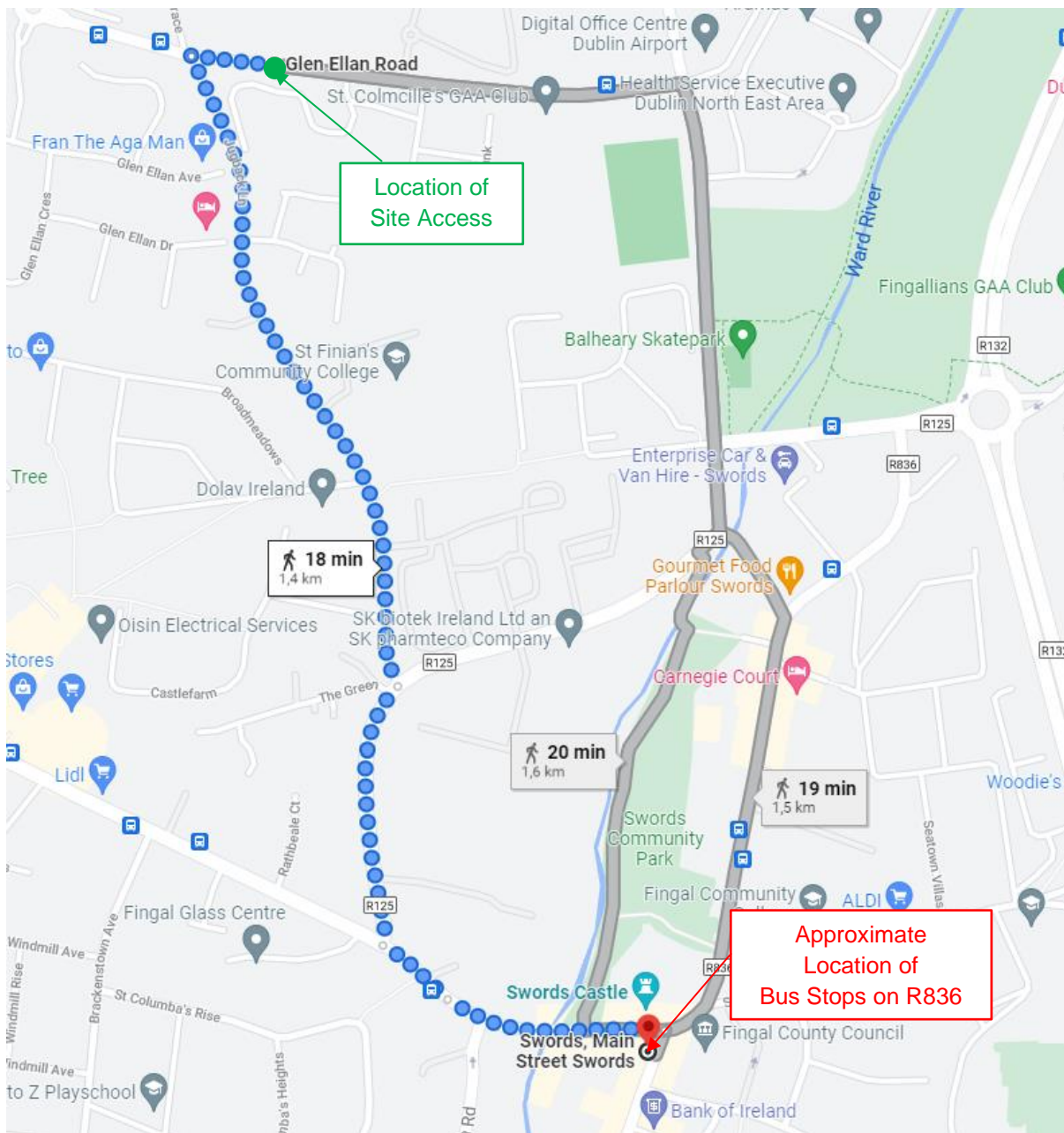


Figure 6 Walking Route from Subject Site to Bus Stops on on R836 (Source: Google Maps).

In reference to Figure 6, a network of footpaths is provided on Glen Ellan Road, Main Street with dedicated pedestrian crossing facilities at each road crossing point along the route to the bus stops. All these pedestrian crossings include dropped kerbs.

Travel time on Go-Ahead Route 33a from Bus Stop No. 3679 on Glen Ellan Road to Dublin Airport is approximately 40 minutes.

Travel time on Go-Ahead Route 33b from Bus Stop No. 3679 on Glen Ellan Road to Marsh Lane is approximately 60 minutes.

Travel time on Go-Ahead Route 197 from Bus Stop No. 3679 on Glen Ellan Road to Ashbourne is approximately 60 minutes.

Travel time on Dublin Bus Route 33 from Bus Stop No. 3679 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 33e from Bus Stop No. 3679 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41 from Bus Stop No. 3679 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41c from Bus Stop No. 3679 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41b from Bus Stop No. 3679 on Glen Ellan Road to Lower Abbey Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 41x from Bus Stop No. 3679 on Glen Ellan Road to Tara Street is approximately 60 minutes.

Travel time on Dublin Bus Route 43 from Bus Stop No. 3679 on Glen Ellan Road to Talbot Street in Dublin City Centre is approximately 70 minutes.

Travel time on Dublin Bus Route 33n from Bus Stop No. 3679 on Westmoreland Street to Glen Ellan Road is approximately 60 minutes.

Travel time on Transport for Ireland 196 from Bus Stop No. 3679 on Glen Ellan Road to Swords Nursing Home is approximately 60 minutes.

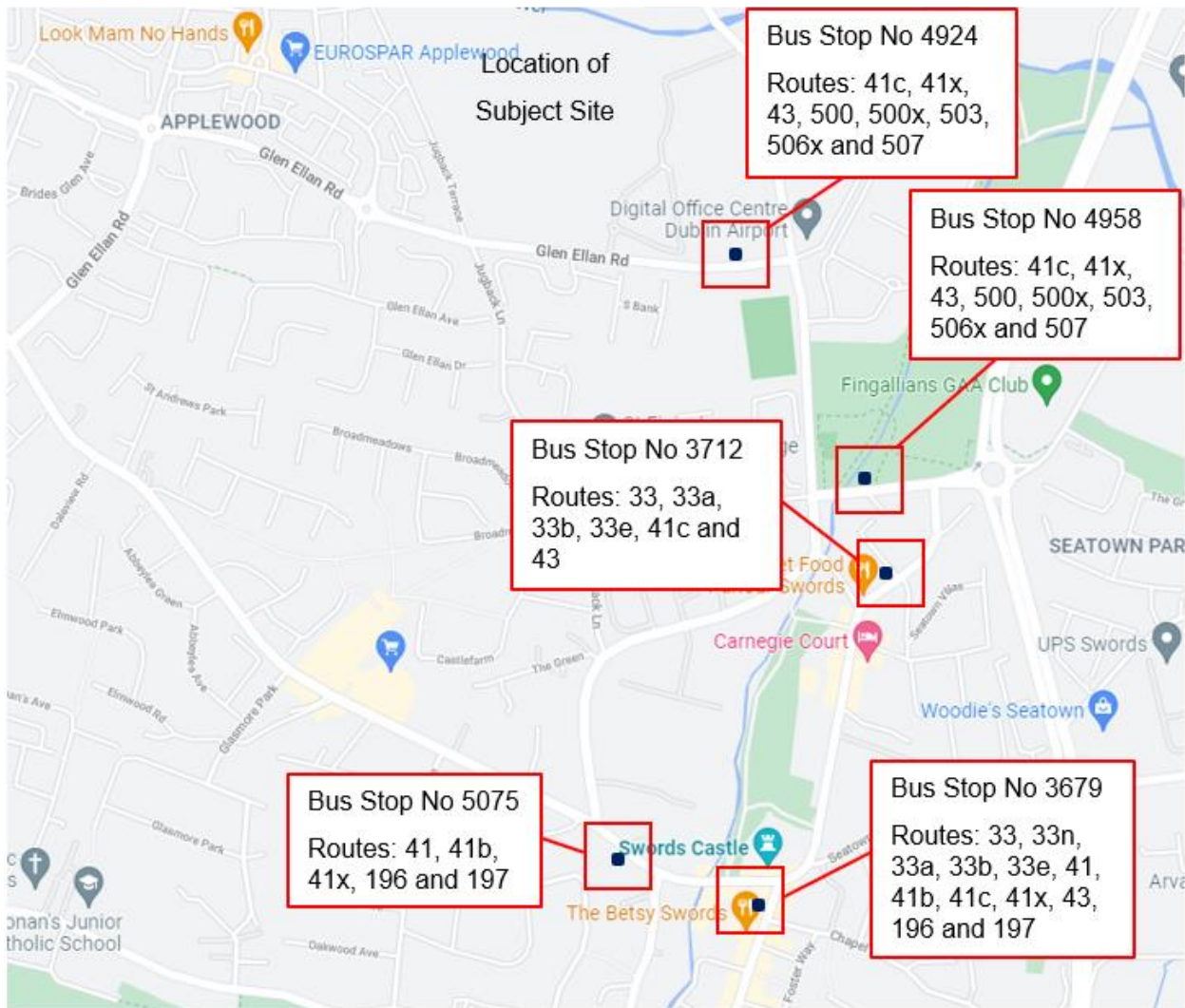


Figure 7 Location of Closest Bus Stops Served by Dublin Bus Routes, Go-Ahead and Transport for Ireland.

### Existing Pedestrian Facilities

The existing pedestrian facilities in the surrounding area comprise an inter-connected network of footpaths linking the various neighbourhoods to each other, to the existing schools, to the existing parks, to Swords Main Street and associated services/amenities and to the surrounding public network.

### Existing Cycle Facilities

Along the site frontage, cyclists can benefit from the provision of a dedicated cycle lane along the south side of the carriageway on Glen Ellan Road. This cycle lane is separated from the road by a footpath and a grass verge. Figure 8 is an extract of the Cycle Network Plan for the Greater Dublin Area which illustrates the existing cycling infrastructure within the area surrounding the proposed development site.



Figure 8 Existing Cycle Infrastructure – Extracted from Sheet E9 in GDA Cycle Network Plan.

### Car Sharing Service

Car Sharing is a mode of car rental where people can rent cars for short, medium or long term. Car Sharing contributes to a sustainable mode of travel due to a decrease in car ownership. The following outlines the benefits of car sharing:

- Each car can be accessed by multiple drivers, 24/7 and bookable at a moment's notice;
- Reduce the requirement for private transport;
- 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 more environmentally friendly and safer.

The closest GoCar station, which is served by two vehicles, is located in the car park at Braeburn Terrace, Applewood, approximately 650m (8-minute walk) northwest of the main vehicular access on Glen Ellan Road, and approximately 350m west (4-minute walk) west of the secondary access on Jugback Lane.

The location of the closest GoCar station in relation to the proposed development site is illustrated below.

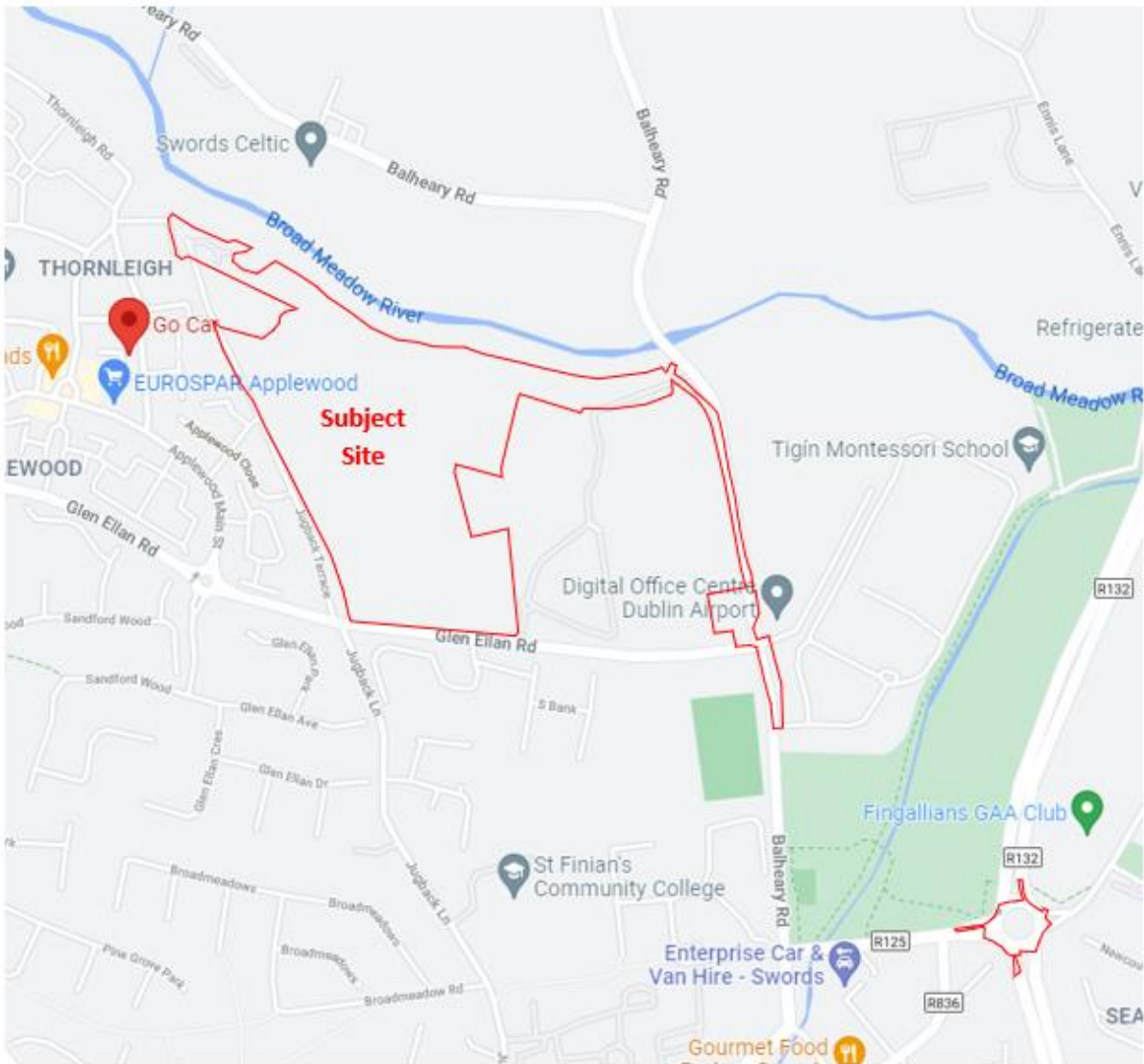


Figure 9 Location of Closest GoCar Station (Source: www.gocar.ie)

In addition, it is proposed that a car sharing provider will provide 5 shared car club vehicles in Estuary West masterplan when fully developed and occupied.

**Other Services**

**Rail Services** – Swords is not currently served by rail transportation. The site is located approximately 7.4km drive (c. 12 minutes off-peak) from Malahide Rail Station which includes both on-site car parking (77 no. spaces) and cycle facilities (70 no. sheltered spaces and 13 rentable bike lockers) making it a viable option for commuters. This station provides access to the Dublin Connolly / Drogheda / Dundalk services as well as the DART. This forms part of the wider rail network throughout the Greater Dublin Area and links the site directly to Dublin City Centre.

### 3.3.2 Proximity to Existing Public Transport

#### Bus Connects

The BusConnects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area. The bus routes proposed to directly serve the proposed development site are the **Radial Route 22**, **Local Routes L21, L82, L83, L85, L89, L197** and **Peak-time Route X79, X84** as per Figure 10 below – extracted from BusConnects Local Area Map. A summary of the proposed route of these bus services is presented in Table 6. The weekday and weekend frequencies of each route is presented in Table 7.

Table 6 Bus Connects Routes

Route No.	From	Via	To
22	Glen Ellan Rd.	River Valley	City Centre
X79	Glen Ellan Rd.	River Valley – City Centre	UCD
X84	Portrane	Donabate – City Centre	UCD
L21	Dalkey	-	Dun Laoghire
L82	Swords	Clonshaugh	Beaumont Hospital
L83	Portrane	Donabate – Swords	Airport
L85	Balbriggan	Skerries – Rush/Lusk - Swords	Airport
L89	Airside	Swords-Knocksedan-Toberburr	Finglas
L197	Ashbourne	Rolestown	Swords
A4	Swords	City Centre	Dundrum

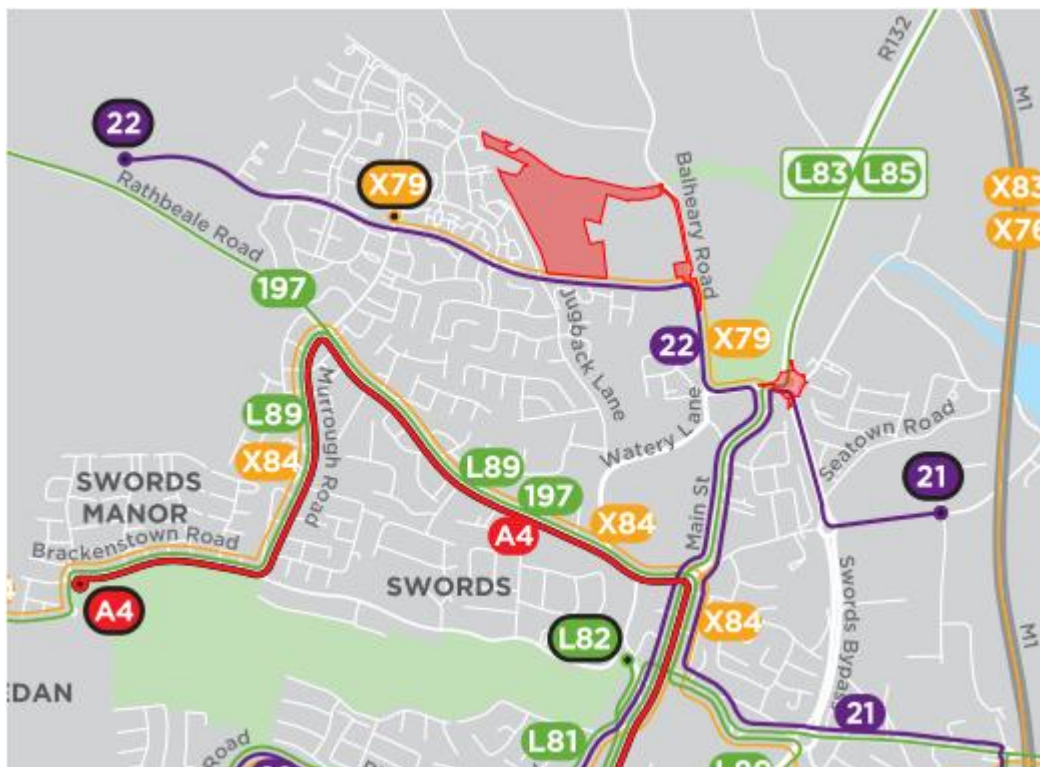


Figure 10 Bus Connects Routes Maps

Table 7 Bus Connects Routes Frequencies

Weekday Frequency					
Route No.	Before 07:00	07:00 to 08:00	08:00 to 17:00	17:00 to 18:00	After 18:00
22	15 to 30 min	15 min	15 min	15 min	15 to 30 min
X79	-	3 services	-	3 services	-
X84	-	3 services	-	3 services	-
L21	60 min	60 min	60 min	60 min	60 min
L82	-	60 min	60 min	60 min	-
L83	30 min	30 min	30 min	30 min	30 to 60 min
L85	30 min	30 min	30 min	30 min	30 to 60 min
L89	-	60 min	6 services	60 min	2 services
L197	1 service	60 min	60 min	60 min	60 min
A4	15 to 30 min	12 min	12 min	12 min	15 to 30 min
Saturday Frequency					
Route No.	Before 07:00	07:00 to 08:00	08:00 to 17:00	17:00 to 18:00	After 18:00
22	20 min	20 min	15 to 20 min	20 min	20 to 30 min
X79	-	-	-	-	-
X84	-	-	-	-	-
L21	60 min	60 min	60 min	60 min	60 min
L82	-	60 min	60 min	60 min	1 service
L83	-	60 min	60 min	60 min	30 to 60 min
L85	60 min	60 min	30 to 60 min	30 min	30 to 60 min
L89	-	1 service	5 services	1 service	services
L197	1 service	60 min	60 min	60 min	60 min
A4	20 min	15 to 20 min	15 min	15 min	20 to 30 min
Sunday Frequency					
Route No.	Before 07:00	07:00 to 08:00	08:00 to 17:00	17:00 to 18:00	After 18:00
22	-	-	20 to 30 min	30 min	30 min
X79	-	-	-	-	-
X84	-	-	-	-	-
L21	-	-	60 min	60 min	60 min
L82	-	-	-	-	-
L83	-	1 service	30 to 60 min	30 min	30 to 60 min
L85	-	1 service	30 to 60 min	30 min	30 to 60 min
L89	-	1 service	4 services	1 service	1 service
L197	-	-	60 min	60 min	60 min
A4	-	-	20 to 30 min	20 min	20 to 30 min

It is estimated that the BusConnects will improve current journey times to the city centre by 40-50% and mitigate against any future increase in journey times. The improved journey time to the city centre will encourage a greater modal shift towards bus service and away from private car

The proposed BusConnects together with the existing Swords Express service will offer a real alternative for sustainable travel in advance of the completion of the MetroLink.



## MetroLink

MetroLink is a proposed high-capacity, high-frequency rail line running from Swords through Dublin Airport and Dublin City Centre to Charlemont, MetroLink will carry up to 50 million passengers annually, cutting 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 2022. The Government remain committed to the delivery of MetroLink as set out in a recent press release by the National Transport Authority which confirmed that "MetroLink is still scheduled to go to planning next year (2022) and is still scheduled to be constructed as soon as possible after that".

The Estuary Park and Ride station, which is also the terminus of MetroLink is located approximately 1.5km northeast of the proposed site. It will comprise a multi-storey park-and-ride facility with a total of 3,000 car parking spaces. It is envisaged that the introduction of the MetroLink will see a significant modal shift towards public transport resulting in lower dependence on the private car. The location of the Estuary Park and Ride station in relation to the proposed development site is illustrated in Figure 11 – extracted from the MetroLink website.

Pedestrian/Cyclist access from the proposed development in the Estuary West masterplan to the Estuary Park and Ride station will be provided via a green corridor along the southern side of the Broadmeadow River and through the central spine through the scheme from the entrance at Glen Ellan road. A portion of this green corridor is proposed as part of the first phase of proposed development works and is in line with the essential and strategic infrastructure identified to be developed as part of the delivery of Phase 1 of the Estuary West masterplan.

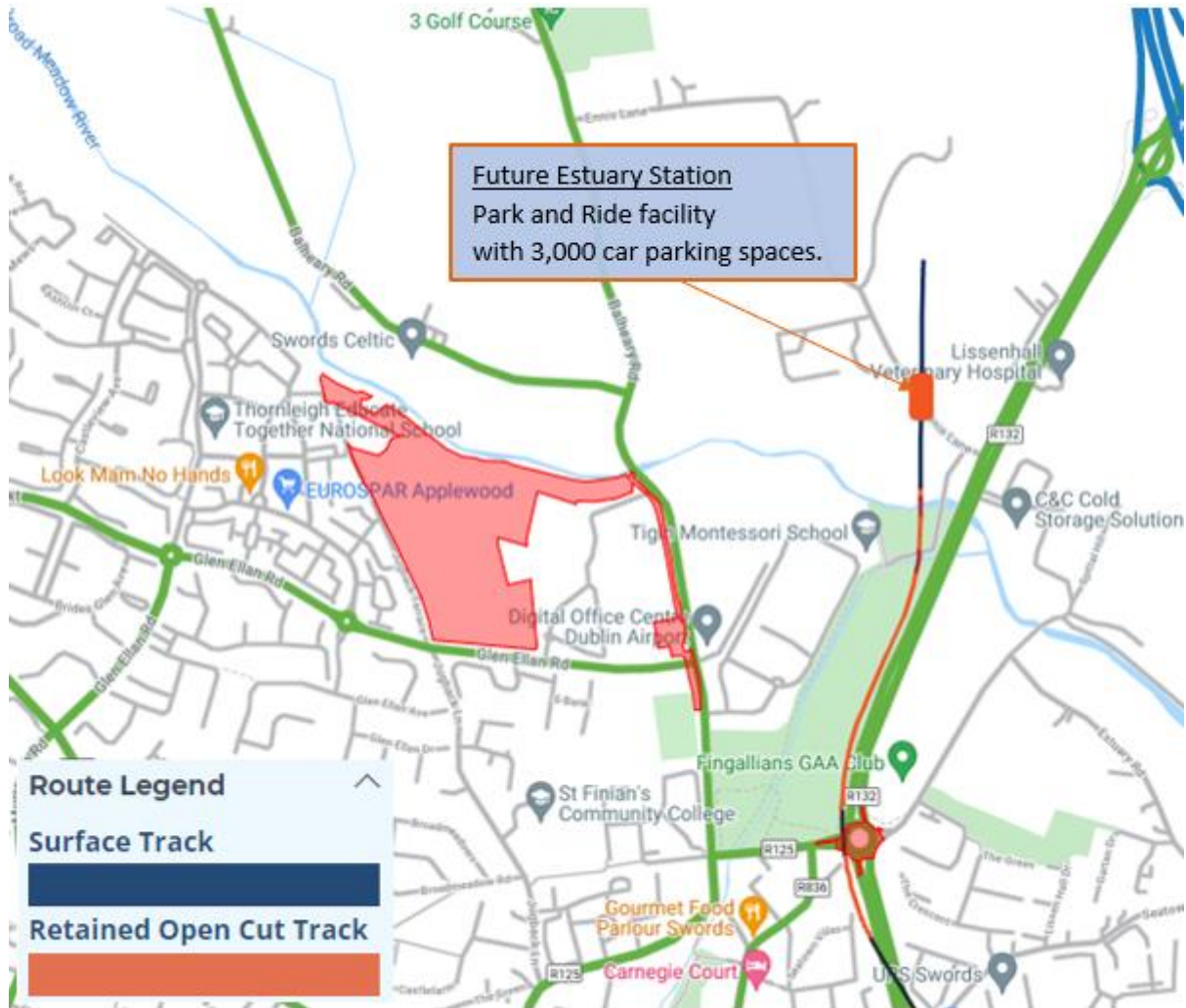


Figure 11 Location Map for Proposed Development Site and Estuary Park and Ride Station

Pedestrian/Cyclist access from the proposed development at Estuary West masterplan to the Estuary Park and Ride station will be provided via a green corridor along the southern side of the Broadmeadow River. A portion of this green corridor is proposed as part of the first phase of proposed development works and is in line with the essential and strategic infrastructure identified to be developed as part of the delivery of the Phase 1 of Estuary West masterplan.

### 3.3.3 Proximity to Employment Centres

The development is located within 500m of the Swords Business Campus, and a 17-minute walk or 6-minute cycle to Swords Main Street which has direct access to a number of employment centres including Swords Business Park and North Dublin Corporate Park.

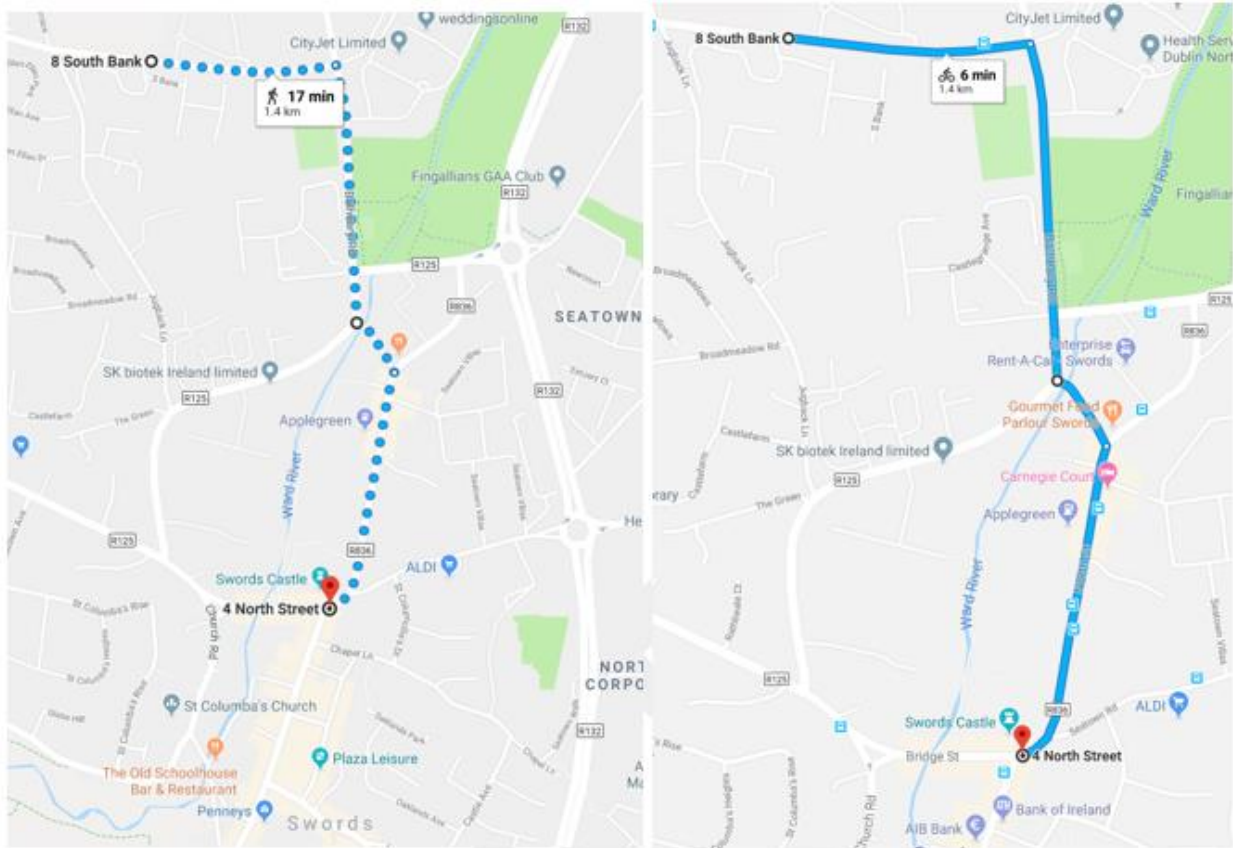


Figure 12 Walk and Cycle routes to Swords Mains Street from Subject Site

### 3.3.4 Proximity to Swords Centre

The development is located approximately 1.3km (17-minute walk or 6-minute cycle) north of Swords Main Street, as shown in Figure 12 above.

Swords Town has many available amenities and services including industrial and retail parks, banks, supermarkets, churches, shops, pubs, cafes, and restaurants as well as Swords Castle, the Pavilion Shopping Centre, the Fingal County Council headquarters. Swords is off the M1 motorway and has close proximity to the Dublin Airport.

### 3.3.5 Pedestrian and Cycling Facilities

As part of Phase 1 of the proposed development works, a green corridor is proposed on the north portion of the site along the southern side of the Broadmeadow River. This green corridor, which is in line with both Estuary West masterplan's essential infrastructure and the cycle network plan for the Greater Dublin Area (See Figure 13 below), will facilitate connection to the proposed regional park to the west and pedestrian/cyclist progression towards R132, the new Estuary Metrolink Station and the Broadmeadow Estuary to the east. The central spine facilitates north-south shared pedestrian and cycling connections, allowing public access from Glen Ellan road and communities to the south, through the scheme and onto the Broadmeadow Riverside Park. Pedestrian connections are also provided to Jugback Lane facilitating convenient access to services at Applewood to the west. Shared surfaces will promote interaction between resident at a local level. Refer to the Transport and Movement Plan set out in the architect's, MCORM, Design Statement.

Proposals for the Greater Dublin Area Cycle Network Plan were published by the National Transport Authority 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 13.



Figure 13 Proposed Cycle Network Upgrades.

As can be seen from the above, two cycle routes are proposed in the vicinity of the subject development site, being the greenway Route FG2 to the north of the site and Route SW7 to the south.

As described in Section 3.3.5 of this report, a portion of the greenway Route FG2 along Broadmeadow River is proposed as part of the subject development works. A dedicated cycle lane on the north side of Glen Ellan Road along the site frontage is also proposed and will form part of the Route SW7. Please refer to the architect's Design Statement and DMURS Statement of Consistency submitted under a separate cover with this application for further detail on cycle/pedestrian connectivity.

Dublin City Centre is also accessible from the proposed development by bike. The cycling time to Citizens Information Centre from the Masterplan Lands is approximately 51 minutes, as shown in Figure 14 below.

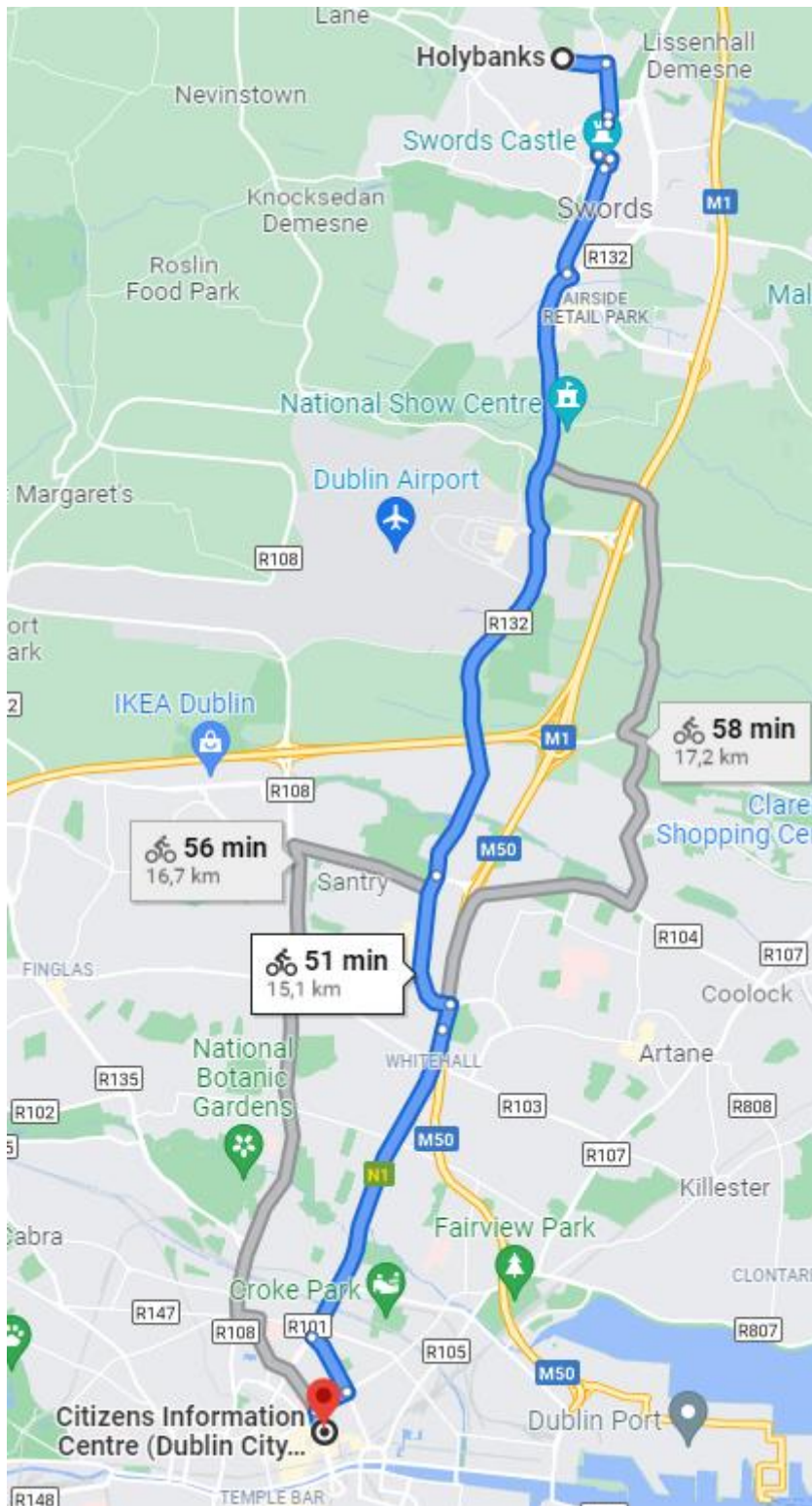


Figure 14 Cycle route to Dublin City Centre

### 3.4 Local Census Data Review

The Census 2016 Saprmaps have been consulted to retrieve information in regards of the car usage in the vicinity of the development. Based on this data, it appears that an average of 51% of habitants commute by private car within the Swords Electoral Division.

Table 8 Census Data, Commuting within the Swords Electoral Division

Area	Households	Commuting							Total
		Walk	Cycle	Bus	Train	Car (D+P)	Other	Not Stated	
Swords	21,115	6,648	1,101	8,334	1,460	23,575	2,071	2,600	45,789
		0.15	0.02	0.18	0.03	0.51	0.05	0.06	

In order to provide a more robust assessment of potential car ownership in the Masterplan Lands, a study of the dwellings in the immediate vicinity of the development site was carried out.

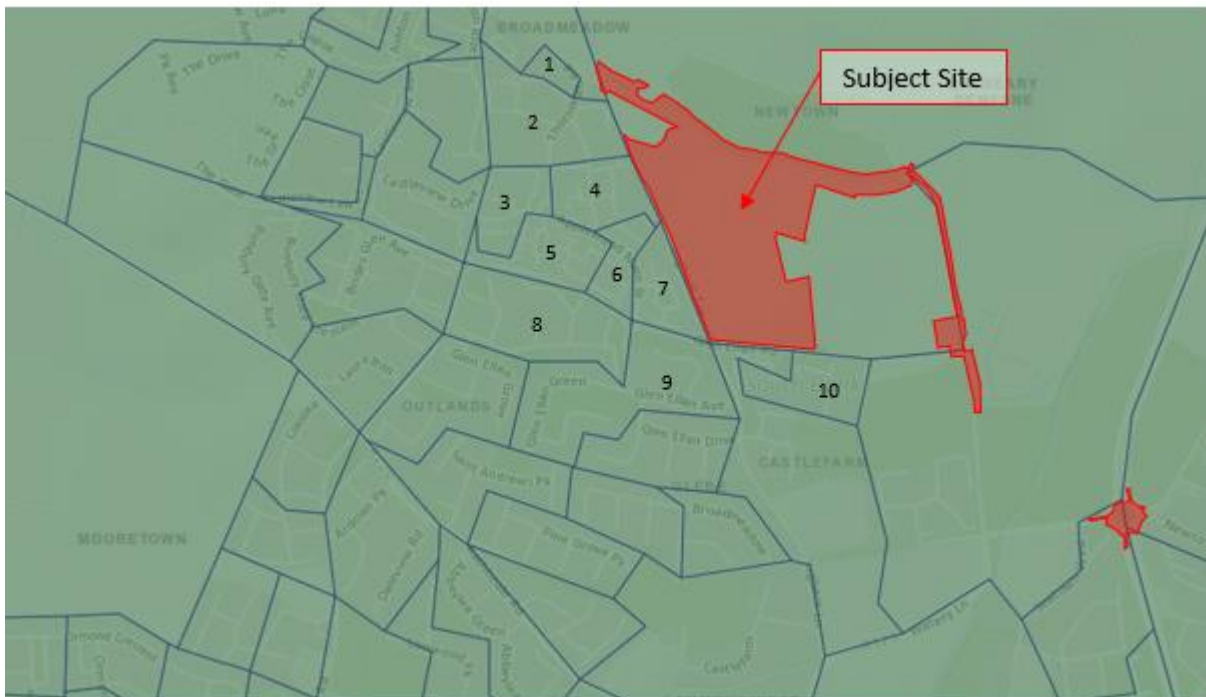


Figure 15 Extract from Census Map, Location of Small Areas

Table 9 Census Data, Car Ownership within Small Areas in the close proximity of the Site

Electoral Division	Households	Total Pop.	Car Ownership (No. Cars)						Total Cars	Total Cars/ Households
			0	1	2	3	4+	Not Stated		
1	62	118	22	25	12	0	0	3	49	0.79
			0.59	0.68	0.32	0.00	0.00	0.08		
2	131	299	16	66	34	7	0	8	155	1.18
			0.15	0.62	0.32	0.07	0.00	0.07		
3	94	217	13	48	25	4	0	4	110	1.17
			0.17	0.62	0.32	0.05	0.00	0.05		

4	72	166	10	41	16	2	0	3	79	1.10
			0.17	0.69	0.27	0.03	0.00	0.05		
5	121	220	26	76	15	0	0	4	106	0.88
			0.29	0.84	0.16	0.00	0.00	0.04		
6	106	180	30	60	13	0	1	2	90	0.85
			0.41	0.81	0.18	0.00	0.01	0.03		
7	103	152	36	53	11	0	0	3	75	0.73
			0.56	0.83	0.17	0.00	0.00	0.05		
8	124	341	1	49	66	4	3	1	205	1.65
			0.01	0.40	0.54	0.03	0.02	0.01		
9	103	326	0	18	74	9	1	1	197	1.91
			0.00	0.18	0.73	0.09	0.01	0.01		
10	83	230	3	41	30	8	0	1	125	1.51
			0.04	0.52	0.38	0.10	0.00	0.01		

As shown in the table above, the highest number of car owners is within Area 9, while the lowest number of car owners is within Areas 5, 6 and 7. Areas 5, 6 and 7 are newer developments located along Glen Ellen Road; all are well served by the existing public transport infrastructure. Based on these figures, it is clear that car ownership in the development area is less than the Fingal Development Plan allows for in its parking standards. Therefore it is reasonable to reduce the parking numbers provided on site.

### 3.5 Proposed Car Parking Ratio

Given the proximity of the proposed development to existing and future high-frequency public transport and cycling facilities, the Swords Town Centre, and numerous employment centres as well as the high public transport usage of existing similar developments, it is considered reasonable that the car parking ratio for the residential units can be reduced below the ratio preferred by Fingal County Council.

As discussed in section 3.1, the development would require 1,061 car parking spaces based on Fingal County Council requirements. The proposed parking for the development is set out as follows:

Table 10 Proposed Development Car Parking

Land Use	No. Units	Standard	Car Parking Spaces Proposed
<b>Maisonettes</b>	8 units	1 space per unit	8 spaces
<b>Houses (3 and 4 Bed)</b>	110 units	2 spaces per unit	220 spaces
<b>Apartments</b>	349 units	0.76 spaces per unit	266 spaces
<b>Duplexes</b>	154 units	1.14 spaces per unit	176 spaces
<b>Creche</b>	506 sqm (8 classrooms)	0.5 space per classroom	4 spaces

<b>Accessible Parking</b>	-	-	14 spaces
<b>EV Parking</b>	-	-	12 spaces
<b>Car Sharing Spaces</b>	-	-	5
<b>Total</b>	621 units 506 sqm (8 classrooms)	-	705 spaces

As can be seen from the above, the proposed development will be served by a total of 705 car parking spaces, with 228 spaces for the houses/maisonettes units, 266 spaces for the apartment units, 176 spaces for the duplex units, 4 spaces for the creche and 14 accessible parking spaces. In addition, 12 spaces are being reserved for Electric Vehicles (EV) and 4 spaces will be reserved for a car sharing provider

The reduce provision of car parking spaces per apartment/duplex units reflects the location of the proposed development in relation to public transport and within the ME – Metro Economic Corridor zoned land as per Fingal Development Plan which allows a 50% reduction on car parking standards in proximity to high quality public transport. The apartment car parking strategy is in compliance with the Design Standards for new apartments while the houses car parking spaces is in compliance with the Fingal Development Plan 2017-2023.

The total quantum of parking proposed for the apartments is 266 spaces which results in a carparking ratio of 0.76 spaces per apartment. This is below the maximum standard set out in the Fingal County Council development plan. The parking ratio proposed is in line with the parking standards set out in the Design Standards for New Apartments as described in Section 3.2.

In order to ensure the carparking provision does not exceed demand, a Mobility Management Plan has been prepared outlining how a modal shift away from the private car and towards sustainable modes of transport will be implemented on site and how the carparking on site will be managed. Details of the Mobility Management Plan are set out overleaf.



## 4. Mobility Management Plan

### 4.1 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.”

Mobility management will be a key operational feature in the development. 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 targets set out in the Plan will be achieved against the background of expanding public transport capacity.

It will also encourage the general public using the development to avail of public transport by improving awareness of public transport options and by providing information on bus routes.

### 4.2 Trip Rates

It is necessary to establish a baseline for the trip rates and modal split associated with the proposed development. In order to ascertain these baseline figures, the local census data outlined in section 3.4 was used to calculate the modal split associated with the development. The percentage of people traveling by private car in Swords is currently 51%.

These figures will act as the baseline figures for this Mobility Management Plan. Upon full occupation of the apartments a survey of the residents should take place to ascertain new baseline data for the development.

### 4.3 Strategy for Travel

Car ownership and the requirement for parking will be discussed with everyone wishing to rent/buy a dwelling at the proposed development. There are 266 parking spaces allotted for 349 apartments and 404 parking spaces allotted for 272 houses/duplexes. It is expected to be a significant shortage of spaces for the apartments. Car parking spaces will be allocated on a first come first served basis to residents.

With the above policy in mind, it is in the interest of the developer to ensure alternative modes of sustainable travel are well publicised and accommodated within the development. To this end, the strategy will be to encourage residents to reduce dependency the private car and instead encouraging travel by public transport, by cycle, on foot or car sharing.

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

- The provision of an extensive information service for public transport routes at a public location(s) 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;
- 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 provisions of secure cycle parking at the development;

- The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development.
- The provision of car club/car sharing within the scheme to facilitate access to a car when necessary.

Pedestrians are well catered for in the area by way of the existing footpaths together with safe pedestrian crossings. In this regard, walking to connect to bus stops will be encouraged.

The strategy for cyclists is based upon providing cycle facilities such as safe and secure bicycle parking. There is a fine network of cycle paths already in the area with cycle paths along Glen Ellan Road. In the coming years, Bus Connects and the GDA Cycle Networks Plan will further improve cycle connectivity by providing dedicated cycle lanes from Swords to the City Centre.

#### 4.4 Targets and Indicators

The strategy for this Mobility Management Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- To endeavour to reduce the use of the car by single occupants.
- To endeavour to reduce the use of the car for trips from and to the development.
- To encourage the residents to use sustainable transport modes.
- To increase the percentage of people choosing to walk, cycle or travel by public transport to and from the development.
- 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 local area.

In pursuance of these objectives, targets have been set for the reduction in private car use for the first 5 years. These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas. Further targets will be developed during the implementation of this Plan as new data becomes available.

##### 4.4.1 Target 1

All residents, Crèche staff and visitors will have 100% awareness of the Plan, including knowledge of the targets and incentives available to residents from their employers such as the Government Cycle initiative ([www.biketowork.ie](http://www.biketowork.ie)) and the Tax Saver Scheme for public transport tickets ([www.taxesaver.ie](http://www.taxesaver.ie)).

##### 4.4.2 Target 2

There will be an annual decrease in the number of residents, Crèche staff and visitors arriving to the proposed development by private car. The targeted shift in modal split is set out in Table 11 which shows the reduction in trips by private car and the corresponding increase in trip rates by sustainable modes.

Table 11 Target 2 – Reduction in Journeys by Private Car

Target	Transport Mode	Timescale			
		Baseline	1 year after completion	3 years after completion	5 years after completion
Reduction in trips by Private Car	Private Car	52%	49%	44%	41%
	Sustainable Modes	49%	51%	56%	59%

## 4.5 Specific Measures

### 4.5.1 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 will be responsible for:

- 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 residents 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 for modal splits.

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.

### 4.5.2 Public Transport

Up to date local bus timetables will be maintained within the tenant amenity area and other fixed points within the buildings 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.

### 4.5.3 Provision for Cyclists

Secure parking facilities will be provided within the basement levels for residents and at a number of locations through the site at ground level for visitors, house residents and Crèche users. 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 the Traffic and Transport Assessment provided with the planning submission.

#### 4.5.4 Car Parking

The co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces are reserved for those who have rented the space and will be accessible only to those users.

#### 4.6 Monitoring of the Mobility Management 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.

## **4.7 Marketing and Implementation**

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

- The Travel Plan;
- Public Transport information;
- Benefits of the Travel Plan for employees and employers;
- Travel Survey Form;
- Details of pedestrian facilities; and
- Details of the car club/car sharing scheme.

All residents and Crèche staff will be required to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

## 5. Conclusion

The proposed development is ideally suited to facilitate reduced parking from the normal requirements as set out in the Fingal County Council Development Plan, and in line with the New Apartment Guidelines for the following reasons:

- The proposed development is well located in proximity to existing bus routes from Dublin Bus and Swords Express.
- After the completion of the Bus Connects and MetroLink projects, the development will be within 10 minutes walk of high quality, high frequency public transport, with the A4 Bus Connects route to the south and the Swords Estuary Metro station to the northeast.
- The proposed development is well located with regard to employment centres. The site is within 500m of Swords Business Campus and 17 minutes walk or 6 minutes cycle to Swords Main Street which has direct access to Swords Business Park, and North Dublin Corporate Park.
- The proposed development is well located within 17 minutes walk or 6 minutes cycle to amenities and services on Swords Main Street.
- There is good cycle infrastructure in the area with a dedicated cycle lane along Glen Ellan Road and on-road cycling is possible on many local roads. Furthermore, Bus Connects and the GDA Cycle Networks Plan will provide dedicated cycle lanes from Swords to the City Centre.
- The proposed development will provide 856 No. cycle parking spaces, including secure and safe cycle parking.
- Nearby census data suggests that car ownership in nearby new developments is less than the Fingal Development Plan allows for in its parking standards.
- The proposed development will provide 5 No. Car Club/Car Sharing spaces which will provide residents with access to a car when they need one.

## **A. Appendix A – Swords Express Timetables**









# SWORDS TO CITY | MON -FRI TIMETABLE



	500	500	500	500	500
Abbeyvale	20:00	20:30	21:30	22:00	23:00
<b>Swords Manor</b>	<b>20:01</b>	<b>20:31</b>	<b>21:31</b>	<b>22:01</b>	<b>23:01</b>
Valley View	20:01	20:31	21:31	22:01	23:01
<b>The Gallops</b>	<b>20:01</b>	<b>20:31</b>	<b>21:31</b>	<b>22:01</b>	<b>23:01</b>
Lios Cian	20:02	20:32	21:32	22:02	23:02
<b>Cianlea</b>	<b>20:02</b>	<b>20:32</b>	<b>21:32</b>	<b>22:02</b>	<b>23:02</b>
Laurelton	20:03	20:33	21:33	22:03	23:03
<b>Swords Educate Together</b>	---	---	---	---	---
Miller's Glen	---	---	---	---	---
<b>Applewood Estate</b>	<b>20:05</b>	<b>20:35</b>	<b>21:35</b>	<b>22:05</b>	<b>23:05</b>
Jugback Lane	20:06	20:36	21:36	22:06	23:06
<b>Saint Colmcille's GFC</b>	<b>20:07</b>	<b>20:37</b>	<b>21:37</b>	<b>22:07</b>	<b>23:07</b>
West Seatown	20:10	20:40	21:40	22:10	23:10
<b>Seatown Road</b>	<b>20:12</b>	<b>20:42</b>	<b>21:42</b>	<b>22:12</b>	<b>23:12</b>
Swords Bypass	20:13	20:43	21:43	22:13	23:13
<b>Malahide Roundabout</b>	<b>20:14</b>	<b>20:44</b>	<b>21:44</b>	<b>22:14</b>	<b>23:14</b>
Pavilions Shopping Centre	20:14	20:44	21:44	22:14	23:14
<b>Dublin Road (Penneys)</b>	<b>20:15</b>	<b>20:45</b>	<b>21:45</b>	<b>22:15</b>	<b>23:15</b>
Dublin Road (Topaz)	---	---	---	---	---
<b>Pinnock Hill r/about</b>	---	---	---	---	---
Reids Furniture	---	---	---	---	---
<b>Swords b/pass opp Texaco</b>	---	---	---	---	---
National Show Ground	---	---	---	---	---
<b>Highfields</b>	<b>20:17</b>	<b>20:47</b>	<b>21:47</b>	<b>22:17</b>	<b>23:17</b>
Ballinrane	20:18	20:48	21:48	22:18	23:18
<b>River Valley Lawn</b>	---	---	---	---	---
River Valley Heights	---	---	---	---	---
<b>Cherry Garth Estate</b>	---	---	---	---	---
Rathingle, Forest View	---	---	---	---	---
<b>Cherry Avenue</b>	---	---	---	---	---
Rathingle Road	---	---	---	---	---
<b>Boroimhe Laurels</b>	<b>20:19</b>	<b>20:49</b>	<b>21:49</b>	<b>22:19</b>	<b>23:19</b>
Boroimhe Maples	20:20	20:50	21:50	22:20	23:20
<b>Airside Road</b>	<b>20:21</b>	<b>20:51</b>	<b>21:51</b>	<b>22:21</b>	<b>23:21</b>
Airside Central	20:21	20:51	21:51	22:21	23:21
<b>Malahide Rd (Foxwood Est)</b>	---	---	---	---	---
Seamount View Est	---	---	---	---	---
<b>Mountgorry Way</b>	---	---	---	---	---
Holywell Square	---	---	---	---	---
<b>Holywell Distributor Road</b>	<b>20:22</b>	<b>20:52</b>	<b>21:52</b>	<b>22:22</b>	<b>23:22</b>
M1 Drinan	20:23	20:53	21:53	22:23	23:23
<b>East Wall Road</b>	<b>20:36</b>	<b>21:06</b>	<b>22:06</b>	<b>22:36</b>	<b>23:36</b>
Convention Centre	20:39	21:09	22:09	22:39	23:39
<b>Seán O'Casey Bridge</b>	<b>20:40</b>	<b>21:10</b>	<b>22:10</b>	<b>22:40</b>	<b>23:40</b>
Eden Quay	20:43	21:13	22:13	22:43	23:43
<b>Merrion Square</b>					









# CITY TO SWORDS | MON -FRI TIMETABLE



**500 500 500N\* 500N\* \*Thur/Fri Only**

Merrion Square	---	---	---	---
<b>Eden Quay</b>	<b>22:15</b>	<b>23:00</b>	<b>23:30</b>	<b>23:45</b>
IFSC	22:17	23:02	23:32	23:47
<b>Custom House Quay (Jury's)</b>	<b>22:18</b>	<b>23:03</b>	<b>23:33</b>	<b>23:48</b>
Custom House Quay (Clarion)	22:19	23:04	23:34	23:49
<b>North Wall Quay</b>	<b>22:20</b>	<b>23:05</b>	<b>23:35</b>	<b>23:50</b>
Point Depot (North Wall Quay)	22:21	23:06	23:36	23:51
<b>Point Depot (East Wall Road)</b>	<b>22:22</b>	<b>23:07</b>	<b>23:37</b>	<b>23:52</b>
Airport r/about	---	---	---	---
<b>N1 Business Park</b>	---	---	---	---
Swords Bypass	---	---	---	---
<b>Pinnock Hill r/about</b>	---	---	---	---
Pinnock Hill after Travel Lodge	---	---	---	---
<b>Holywell Distributor Road</b>	<b>22:37</b>	<b>23:22</b>	<b>23:52</b>	<b>00:07</b>
Holywell Square	---	---	---	---
<b>Mountgorry Way</b>	---	---	---	---
Seamount View Est	---	---	---	---
<b>Malahide Rd (Foxwood Est)</b>	---	---	---	---
Airside Central	22:38	23:23	23:53	00:08
<b>Boroimhe Maples</b>	<b>22:39</b>	<b>23:24</b>	<b>23:54</b>	<b>00:09</b>
Boroimhe Laurels	22:40	23:25	23:55	00:10
<b>Rathingle Road</b>	---	---	---	---
Cherry Avenue	---	---	---	---
<b>Rathingle, Forest View</b>	---	---	---	---
Cherry Garth Estate	---	---	---	---
<b>River Valley Heights</b>	---	---	---	---
River Valley Lawn	---	---	---	---
<b>Ballintrane</b>	<b>22:41</b>	<b>23:26</b>	<b>23:56</b>	<b>00:11</b>
Highfields	22:42	23:27	23:57	00:12
<b>Dublin Road (opp Penneys)</b>	<b>22:43</b>	<b>23:28</b>	<b>23:58</b>	<b>00:13</b>
Malahide Roundabout	22:44	23:29	23:59	00:14
<b>Seatown Road</b>	<b>22:46</b>	<b>23:31</b>	<b>00:01</b>	<b>00:16</b>
West Seatown	22:48	23:33	00:03	00:18
<b>Saint Colmcille's GFC</b>	<b>22:51</b>	<b>23:36</b>	<b>00:06</b>	<b>00:21</b>
Jugback Lane	22:52	23:37	00:07	00:22
<b>Applewood Estate</b>	<b>22:53</b>	<b>23:38</b>	<b>00:08</b>	<b>00:23</b>
Miller's Glen	---	---	---	---
<b>Swords Educate Together</b>	---	---	---	---
Laurelton	22:54	23:39	00:09	00:24
<b>Cianlea</b>	<b>22:54</b>	<b>23:39</b>	<b>00:09</b>	<b>00:24</b>
Ardcian	22:55	23:40	00:10	00:25
<b>Lios Cian</b>	<b>22:56</b>	<b>23:41</b>	<b>00:11</b>	<b>00:26</b>
Valley View	22:56	23:41	00:11	00:26
<b>Saint Cronan's Sout</b>	<b>22:57</b>	<b>23:42</b>	<b>00:12</b>	<b>00:27</b>
Swords Manor	22:58	23:43	00:13	00:28



# SWORDS TO CITY | SAT TIMETABLE



	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Abbeyvale	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00
<b>Swords Manor</b>	<b>07:31</b>	<b>08:01</b>	<b>08:31</b>	<b>09:01</b>	<b>09:31</b>	<b>10:01</b>	<b>10:31</b>	<b>11:01</b>	<b>11:31</b>	<b>12:01</b>	<b>12:31</b>	<b>13:01</b>	<b>13:31</b>	<b>14:01</b>	<b>14:31</b>	<b>15:01</b>
Valley View	07:31	08:01	08:31	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01
<b>The Gallops</b>	<b>07:31</b>	<b>08:01</b>	<b>08:31</b>	<b>09:01</b>	<b>09:31</b>	<b>10:01</b>	<b>10:31</b>	<b>11:01</b>	<b>11:31</b>	<b>12:01</b>	<b>12:31</b>	<b>13:01</b>	<b>13:31</b>	<b>14:01</b>	<b>14:31</b>	<b>15:01</b>
Lios Cian	07:32	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02
<b>Cianlea</b>	<b>07:32</b>	<b>08:02</b>	<b>08:32</b>	<b>09:02</b>	<b>09:32</b>	<b>10:02</b>	<b>10:32</b>	<b>11:02</b>	<b>11:32</b>	<b>12:02</b>	<b>12:32</b>	<b>13:02</b>	<b>13:32</b>	<b>14:02</b>	<b>14:32</b>	<b>15:02</b>
Laurelton	07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03
<b>Applewood Estate</b>	<b>07:35</b>	<b>08:05</b>	<b>08:35</b>	<b>09:05</b>	<b>09:35</b>	<b>10:05</b>	<b>10:35</b>	<b>11:05</b>	<b>11:35</b>	<b>12:05</b>	<b>12:35</b>	<b>13:05</b>	<b>13:35</b>	<b>14:05</b>	<b>14:35</b>	<b>15:05</b>
Jugback Lane	07:36	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06
<b>Saint Colmcille's GFC</b>	<b>07:37</b>	<b>08:07</b>	<b>08:37</b>	<b>09:07</b>	<b>09:37</b>	<b>10:07</b>	<b>10:37</b>	<b>11:07</b>	<b>11:37</b>	<b>12:07</b>	<b>12:37</b>	<b>13:07</b>	<b>13:37</b>	<b>14:07</b>	<b>14:37</b>	<b>15:07</b>
West Seatown	07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08
<b>Seatown Road</b>	<b>07:39</b>	<b>08:09</b>	<b>08:39</b>	<b>09:09</b>	<b>09:39</b>	<b>10:09</b>	<b>10:39</b>	<b>11:09</b>	<b>11:39</b>	<b>12:09</b>	<b>12:39</b>	<b>13:09</b>	<b>13:39</b>	<b>14:09</b>	<b>14:39</b>	<b>15:09</b>
Swords Bypass	07:40	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10
<b>Malahide Roundabout</b>	<b>07:41</b>	<b>08:11</b>	<b>08:41</b>	<b>09:11</b>	<b>09:41</b>	<b>10:11</b>	<b>10:41</b>	<b>11:11</b>	<b>11:41</b>	<b>12:11</b>	<b>12:41</b>	<b>13:11</b>	<b>13:41</b>	<b>14:11</b>	<b>14:41</b>	<b>15:11</b>
Pavilions Shopping Centre	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12
<b>Dublin Road (Penneys)</b>	<b>07:43</b>	<b>08:13</b>	<b>08:43</b>	<b>09:13</b>	<b>09:43</b>	<b>10:13</b>	<b>10:43</b>	<b>11:13</b>	<b>11:43</b>	<b>12:13</b>	<b>12:43</b>	<b>13:13</b>	<b>13:43</b>	<b>14:13</b>	<b>14:43</b>	<b>15:13</b>
Highfields	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15
<b>Ballintrane</b>	<b>07:46</b>	<b>08:16</b>	<b>08:46</b>	<b>09:16</b>	<b>09:46</b>	<b>10:16</b>	<b>10:46</b>	<b>11:16</b>	<b>11:46</b>	<b>12:16</b>	<b>12:46</b>	<b>13:16</b>	<b>13:46</b>	<b>14:16</b>	<b>14:46</b>	<b>15:16</b>
Boroimhe Laurels	07:48	08:18	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18
<b>Boroimhe Maples</b>	<b>07:49</b>	<b>08:19</b>	<b>08:49</b>	<b>09:19</b>	<b>09:49</b>	<b>10:19</b>	<b>10:49</b>	<b>11:19</b>	<b>11:49</b>	<b>12:19</b>	<b>12:49</b>	<b>13:19</b>	<b>13:49</b>	<b>14:19</b>	<b>14:49</b>	<b>15:19</b>
Airside Road	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20
<b>Airside Central</b>	<b>07:51</b>	<b>08:21</b>	<b>08:51</b>	<b>09:21</b>	<b>09:51</b>	<b>10:21</b>	<b>10:51</b>	<b>11:21</b>	<b>11:51</b>	<b>12:21</b>	<b>12:51</b>	<b>13:21</b>	<b>13:51</b>	<b>14:21</b>	<b>14:51</b>	<b>15:21</b>
Holywell Distributor Road	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22
<b>M1 Drinan</b>	<b>07:53</b>	<b>08:23</b>	<b>08:53</b>	<b>09:23</b>	<b>09:53</b>	<b>10:23</b>	<b>10:53</b>	<b>11:23</b>	<b>11:53</b>	<b>12:23</b>	<b>12:53</b>	<b>13:23</b>	<b>13:53</b>	<b>14:23</b>	<b>14:53</b>	<b>15:23</b>
East Wall Road	08:04	08:34	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34
<b>Convention Centre</b>	<b>08:07</b>	<b>08:37</b>	<b>09:07</b>	<b>09:37</b>	<b>10:07</b>	<b>10:37</b>	<b>11:07</b>	<b>11:37</b>	<b>12:07</b>	<b>12:37</b>	<b>13:07</b>	<b>13:37</b>	<b>14:07</b>	<b>14:37</b>	<b>15:07</b>	<b>15:37</b>
Seán O'Casey Pedestrian Bridge	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
<b>Eden Quay</b>	<b>08:13</b>	<b>08:43</b>	<b>09:13</b>	<b>09:43</b>	<b>10:13</b>	<b>10:43</b>	<b>11:13</b>	<b>11:43</b>	<b>12:13</b>	<b>12:43</b>	<b>13:13</b>	<b>13:43</b>	<b>14:13</b>	<b>14:43</b>	<b>15:13</b>	<b>15:43</b>





# SWORDS TO CITY | SAT TIMETABLE



	500	500	500	500	500	500	500	500	500	500	500	500	500N	500N
Abbeyvale	15:30	16:30	17:00	17:15	17:45	18:00	18:30	18:45	19:30	20:30	21:00	21:30	23:30	00:45
<b>Swords Manor</b>	<b>15:31</b>	<b>16:31</b>	<b>17:01</b>	<b>17:16</b>	<b>17:46</b>	<b>18:01</b>	<b>18:31</b>	<b>18:46</b>	<b>19:31</b>	<b>20:31</b>	<b>21:01</b>	<b>21:31</b>	<b>23:31</b>	<b>00:46</b>
Valley View	15:31	16:31	17:01	17:16	17:46	18:01	18:31	18:46	19:31	20:31	21:01	21:31	23:31	00:46
<b>The Gallops</b>	<b>15:31</b>	<b>16:31</b>	<b>17:01</b>	<b>17:16</b>	<b>17:46</b>	<b>18:01</b>	<b>18:31</b>	<b>18:46</b>	<b>19:31</b>	<b>20:31</b>	<b>21:01</b>	<b>21:31</b>	<b>23:31</b>	<b>00:46</b>
Lios Cian	15:32	16:32	17:02	17:17	17:47	18:02	18:32	18:47	19:32	20:32	21:02	21:32	23:32	00:47
<b>Cianlea</b>	<b>15:32</b>	<b>16:32</b>	<b>17:02</b>	<b>17:17</b>	<b>17:47</b>	<b>18:02</b>	<b>18:32</b>	<b>18:47</b>	<b>19:32</b>	<b>20:32</b>	<b>21:02</b>	<b>21:32</b>	<b>23:32</b>	<b>00:47</b>
Laurelton	15:33	16:33	17:03	17:18	17:48	18:03	18:33	18:48	19:33	20:33	21:03	21:33	23:33	00:48
<b>Applewood Estate</b>	<b>15:35</b>	<b>16:35</b>	<b>17:05</b>	<b>17:20</b>	<b>17:50</b>	<b>18:05</b>	<b>18:35</b>	<b>18:50</b>	<b>19:35</b>	<b>20:35</b>	<b>21:05</b>	<b>21:35</b>	<b>23:35</b>	<b>00:50</b>
Jugback Lane	15:36	16:36	17:06	17:21	17:51	18:06	18:36	18:51	19:36	20:36	21:06	21:36	23:36	00:51
<b>Saint Colmcille's GFC</b>	<b>15:37</b>	<b>16:37</b>	<b>17:07</b>	<b>17:22</b>	<b>17:52</b>	<b>18:07</b>	<b>18:37</b>	<b>18:52</b>	<b>19:37</b>	<b>20:37</b>	<b>21:07</b>	<b>21:37</b>	<b>23:37</b>	<b>00:52</b>
West Seatown	15:38	16:38	17:08	17:23	17:53	18:08	18:38	18:53	19:38	20:38	21:08	21:38	23:38	00:53
<b>Seatown Road</b>	<b>15:39</b>	<b>16:39</b>	<b>17:09</b>	<b>17:24</b>	<b>17:54</b>	<b>18:09</b>	<b>18:39</b>	<b>18:54</b>	<b>19:39</b>	<b>20:39</b>	<b>21:09</b>	<b>21:39</b>	<b>23:39</b>	<b>00:54</b>
Swords Bypass	15:40	16:40	17:10	17:25	17:55	18:10	18:40	18:55	19:40	20:40	21:10	21:40	23:40	00:55
<b>Malahide Roundabout</b>	<b>15:41</b>	<b>16:41</b>	<b>17:11</b>	<b>17:26</b>	<b>17:56</b>	<b>18:11</b>	<b>18:41</b>	<b>18:56</b>	<b>19:41</b>	<b>20:41</b>	<b>21:11</b>	<b>21:41</b>	<b>23:41</b>	<b>00:56</b>
Pavilions Shopping Centre	15:42	16:42	17:12	17:27	17:57	18:12	18:42	18:57	19:42	20:42	21:12	21:42	23:42	00:57
<b>Dublin Road (Penneys)</b>	<b>15:43</b>	<b>16:43</b>	<b>17:13</b>	<b>17:28</b>	<b>17:58</b>	<b>18:13</b>	<b>18:43</b>	<b>18:58</b>	<b>19:43</b>	<b>20:43</b>	<b>21:13</b>	<b>21:43</b>	<b>23:43</b>	<b>00:58</b>
Highfields	15:45	16:45	17:15	17:30	18:00	18:15	18:45	19:00	19:45	20:45	21:15	21:45	23:45	01:00
<b>Ballinrane</b>	<b>15:46</b>	<b>16:46</b>	<b>17:16</b>	<b>17:31</b>	<b>18:01</b>	<b>18:16</b>	<b>18:46</b>	<b>19:01</b>	<b>19:46</b>	<b>20:46</b>	<b>21:16</b>	<b>21:46</b>	<b>23:46</b>	<b>01:01</b>
Boroimhe Laurels	15:48	16:48	17:18	17:33	18:03	18:18	18:48	19:03	19:48	20:48	21:18	21:48	23:48	01:03
<b>Boroimhe Maples</b>	<b>15:49</b>	<b>16:49</b>	<b>17:19</b>	<b>17:34</b>	<b>18:04</b>	<b>18:19</b>	<b>18:49</b>	<b>19:04</b>	<b>19:49</b>	<b>20:49</b>	<b>21:19</b>	<b>21:49</b>	<b>23:49</b>	<b>01:04</b>
Airside Road	15:50	16:50	17:20	17:35	18:05	18:20	18:50	19:05	19:50	20:50	21:20	21:50	23:50	01:05
<b>Airside Central</b>	<b>15:51</b>	<b>16:51</b>	<b>17:21</b>	<b>17:36</b>	<b>18:06</b>	<b>18:21</b>	<b>18:51</b>	<b>19:06</b>	<b>19:51</b>	<b>20:51</b>	<b>21:21</b>	<b>21:51</b>	<b>23:51</b>	<b>01:06</b>
Holywell Distributor Road	15:52	16:52	17:22	17:37	18:07	18:22	18:52	19:07	19:52	20:52	21:22	21:52	23:52	01:07
<b>M1 Drinan</b>	<b>15:53</b>	<b>16:53</b>	<b>17:23</b>	<b>17:38</b>	<b>18:08</b>	<b>18:23</b>	<b>18:53</b>	<b>19:08</b>	<b>19:53</b>	<b>20:53</b>	<b>21:23</b>	<b>21:53</b>	<b>23:53</b>	<b>01:08</b>
East Wall Road	16:04	17:04	17:34	17:49	18:19	18:34	19:04	19:19	20:04	21:04	21:34	22:04	00:04	01:19
<b>Convention Centre</b>	<b>16:07</b>	<b>17:07</b>	<b>17:37</b>	<b>17:52</b>	<b>18:22</b>	<b>18:37</b>	<b>19:07</b>	<b>19:22</b>	<b>20:07</b>	<b>21:07</b>	<b>21:37</b>	<b>22:07</b>	<b>00:07</b>	<b>01:22</b>
Seán O'Casey Pedestrian Bridge	16:10	17:10	17:40	17:55	18:25	18:40	19:10	19:25	20:10	21:10	21:40	22:10	00:10	01:25
<b>Eden Quay</b>	<b>16:13</b>	<b>17:13</b>	<b>17:43</b>	<b>17:58</b>	<b>18:28</b>	<b>18:43</b>	<b>19:13</b>	<b>19:28</b>	<b>20:13</b>	<b>21:13</b>	<b>21:43</b>	<b>22:13</b>	<b>00:13</b>	<b>01:28</b>



# CITY TO SWORDS | SAT TIMETABLE



	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Eden Quay	08:30	09:00	09:30	10:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00
<b>IFSC</b>	<b>08:31</b>	<b>09:01</b>	<b>09:31</b>	<b>10:01</b>	<b>11:31</b>	<b>12:01</b>	<b>12:31</b>	<b>13:01</b>	<b>13:31</b>	<b>14:01</b>	<b>14:31</b>	<b>15:01</b>	<b>15:31</b>	<b>16:01</b>
Custom House Quay (Jury's)	08:32	09:02	09:32	10:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02
<b>Custom House Quay (Clarion)</b>	<b>08:33</b>	<b>09:03</b>	<b>09:33</b>	<b>10:03</b>	<b>11:33</b>	<b>12:03</b>	<b>12:33</b>	<b>13:03</b>	<b>13:33</b>	<b>14:03</b>	<b>14:33</b>	<b>15:03</b>	<b>15:33</b>	<b>16:03</b>
North Wall Quay	08:34	09:04	09:34	10:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04
<b>Point Depot (North Wall Quay)</b>	<b>08:35</b>	<b>09:05</b>	<b>09:35</b>	<b>10:05</b>	<b>11:35</b>	<b>12:05</b>	<b>12:35</b>	<b>13:05</b>	<b>13:35</b>	<b>14:05</b>	<b>14:35</b>	<b>15:05</b>	<b>15:35</b>	<b>16:05</b>
Point Depot (East Wall Road)	08:36	09:06	09:36	10:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06
<b>Holywell Distributor Road</b>	<b>08:47</b>	<b>09:17</b>	<b>09:47</b>	<b>10:17</b>	<b>11:47</b>	<b>12:17</b>	<b>12:47</b>	<b>13:17</b>	<b>13:47</b>	<b>14:17</b>	<b>14:47</b>	<b>15:17</b>	<b>15:47</b>	<b>16:17</b>
Airside Central	08:49	09:19	09:49	10:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19
<b>Boroimhe Maples</b>	<b>08:51</b>	<b>09:21</b>	<b>09:51</b>	<b>10:21</b>	<b>11:51</b>	<b>12:21</b>	<b>12:51</b>	<b>13:21</b>	<b>13:51</b>	<b>14:21</b>	<b>14:51</b>	<b>15:21</b>	<b>15:51</b>	<b>16:21</b>
Boroimhe Laurels	08:52	09:22	09:52	10:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22
<b>Ballinrane</b>	<b>08:53</b>	<b>09:23</b>	<b>09:53</b>	<b>10:23</b>	<b>11:53</b>	<b>12:23</b>	<b>12:53</b>	<b>13:23</b>	<b>13:53</b>	<b>14:23</b>	<b>14:53</b>	<b>15:23</b>	<b>15:53</b>	<b>16:23</b>
Highfields	08:54	09:24	09:54	10:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24
<b>Dublin Road (opp Penneys)</b>	<b>08:56</b>	<b>09:26</b>	<b>09:56</b>	<b>10:26</b>	<b>11:56</b>	<b>12:26</b>	<b>12:56</b>	<b>13:26</b>	<b>13:56</b>	<b>14:26</b>	<b>14:56</b>	<b>15:26</b>	<b>15:56</b>	<b>16:26</b>
Malahide Roundabout	08:57	09:27	09:57	10:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27
<b>Seatown Road</b>	<b>08:59</b>	<b>09:29</b>	<b>09:59</b>	<b>10:29</b>	<b>11:59</b>	<b>12:29</b>	<b>12:59</b>	<b>13:29</b>	<b>13:59</b>	<b>14:29</b>	<b>14:59</b>	<b>15:29</b>	<b>15:59</b>	<b>16:29</b>
West Seatown	09:01	09:31	10:01	10:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31
<b>Saint Colmcille's GFC</b>	<b>09:04</b>	<b>09:34</b>	<b>10:04</b>	<b>10:34</b>	<b>12:04</b>	<b>12:34</b>	<b>13:04</b>	<b>13:34</b>	<b>14:04</b>	<b>14:34</b>	<b>15:04</b>	<b>15:34</b>	<b>16:04</b>	<b>16:34</b>
Jugback Lane	09:05	09:35	10:05	10:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35
<b>Applewood Estate</b>	<b>09:06</b>	<b>09:36</b>	<b>10:06</b>	<b>10:36</b>	<b>12:06</b>	<b>12:36</b>	<b>13:06</b>	<b>13:36</b>	<b>14:06</b>	<b>14:36</b>	<b>15:06</b>	<b>15:36</b>	<b>16:06</b>	<b>16:36</b>
Laurelton	09:08	09:38	10:08	10:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38
<b>Cianlea</b>	<b>09:09</b>	<b>09:39</b>	<b>10:09</b>	<b>10:39</b>	<b>12:09</b>	<b>12:39</b>	<b>13:09</b>	<b>13:39</b>	<b>14:09</b>	<b>14:39</b>	<b>15:09</b>	<b>15:39</b>	<b>16:09</b>	<b>16:39</b>
Ardcian	09:10	09:40	10:10	10:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40
<b>Lios Cian</b>	<b>09:11</b>	<b>09:41</b>	<b>10:11</b>	<b>10:41</b>	<b>12:11</b>	<b>12:41</b>	<b>13:11</b>	<b>13:41</b>	<b>14:11</b>	<b>14:41</b>	<b>15:11</b>	<b>15:41</b>	<b>16:11</b>	<b>16:41</b>
Valley View	09:11	09:41	10:11	10:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41
<b>Saint Cronan's Sout</b>	<b>09:12</b>	<b>09:42</b>	<b>10:12</b>	<b>10:42</b>	<b>12:12</b>	<b>12:42</b>	<b>13:12</b>	<b>13:42</b>	<b>14:12</b>	<b>14:42</b>	<b>15:12</b>	<b>15:42</b>	<b>16:12</b>	<b>16:42</b>
Swords Manor	09:13	09:43	10:13	10:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43



# CITY TO SWORDS | SAT TIMETABLE



	500	500	500	500	500	500	500	500	500	500N	500N
Eden Quay	16:30	18:00	18:30	19:30	20:00	20:30	22:00	22:30	23:00	00:30	01:30
<b>IFSC</b>	<b>16:31</b>	<b>18:01</b>	<b>18:31</b>	<b>19:31</b>	<b>20:01</b>	<b>20:31</b>	<b>22:01</b>	<b>22:31</b>	<b>23:01</b>	<b>00:31</b>	<b>01:31</b>
Custom House Quay (Jury's)	16:32	18:02	18:32	19:32	20:02	20:32	22:02	22:32	23:02	00:32	01:32
<b>Custom House Quay (Clarion)</b>	<b>16:33</b>	<b>18:03</b>	<b>18:33</b>	<b>19:33</b>	<b>20:03</b>	<b>20:33</b>	<b>22:03</b>	<b>22:33</b>	<b>23:03</b>	<b>00:33</b>	<b>01:33</b>
North Wall Quay	16:34	18:04	18:34	19:34	20:04	20:34	22:04	22:34	23:04	00:34	01:34
<b>Point Depot (North Wall Quay)</b>	<b>16:35</b>	<b>18:05</b>	<b>18:35</b>	<b>19:35</b>	<b>20:05</b>	<b>20:35</b>	<b>22:05</b>	<b>22:35</b>	<b>23:05</b>	<b>00:35</b>	<b>01:35</b>
Point Depot (East Wall Road)	16:36	18:06	18:36	19:36	20:06	20:36	22:06	22:36	23:06	00:36	01:36
<b>Holywell Distributor Road</b>	<b>16:47</b>	<b>18:17</b>	<b>18:47</b>	<b>19:47</b>	<b>20:17</b>	<b>20:47</b>	<b>22:17</b>	<b>22:47</b>	<b>23:17</b>	<b>00:47</b>	<b>01:47</b>
Airside Central	16:49	18:19	18:49	19:49	20:19	20:49	22:19	22:49	23:19	00:49	01:49
<b>Boroimhe Maples</b>	<b>16:51</b>	<b>18:21</b>	<b>18:51</b>	<b>19:51</b>	<b>20:21</b>	<b>20:51</b>	<b>22:21</b>	<b>22:51</b>	<b>23:21</b>	<b>00:51</b>	<b>01:51</b>
Boroimhe Laurels	16:52	18:22	18:52	19:52	20:22	20:52	22:22	22:52	23:22	00:52	01:52
<b>Ballintrane</b>	<b>16:53</b>	<b>18:23</b>	<b>18:53</b>	<b>19:53</b>	<b>20:23</b>	<b>20:53</b>	<b>22:23</b>	<b>22:53</b>	<b>23:23</b>	<b>00:53</b>	<b>01:53</b>
Highfields	16:54	18:24	18:54	19:54	20:24	20:54	22:24	22:54	23:24	00:54	01:54
<b>Dublin Road (opp Penneys)</b>	<b>16:56</b>	<b>18:26</b>	<b>18:56</b>	<b>19:56</b>	<b>20:26</b>	<b>20:56</b>	<b>22:26</b>	<b>22:56</b>	<b>23:26</b>	<b>00:56</b>	<b>01:56</b>
Malahide Roundabout	16:57	18:27	18:57	19:57	20:27	20:57	22:27	22:57	23:27	00:57	01:57
<b>Seatown Road</b>	<b>16:59</b>	<b>18:29</b>	<b>18:59</b>	<b>19:59</b>	<b>20:29</b>	<b>20:59</b>	<b>22:29</b>	<b>22:59</b>	<b>23:29</b>	<b>00:59</b>	<b>01:59</b>
West Seatown	17:01	18:31	19:01	20:01	20:31	21:01	22:31	23:01	23:31	01:01	02:01
<b>Saint Colmcille's GFC</b>	<b>17:04</b>	<b>18:34</b>	<b>19:04</b>	<b>20:04</b>	<b>20:34</b>	<b>21:04</b>	<b>22:34</b>	<b>23:04</b>	<b>23:34</b>	<b>01:04</b>	<b>02:04</b>
Jugback Lane	17:05	18:35	19:05	20:05	20:35	21:05	22:35	23:05	23:35	01:05	02:05
<b>Applewood Estate</b>	<b>17:06</b>	<b>18:36</b>	<b>19:06</b>	<b>20:06</b>	<b>20:36</b>	<b>21:06</b>	<b>22:36</b>	<b>23:06</b>	<b>23:36</b>	<b>01:06</b>	<b>02:06</b>
Laurelton	17:08	18:38	19:08	20:08	20:38	21:08	22:38	23:08	23:38	01:08	02:08
<b>Cianlea</b>	<b>17:09</b>	<b>18:39</b>	<b>19:09</b>	<b>20:09</b>	<b>20:39</b>	<b>21:09</b>	<b>22:39</b>	<b>23:09</b>	<b>23:39</b>	<b>01:09</b>	<b>02:09</b>
Ardcian	17:10	18:40	19:10	20:10	20:40	21:10	22:40	23:10	23:40	01:10	02:10
<b>Lios Cian</b>	<b>17:11</b>	<b>18:41</b>	<b>19:11</b>	<b>20:11</b>	<b>20:41</b>	<b>21:11</b>	<b>22:41</b>	<b>23:11</b>	<b>23:41</b>	<b>01:11</b>	<b>02:11</b>
Valley View	17:11	18:41	19:11	20:11	20:41	21:11	22:41	23:11	23:41	01:11	02:11
<b>Saint Cronan's Sout</b>	<b>17:12</b>	<b>18:42</b>	<b>19:12</b>	<b>20:12</b>	<b>20:42</b>	<b>21:12</b>	<b>22:42</b>	<b>23:12</b>	<b>23:42</b>	<b>01:12</b>	<b>02:12</b>
Swords Manor	17:13	18:43	19:13	20:13	20:43	21:13	22:43	23:13	23:43	01:13	02:13



# SWORDS TO CITY | SUN TIMETABLE



	500	500	500	500	500	500	500	500	500
Abbeyvale	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	18:45
<b>Swords Manor</b>	<b>08:46</b>	<b>09:46</b>	<b>10:46</b>	<b>11:46</b>	<b>12:46</b>	<b>13:46</b>	<b>14:46</b>	<b>15:46</b>	<b>18:46</b>
Valley View	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	18:46
<b>The Gallops</b>	<b>08:46</b>	<b>09:46</b>	<b>10:46</b>	<b>11:46</b>	<b>12:46</b>	<b>13:46</b>	<b>14:46</b>	<b>15:46</b>	<b>18:46</b>
Lios Cian	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	18:47
<b>Cianlea</b>	<b>08:47</b>	<b>09:47</b>	<b>10:47</b>	<b>11:47</b>	<b>12:47</b>	<b>13:47</b>	<b>14:47</b>	<b>15:47</b>	<b>18:47</b>
Laurelton	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	18:48
<b>Applewood Estate</b>	<b>08:50</b>	<b>09:50</b>	<b>10:50</b>	<b>11:50</b>	<b>12:50</b>	<b>13:50</b>	<b>14:50</b>	<b>15:50</b>	<b>18:50</b>
Jugback Lane	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	18:51
<b>Saint Colmcille's GFC</b>	<b>08:52</b>	<b>09:52</b>	<b>10:52</b>	<b>11:52</b>	<b>12:52</b>	<b>13:52</b>	<b>14:52</b>	<b>15:52</b>	<b>18:52</b>
West Seatown	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	18:53
<b>Seatown Road</b>	<b>08:54</b>	<b>09:54</b>	<b>10:54</b>	<b>11:54</b>	<b>12:54</b>	<b>13:54</b>	<b>14:54</b>	<b>15:54</b>	<b>18:54</b>
Swords Bypass	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	18:55
<b>Malahide Roundabout</b>	<b>08:56</b>	<b>09:56</b>	<b>10:56</b>	<b>11:56</b>	<b>12:56</b>	<b>13:56</b>	<b>14:56</b>	<b>15:56</b>	<b>18:56</b>
Pavilions Shopping Centre	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	18:57
<b>Dublin Road (Penneys)</b>	<b>08:58</b>	<b>09:58</b>	<b>10:58</b>	<b>11:58</b>	<b>12:58</b>	<b>13:58</b>	<b>14:58</b>	<b>15:58</b>	<b>18:58</b>
Highfields	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	19:00
<b>Ballinrane</b>	<b>09:01</b>	<b>10:01</b>	<b>11:01</b>	<b>12:01</b>	<b>13:01</b>	<b>14:01</b>	<b>15:01</b>	<b>16:01</b>	<b>19:01</b>
Boroimhe Laurels	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	19:03
<b>Boroimhe Maples</b>	<b>09:04</b>	<b>10:04</b>	<b>11:04</b>	<b>12:04</b>	<b>13:04</b>	<b>14:04</b>	<b>15:04</b>	<b>16:04</b>	<b>19:04</b>
Airside Road	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	19:05
<b>Airside Central</b>	<b>09:06</b>	<b>10:06</b>	<b>11:06</b>	<b>12:06</b>	<b>13:06</b>	<b>14:06</b>	<b>15:06</b>	<b>16:06</b>	<b>19:06</b>
Holywell Distributor Road	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	19:07
<b>M1 Drinan</b>	<b>09:08</b>	<b>10:08</b>	<b>11:08</b>	<b>12:08</b>	<b>13:08</b>	<b>14:08</b>	<b>15:08</b>	<b>16:08</b>	<b>19:08</b>
East Wall Road	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	19:19
<b>Convention Centre</b>	<b>09:22</b>	<b>10:22</b>	<b>11:22</b>	<b>12:22</b>	<b>13:22</b>	<b>14:22</b>	<b>15:22</b>	<b>16:22</b>	<b>19:22</b>
Seán O'Casey Pedestrian Bridge	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	19:25
<b>Eden Quay</b>	<b>09:28</b>	<b>10:28</b>	<b>11:28</b>	<b>12:28</b>	<b>13:28</b>	<b>14:28</b>	<b>15:28</b>	<b>16:28</b>	<b>19:28</b>



# CITY TO SWORDS | SUN TIMETABLE



	500	500	500	500	500	500	500	500	500	500
Eden Quay	09:45	10:45	12:45	13:45	14:45	16:45	17:45	18:45	19:45	20:45
<b>IFSC</b>	<b>09:46</b>	<b>10:46</b>	<b>12:46</b>	<b>13:46</b>	<b>14:46</b>	<b>16:46</b>	<b>17:46</b>	<b>18:46</b>	<b>19:46</b>	<b>20:46</b>
Custom House Quay (Jury's)	09:47	10:47	12:47	13:47	14:47	16:47	17:47	18:47	19:47	20:47
<b>Custom House Quay (Clarion)</b>	<b>09:48</b>	<b>10:48</b>	<b>12:48</b>	<b>13:48</b>	<b>14:48</b>	<b>16:48</b>	<b>17:48</b>	<b>18:48</b>	<b>19:48</b>	<b>20:48</b>
North Wall Quay	09:49	10:49	12:49	13:49	14:49	16:49	17:49	18:49	19:49	20:49
<b>Point Depot (North Wall Quay)</b>	<b>09:50</b>	<b>10:50</b>	<b>12:50</b>	<b>13:50</b>	<b>14:50</b>	<b>16:50</b>	<b>17:50</b>	<b>18:50</b>	<b>19:50</b>	<b>20:50</b>
Point Depot (East Wall Road)	09:51	10:51	12:51	13:51	14:51	16:51	17:51	18:51	19:51	20:51
<b>Holywell Distributor Road</b>	<b>10:02</b>	<b>11:02</b>	<b>13:02</b>	<b>14:02</b>	<b>15:02</b>	<b>17:02</b>	<b>18:02</b>	<b>19:02</b>	<b>20:02</b>	<b>21:02</b>
Airside Central	10:04	11:04	13:04	14:04	15:04	17:04	18:04	19:04	20:04	21:04
<b>Boroimhe Maples</b>	<b>10:06</b>	<b>11:06</b>	<b>13:06</b>	<b>14:06</b>	<b>15:06</b>	<b>17:06</b>	<b>18:06</b>	<b>19:06</b>	<b>20:06</b>	<b>21:06</b>
Boroimhe Laurels	10:07	11:07	13:07	14:07	15:07	17:07	18:07	19:07	20:07	21:07
<b>Ballintrane</b>	<b>10:08</b>	<b>11:08</b>	<b>13:08</b>	<b>14:08</b>	<b>15:08</b>	<b>17:08</b>	<b>18:08</b>	<b>19:08</b>	<b>20:08</b>	<b>21:08</b>
Highfields	10:09	11:09	13:09	14:09	15:09	17:09	18:09	19:09	20:09	21:09
<b>Dublin Road (opp Penneys)</b>	<b>10:11</b>	<b>11:11</b>	<b>13:11</b>	<b>14:11</b>	<b>15:11</b>	<b>17:11</b>	<b>18:11</b>	<b>19:11</b>	<b>20:11</b>	<b>21:11</b>
Malahide Roundabout	10:12	11:12	13:12	14:12	15:12	17:12	18:12	19:12	20:12	21:12
<b>Seatown Road</b>	<b>10:14</b>	<b>11:14</b>	<b>13:14</b>	<b>14:14</b>	<b>15:14</b>	<b>17:14</b>	<b>18:14</b>	<b>19:14</b>	<b>20:14</b>	<b>21:14</b>
West Seatown	10:16	11:16	13:16	14:16	15:16	17:16	18:16	19:16	20:16	21:16
<b>Saint Colmcille's GFC</b>	<b>10:19</b>	<b>11:19</b>	<b>13:19</b>	<b>14:19</b>	<b>15:19</b>	<b>17:19</b>	<b>18:19</b>	<b>19:19</b>	<b>20:19</b>	<b>21:19</b>
Jugback Lane	10:20	11:20	13:20	14:20	15:20	17:20	18:20	19:20	20:20	21:20
<b>Applewood Estate</b>	<b>10:21</b>	<b>11:21</b>	<b>13:21</b>	<b>14:21</b>	<b>15:21</b>	<b>17:21</b>	<b>18:21</b>	<b>19:21</b>	<b>20:21</b>	<b>21:21</b>
Laurelton	10:23	11:23	13:23	14:23	15:23	17:23	18:23	19:23	20:23	21:23
<b>Cianlea</b>	<b>10:24</b>	<b>11:24</b>	<b>13:24</b>	<b>14:24</b>	<b>15:24</b>	<b>17:24</b>	<b>18:24</b>	<b>19:24</b>	<b>20:24</b>	<b>21:24</b>
Ardcian	10:25	11:25	13:25	14:25	15:25	17:25	18:25	19:25	20:25	21:25
<b>Lios Cian</b>	<b>10:26</b>	<b>11:26</b>	<b>13:26</b>	<b>14:26</b>	<b>15:26</b>	<b>17:26</b>	<b>18:26</b>	<b>19:26</b>	<b>20:26</b>	<b>21:26</b>
Valley View	10:26	11:26	13:26	14:26	15:26	17:26	18:26	19:26	20:26	21:26
<b>Saint Cronan's Sout</b>	<b>10:27</b>	<b>11:27</b>	<b>13:27</b>	<b>14:27</b>	<b>15:27</b>	<b>17:27</b>	<b>18:27</b>	<b>19:27</b>	<b>20:27</b>	<b>21:27</b>
Swords Manor	10:28	11:28	13:28	14:28	15:28	17:28	18:28	19:28	20:28	21:28



# UK and Ireland Office Locations

