



Travel Plan

Mixed-use Development at Mooretown Phase 3 SHD, Swords,
Co. Dublin

April 2022

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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 Mooretown, Swords, Co. Dublin.

The proposed development consists of 650 no. residential units, comprising 265 no. Houses, 119 no. Duplex/Triplex units and 266 no. Apartments, together with a creche (519 sqm) and c.946 sqm of commercial space. Table 1 below shows the breakdown of the residential units proposed.

| <i>Unit Type</i> | <i>1 – Bed</i> | <i>2 – Bed</i> | <i>3 – Bed</i> | <i>4 – Bed</i> | <i>Total</i> |
|-------------------------|----------------|----------------|----------------|----------------|--------------|
| <i>Apartment</i> | 76 | 190 | - | - | 266 |
| <i>Duplex</i> | - | 3 | 110 | - | 113 |
| <i>Triplex</i> | - | - | 6 | - | 6 |
| <i>House</i> | - | - | 240 | 25 | 265 |
| <i>Total</i> | 76 | 193 | 356 | 25 | 650 |

Table 1 | Proposed Development – Breakdown of Residential Units.

This subject application is Mooretown Phase 3 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 2027.

1.3 Scope

This Travel Plan will be a key operational element for the proposed residential development at Mooretown Phase 3. 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 Mooretown, Swords, Co. Dublin, south 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).

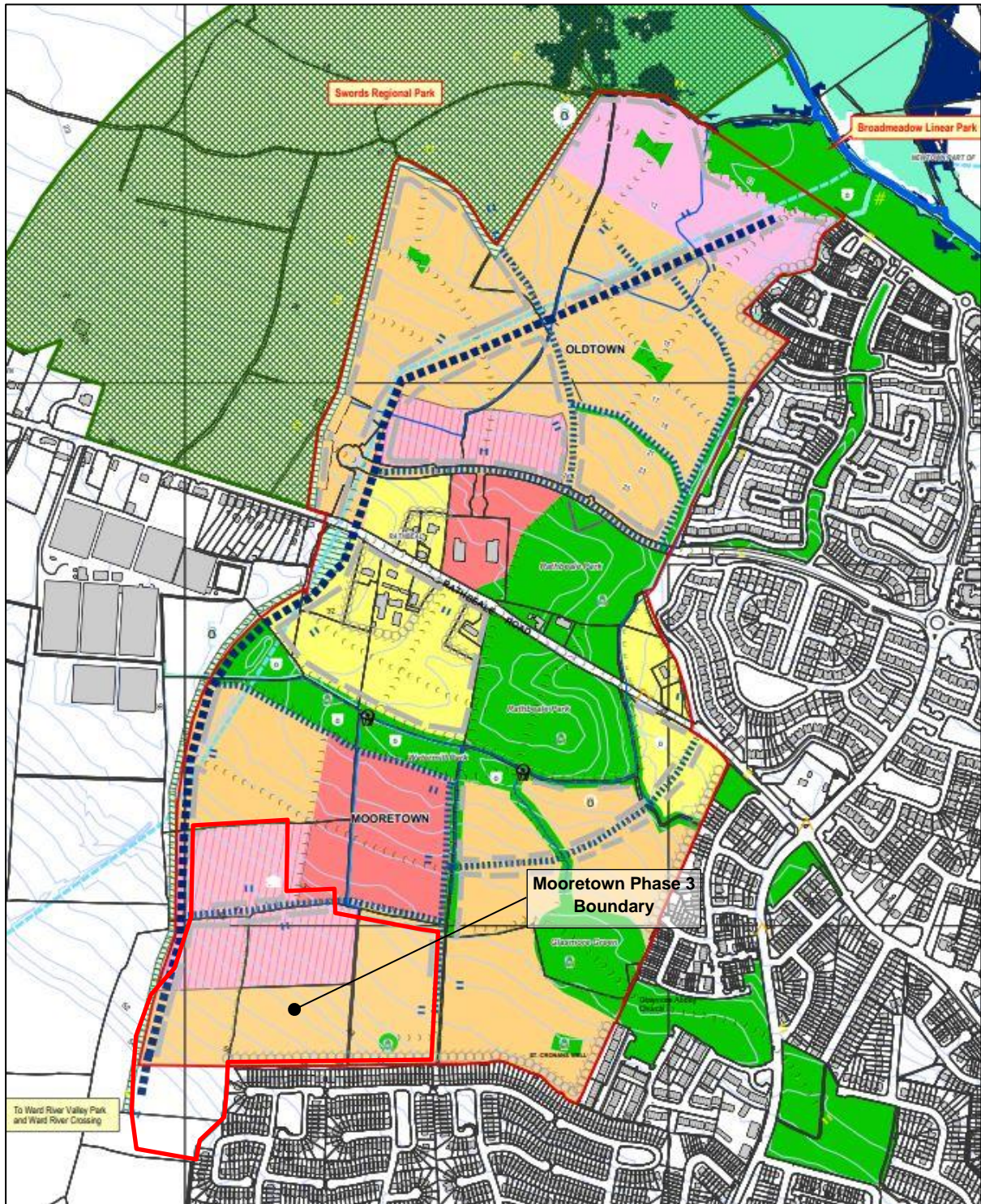


Figure 2 | Image extracted from the Oldtown-Mooretown LAP 2010.

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, these are Broadmeadow Community National School and Swords Community College. 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 north of the proposed development within the 20-minute isochrone there is another school, Gaelscoil Bhrian Bóroimhe and Applewood Community Centre which can offer leisure and sporting activities for the area.

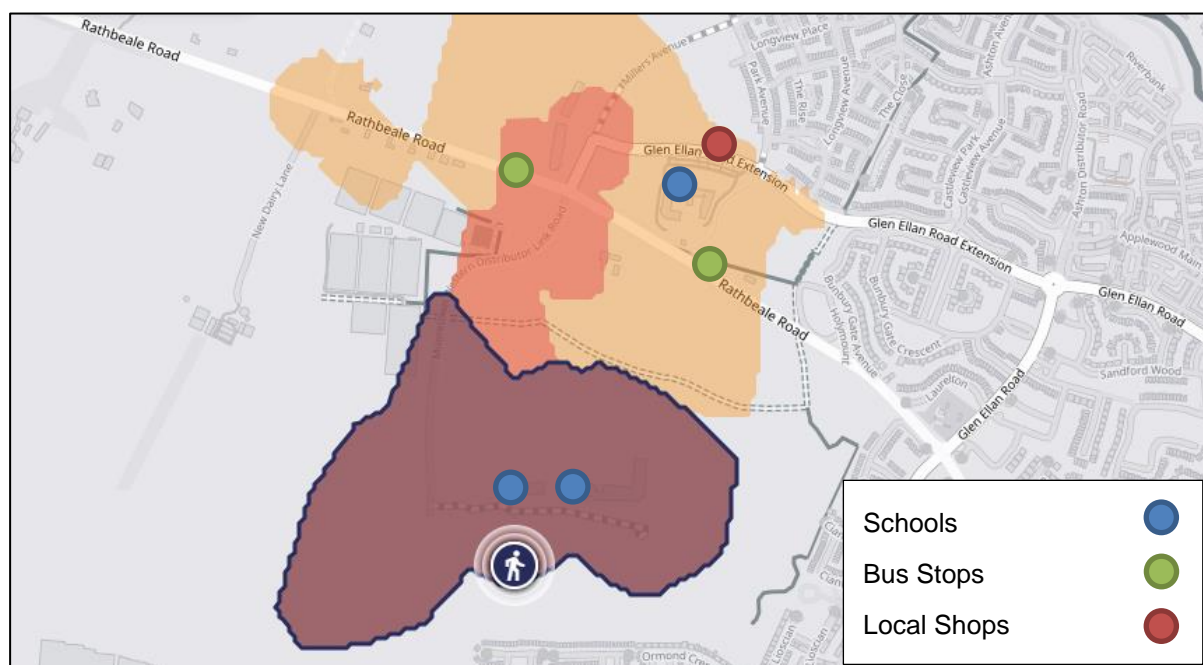


Figure 3 | Site Accessibility - Walking Distances.

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.

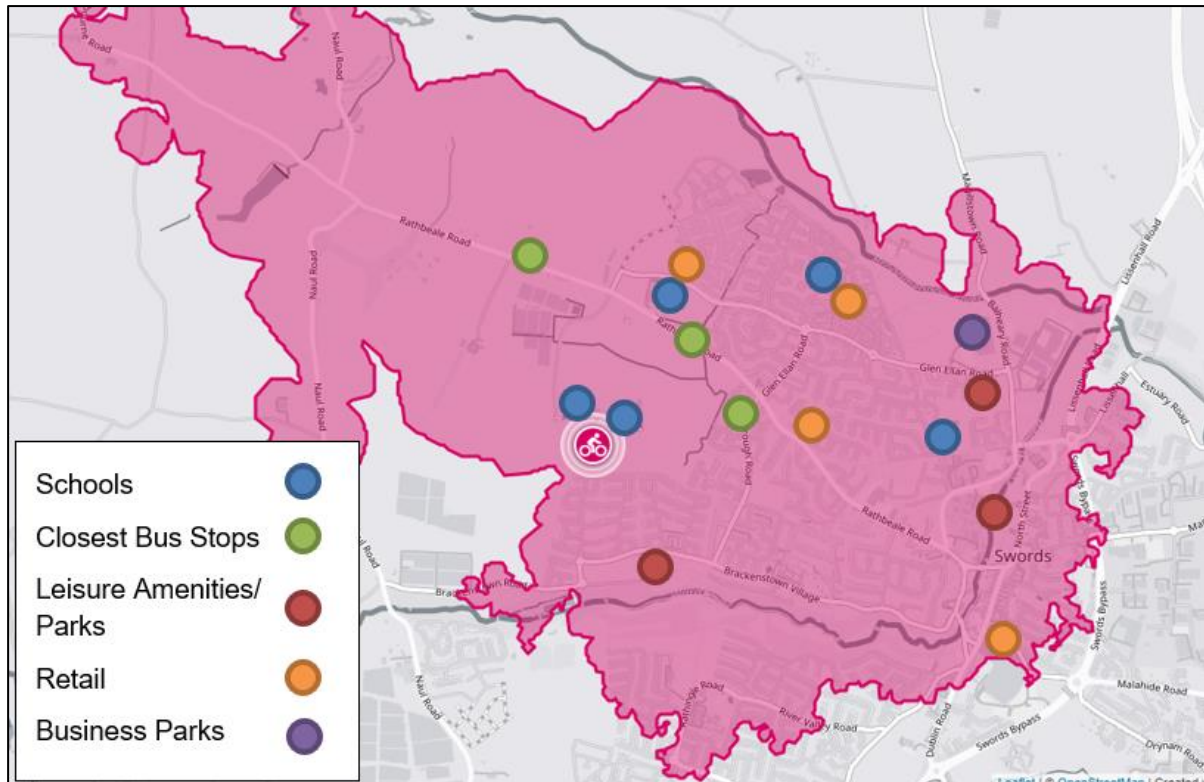


Figure 4 | Site Accessibility – Cycling Distances.

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 Bóroimhe. 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 1.2 km (14-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 Ellan Road. The bus stops serving these additional routes are approximately 1.9 km (23-minute walk) away from the proposed development as shown in Figure 6 below.



Figure 6 | Walking Distance to Bus Stops on Murrough Road and Glen Ellan Road.

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 Edan 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).

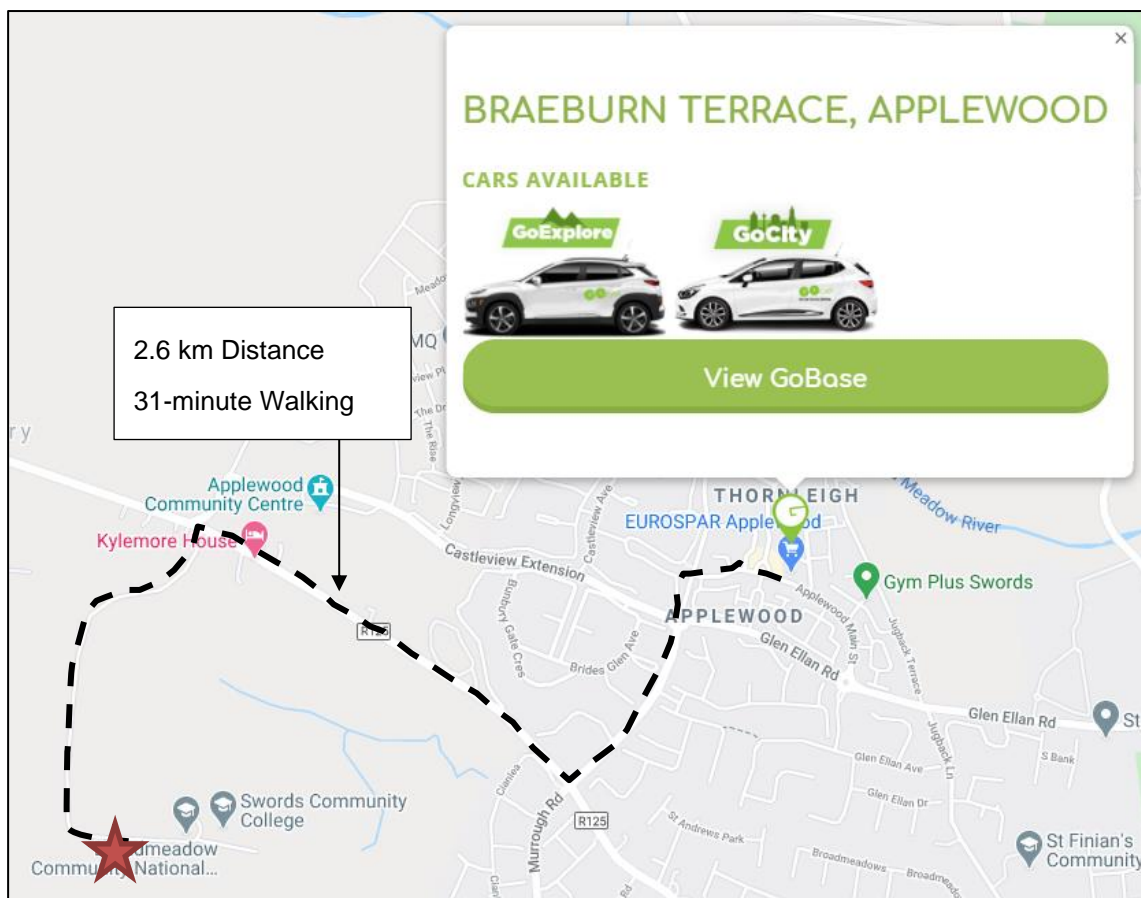


Figure 7 | Location of Nearest GoCar Station.

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 8). 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.

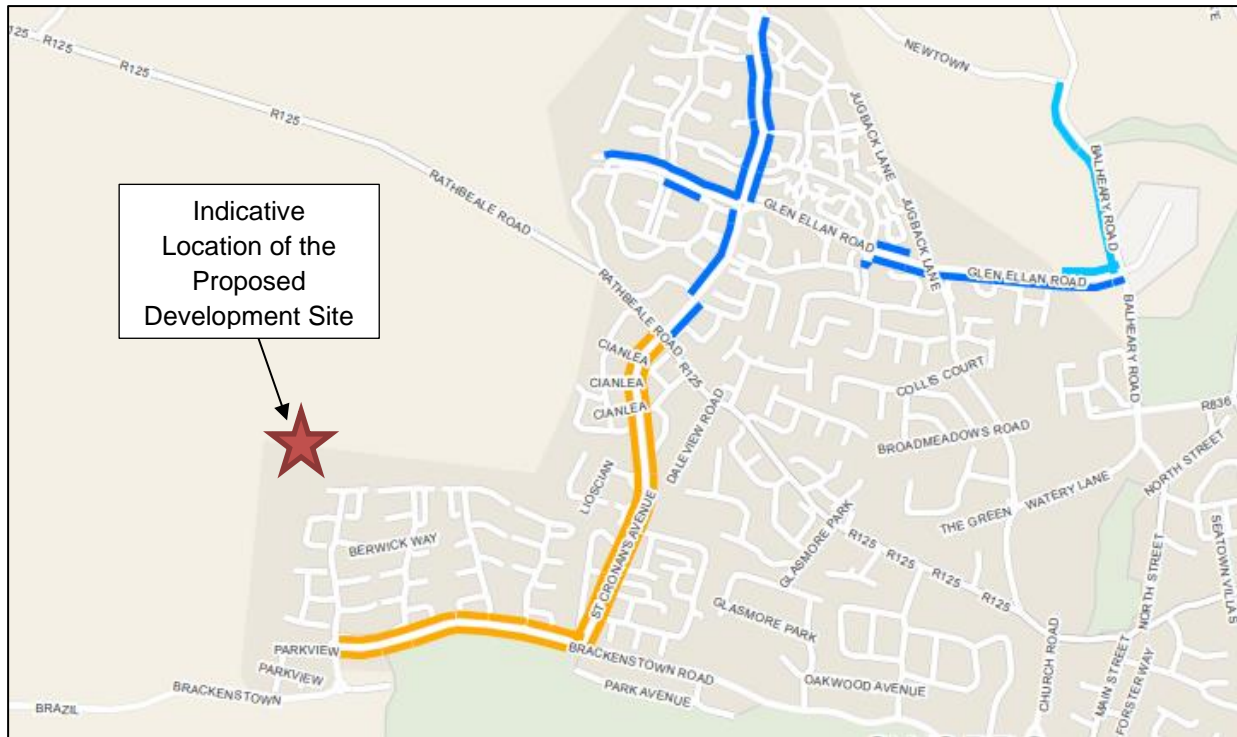


Figure 8 | Existing Cycle Network – extracted from GDA Cycle Network Plan.

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.

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.

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 9 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.

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

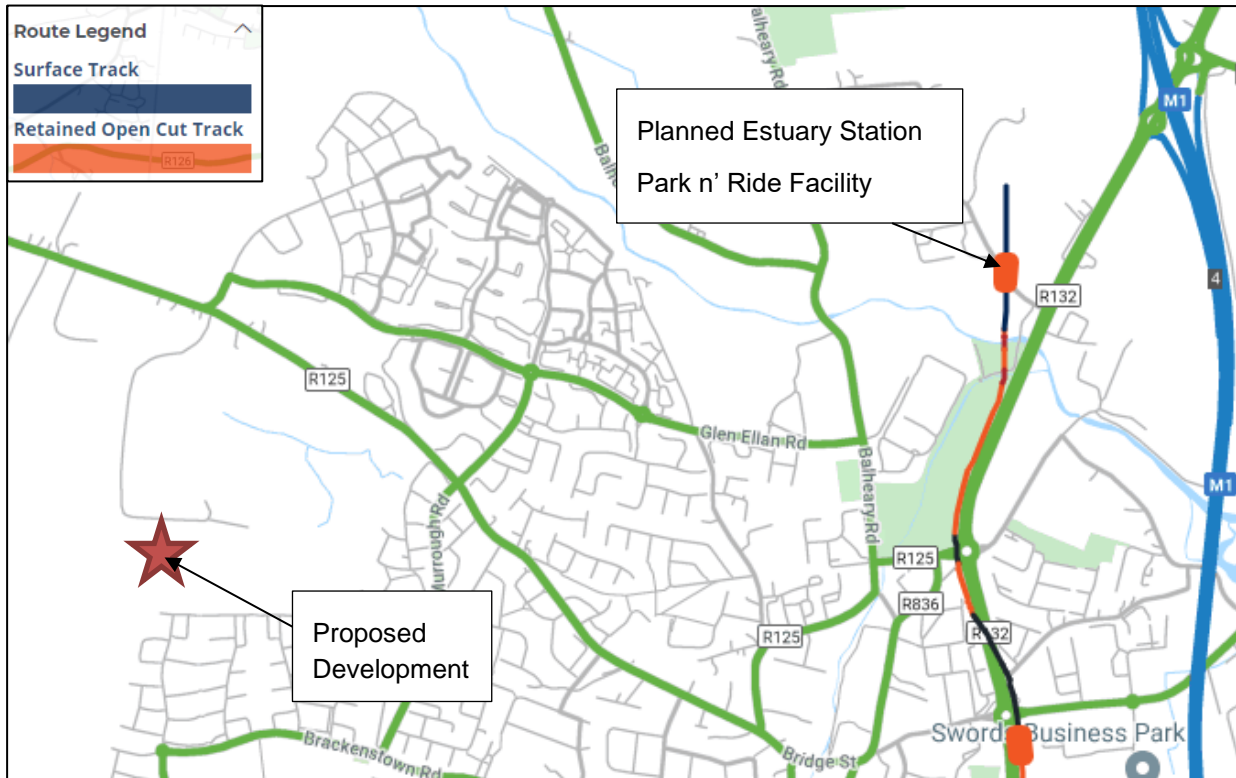


Figure 10 | Location Map for MetroLink Station with 'Park n' Ride' facility.

4.5 GoCar

It is expected that GoCar will provide 6 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 D of the Traffic and Transport Assessment (TTA) 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 labelled as phase three of the Mooretown development and consists of 650 residential units comprising of:

- 266 Houses
- 119 Duplexes/Triplex
- 265 Apartments

There will also be a creche with circa 519 sqm of area to attend 102 children and c. 15 staff, and 946 sqm of commercial space.

| <i>Unit Type</i> | <i>1 – Bed</i> | <i>2 – Bed</i> | <i>3 – Bed</i> | <i>4 – Bed</i> | <i>Total</i> |
|-------------------------|----------------|----------------|----------------|----------------|--------------|
| <i>Apartment</i> | 76 | 190 | - | - | 266 |
| <i>Duplex</i> | - | 3 | 110 | - | 113 |
| <i>Triplex</i> | - | - | 6 | - | 6 |
| <i>House</i> | - | - | 240 | 25 | 265 |
| <i>Total</i> | 76 | 193 | 356 | 25 | 650 |

Table 5 | Proposed Development – Residential Units Breakdown.

5.2 Site Access

The main vehicle access route to the site will be through the recently constructed Western Link Distributor Road, which, under planning ref. F20A/0096 is approved to be extended further south (for c. 400m) along the western boundary of the site to comprise two vehicular access points.

The Western Link Distributor Road runs north to south from the Oldtown lands to the proposed development further south. It crosses the R125 Rathbeale Road via a new signalised crossroads junction as seen in Figure 11 below – extracted from Oldtown Mooretown LAP.

Six additional vehicular access points to the site are also proposed via the recently constructed Main Street, developed as part of the Mooretown School Campus under Reg. Ref. F14A/0012.

A cycle/pedestrian link is proposed on the southeast boundary of the site to provide connectivity to the adjacent Abbeyvale residential estate.

An allowance for future traffic and pedestrian links has also been proposed to facilitate a connection between the site and the approved development to the north of the site (Mooretown Planning 02 – Reg. Ref. F16A/0505), and also to any potential future development to the east. See Figure 12 below.

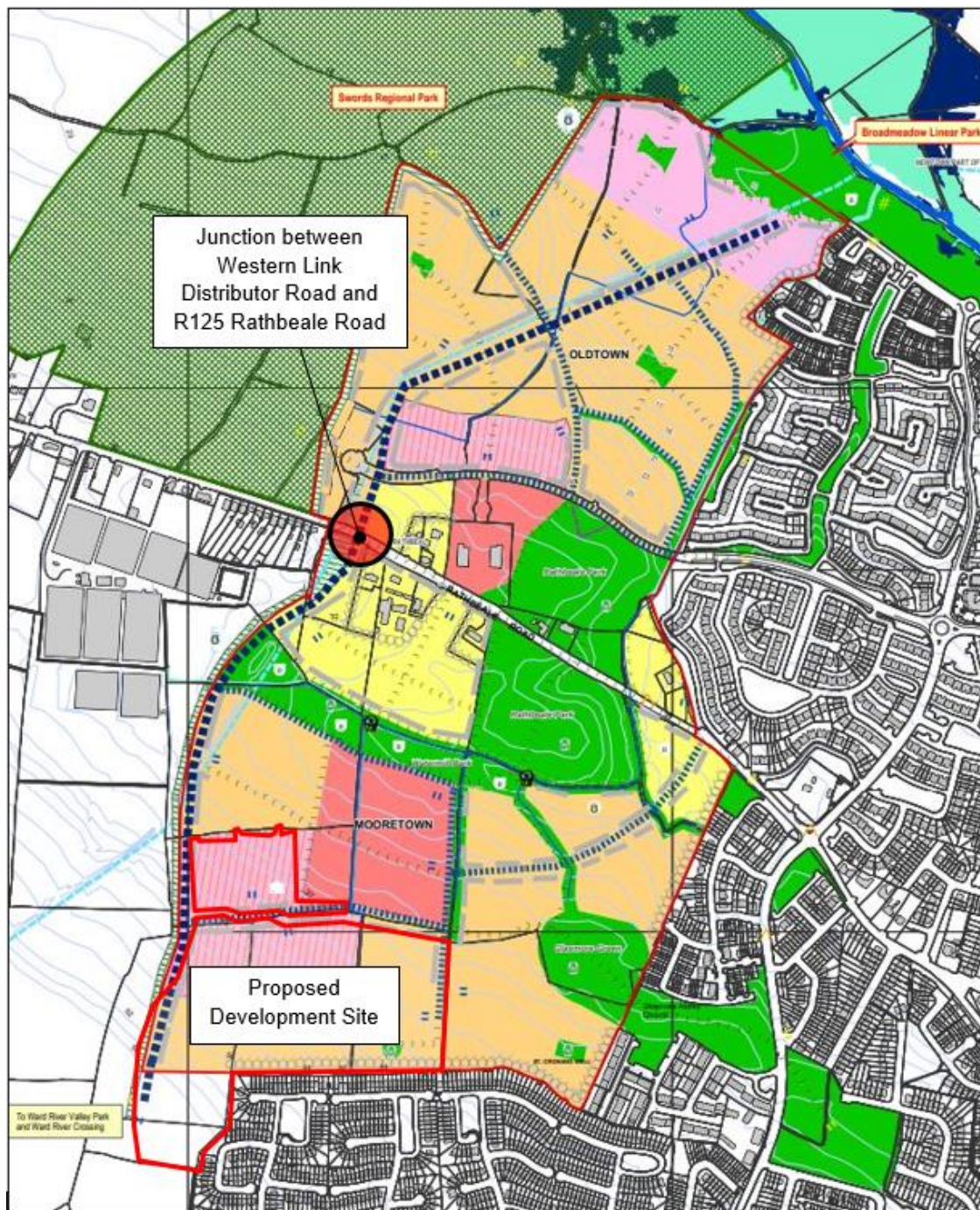


Figure 11 | R125/WDLR Junction in Relation to the Subject Site – extract from the LAP.

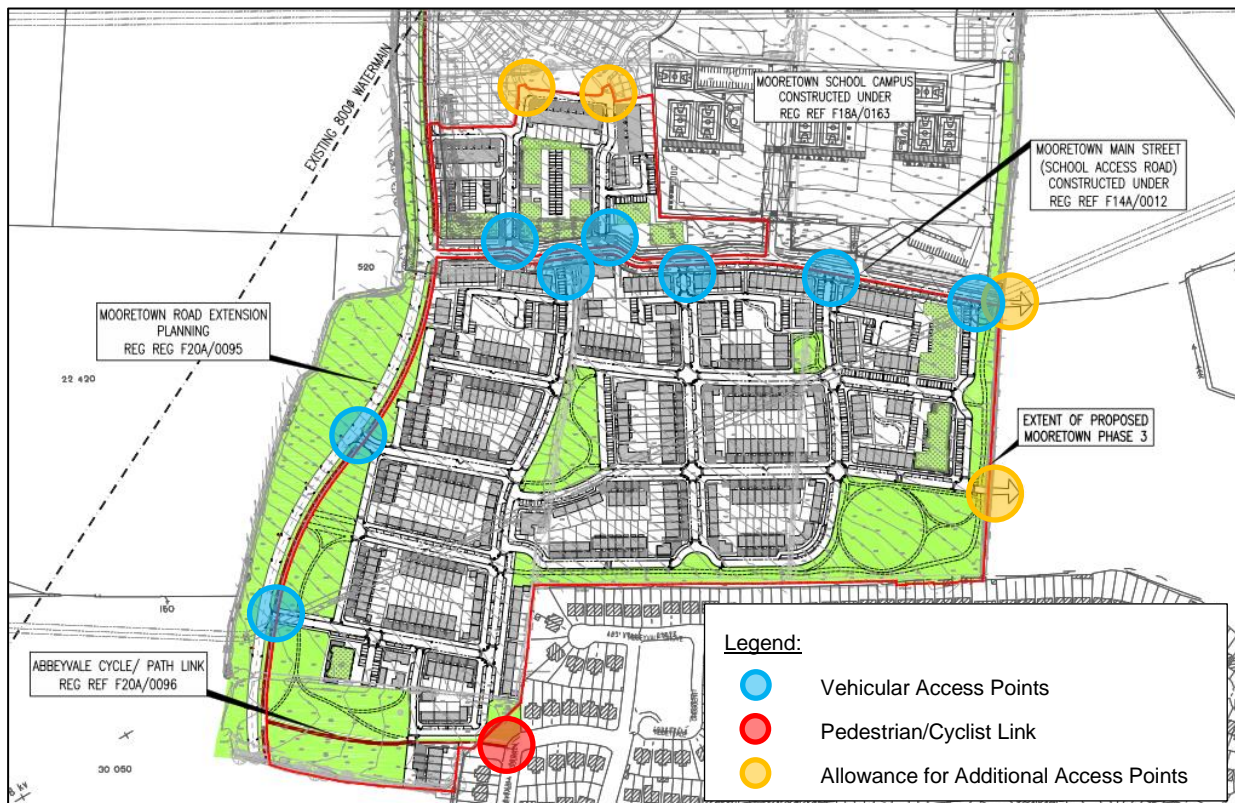


Figure 12 | Proposed Development Site Access.

5.3 Car Parking

5.4 Fingal Development Plan 2017 – 2023 Standards

Standards for car parking in new developments are set out in Table 12.8 of the Fingal County Council Development plan 2017-2023 (FCC). The car parking standards relevant to the proposed development are listed in Table 6 below.

| Land Use | Standard (norm or max) |
|------------------------|--|
| House (3+ Bedroom) | 2 spaces per unit (norm) |
| Apartment (1 Bedroom) | 1 resident space per unit + 1 visitor space per 5 units (norm) |
| Apartment (2 Bedroom) | 1.5 resident space per unit + 1 visitor space per 5 units (norm) |
| Apartment (3+ Bedroom) | 2 resident spaces per unit + 1 visitor space per 5 units (norm) |
| Retail | 1 per 30 GFA (sqm) (maximum) |
| Creche | 0.5 per Classroom (maximum) |
| Duplex | No standard |

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

5.5 FCC - Car Parking Required

Table 7 below outlines the required parking for the proposed development based on the FCC standards set out in Table 6 above. The proposed development requires a total of 1,207 car parking spaces comprising of 1,130 spaces for residents, 77 for visitor, 27 for the retail units and 3 for the creche.

There are no car parking standards set out for duplex/Triplex units. Therefore, for the purpose of calculation, the Apartment standards have been used to calculate duplex parking requirements.

| Land Use | Size (Units or Area) | Car Parking Spaces Required | | Total |
|------------------------------|--------------------------------------|-----------------------------|----------|-------|
| | | Residents | Visitors | |
| 3+ Bedroom Houses | 265 units | 530 | - | 530 |
| 1 Bedroom Apartments | 76 units | 76 | 15 | 91 |
| 2 Bedroom Apartments | 193 units | 290 | 39 | 329 |
| 3 Bedroom Duplexes/Triplexes | 116 units | 232 | 23 | 255 |
| Retail | 946 sqm | - | - | 27 |
| Creche | 6 classrooms | - | - | 3 |
| Total | 650 units 946 sqm 6 classrooms | 1,128 | 77 | 1,235 |

Table 7 | FCC – Required Car Parking Spaces.

Section 12.10 of FCC Development Plan sets out the following with regards to disabled parking bays and parking spaces with charging facilities:

“One space or more per 100 spaces should be reserved for disabled parking bays.”

“One space or more per 100 spaces should be reserved for electric vehicles with charging facilities.”

5.6 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.

The following extracts from the “Design Standards for New Apartments – March 2020” summarise the guidelines for parking:

“In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standards and apply an appropriate maximum car parking standard.”

As per the above, it is understanding that the subject proposed development meets criteria for reasonable grounds to minimise car parking provisions.

5.7 Car Parking Proposed

Table 8 outlines the car parking spaces proposed for the subject scheme.

A total of 610 spaces with an additional 381 visitor spaces are proposed.

It can be noted that the overall car parking proposed for the subject scheme is below the standards set out in the current Fingal Development Plan, which requires a total of 1,235 car parking spaces to be provided.

The proposed development is located in an area served by good public transport which, as planned under BusConnects programme, is projected to be upgraded with more frequent and reliable routes.

Cycle and pedestrian facilities in the locality are new (along R125 Rathbeale Road, Western Distributor Road and Glen Ellan Road) with good connections to bus stops and local amenities. Within the 15-minute cycle band from the site there are several retail, leisure, sports and employment facilities available.

Therefore, based on the above and on the guidelines for parking as set out under the Design Standard for New Apartments – December 2020, the proposed car parking is considered appropriate to serve the subject development as it meets criteria to minimise car parking provisions, such as being served by public transport facilities and being close to a potential town centre and employment areas.

As per Fingal Development Plan, one space per 100 spaces must be provided for disabled parking bays and one space per 100 spaces electric vehicles. As part of the proposed development, there will be 19 disabled parking bays and 72 electric vehicles charging spaces.

| Block | Car Parking Spaces Proposed | Visitor Car Parking Proposed | Total | Disabled Spaces | Communal EV Spaces |
|---|-----------------------------|------------------------------|-------|-----------------|--------------------|
| <i>Block 1</i> | 47 | 6 | 54 | 2 | 4 |
| <i>Block 2</i> | 43 | 24 | 68 | 4 | 8 |
| <i>Block 3</i> | 16 | 9 | 25 | 1 | 4 |
| <i>Block 4</i> | 19 | 47 | 66 | 3 | 8 |
| <i>Block 5</i> | 38 | 4 | 42 | 0 | 2 |
| <i>Block 6</i> | 31 | 32 | 66 | 2 | 6 |
| <i>Block 7</i> | 22 | 72 | 95 | 4 | 10 |
| <i>Block 8</i> | 54 | 11 | 65 | 2 | 4 |
| <i>Block 9</i> | 40 | 0 | 40 | 0 | 0 |
| <i>Block 10</i> | 45 | 16 | 61 | 0 | 4 |
| <i>Block 11</i> | 26 | 27 | 53 | 1 | 4 |
| <i>Block 12</i> | 32 | 22 | 54 | 0 | 2 |
| <i>Block 13</i> | 0 | 27 | 27 | 0 | 2 |
| <i>Block 14</i> | 10 | 26 | 36 | 0 | 2 |
| <i>Block 15</i> | 56 | 10 | 66 | 0 | 2 |
| <i>Block 16</i> | 0 | 16 | 16 | 0 | 2 |
| <i>Block 17</i> | 51 | 18 | 70 | 0 | 4 |
| <i>Block 18</i> | 77 | 2 | 79 | 0 | 4 |
| <i>Sub-Total (Residential / Retail)</i> | 607 | 369 | 976 | 19 | 72 |
| <i>Creche Staff Parking</i> | 3 | 6 | 9 | - | - |

| | | | | | |
|---------------|------------|------------|------------|-----------|-----------|
| Go-Car Spaces | 0 | 6 | 6 | - | - |
| Total | 610 | 381 | 991 | 19 | 72 |

Table 8 | Car Parking Proposed.

5.8 Cycle Parking

5.9 Fingal Development Plan 2017 – 2023

Standards for cycle parking in new developments are set out in Table 12.9 of the Fingal County Council Development plan 2017-2023 (FCC). The cycle parking standards relevant to the proposed development are listed in Table 9 below.

| Land Use | Standard (norm) |
|-----------------------|--|
| Houses | No standard – cycle spaces to be provided within the curtilage |
| Apartment (1 Bedroom) | 1 resident space per unit + 1 visitor space per 5 units (norm) |
| Retail | 1 per 100 GFA (sqm) (norm) |
| Creche | 0.5 per Classroom (norm) |
| Duplex | No standard |

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

5.10 FCC - Cycle Parking Required

Table 10 below outlines the required cycle parking spaces for the proposed development based on FCC standards set out in Table 26 above. The proposed development requires a total of 474 cycle parking spaces comprising of 385 spaces for residents, 77 spaces for visitors, 9 spaces for the retail units and 3 spaces for the creche.

There are no cycle parking standards set out for duplex/triplex units. Therefore, as did for car parking, for the purpose of calculation, the Apartment standards have been used to calculate duplex cycle parking requirements.

| Land Use | Size (Units or Area) | Cycle Parking Spaces Required | | Total |
|----------------------|--------------------------------------|-------------------------------|-----------|------------|
| | | Residents | Visitors | |
| 3+ Bedroom Houses | 265 units | - | - | N/A |
| 1 Bedroom Apartments | 76 units | 76 | 15 | 91 |
| 2 Bedroom Apartments | 193 units | 193 | 39 | 232 |
| 3 Bedroom Duplexes | 116 units | 116 | 23 | 139 |
| Retail | 946 sqm | - | - | 9 |
| Creche | 6 classrooms | - | - | 3 |
| Total | 650 units 946 sqm 6 classrooms | 385 | 77 | 474 |

Table 10 | FCC – Required Cycle Parking Spaces.

5.11 Design Standards for New Apartments – December 2020

The following extracts from the “Design Standards for New Apartments – December 2020” 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.”

Based on the above, cycle parking for the proposed apartment/duplex units is set out below.

1 Bedroom Apartments (76 units): 76 cycle parking spaces for residents and 38 cycle parking spaces for visitors.

2 Bedroom Apartments (193 units): 386 cycle parking spaces for residents and 97 cycle parking spaces for visitors.

3 Bedroom Duplexes (116 units): 348 cycle parking spaces for residents and 58 cycle parking spaces for visitors.

A total of 810 cycle parking spaces and 193 visitor cycle parking spaces are required.

5.12 Cycle Parking Proposed

Table 11 outlines the cycle parking spaces proposed to serve the subject scheme.

| Block/Location | Bicycle Spaces Provided | Visitor Spaces Provided | Total Per Block/Location |
|-----------------------------------|-------------------------|-------------------------|--------------------------|
| Apartment Block A | 84 | 20 | 104 |
| Apartment Block B | 139 | 35 | 174 |
| Apartment Block C, D + Duplex V | 42 | 14 | 56 |
| Duplex A, B, C, D, E | 153 | 40 | 193 |
| Duplex F, G, H, I, J | 114 | 32 | 146 |
| Apartment Block E, Duplex K, L, M | 183 | 40 | 223 |
| Duplex N, O | 36 | 8 | 44 |
| Duplex P, Q, R | 74 | 16 | 90 |
| Duplex S | 14 | 4 | 18 |
| Duplex T | 14 | 4 | 18 |
| Duplex U | 14 | 2 | 16 |
| Apartment Block F | 37 | 4 | 41 |
| Total Residential Spaces | 904 | 219 | 1,123 |
| Block C Shop | - | 2 | 2 |
| Block D Café | - | 4 | 4 |
| Creche | 6 | 6 | 12 |

| | | | |
|-------------------|-----|-----|-------|
| Total Bike Spaces | 910 | 231 | 1,141 |
|-------------------|-----|-----|-------|

Table 11 | Cycle Parking Proposed.

A total of 1,141 cycle parking spaces is proposed, 910 for residents, 231 for visitors, 12 to serve the Creche and 6 to serve the Retail/Cafe. The cycle parking proposed for the residents is in line with the requirements set out in the Design Standard for New Apartments. Cycle parking for visitors and for the non-residential units comply or exceed the Fingal Development Plan requirements.

6. Modal Choice Targets

6.1 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 Mooretown 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 Mooretown 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 Mooretown Phase 3 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.).

6.2 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 Mooretown 03 – 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.

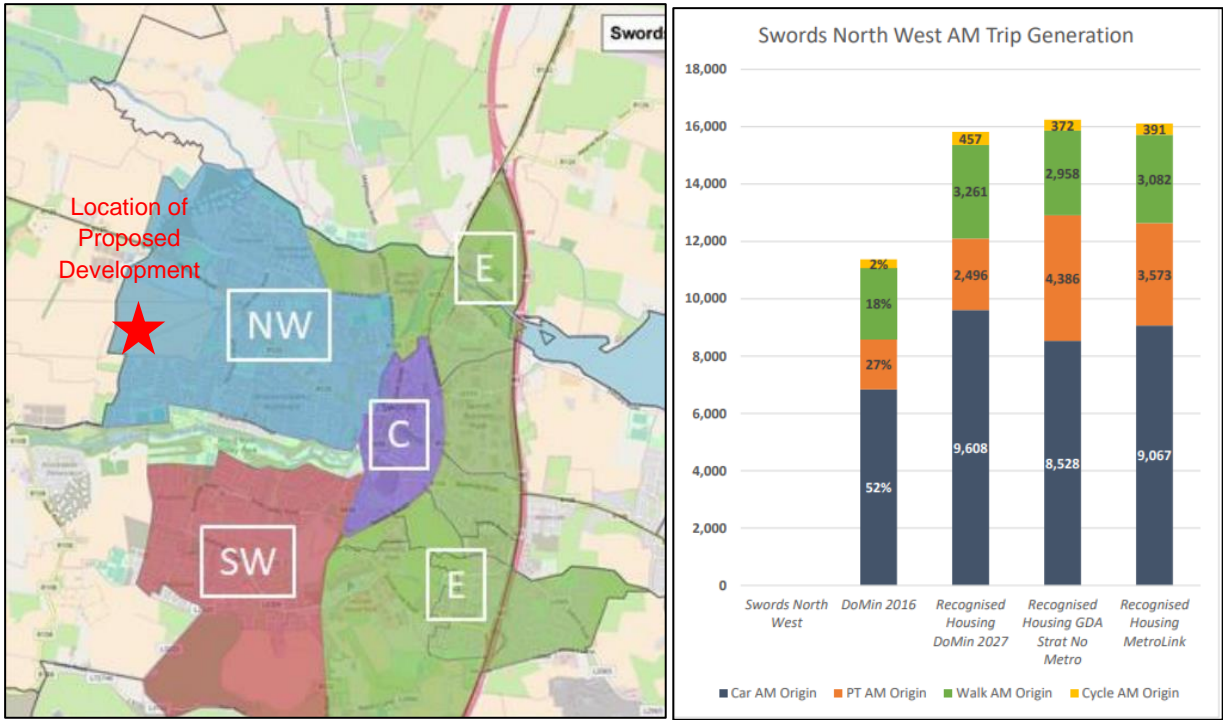


Figure 13 | South Fingal Transport Study – Existing and Target Modal Split.

7. Travel Plan

7.1 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.

7.2 Action Plan

7.2.1 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.

7.2.2 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 853 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.

7.2.3 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.

7.2.4 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, 6 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.

7.3 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;

7.4 Specific Measures

7.4.1 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.

7.4.2 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.

7.4.3 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 5.12.

7.4.4 Car Parking

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

7.5 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.

7.6 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.

8. Conclusion

This Travel Plan has been prepared in support of a planning application for a residential development proposed in Mooretown 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

