



Travel Plan

Proposed Development at New Road, Donabate, Co. Dublin

April 2024

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1. Introduction

1.1 Background of Report

This Travel Plan has been prepared by Waterman Moylan on behalf of Fingal County Council, as part of a design pack for a proposed residential development in Donabate, Co. Dublin.

The development is proposed at a site of 4.72 hectares at New Road, Donabate, Co. Dublin. The site is generally bound by: a site which is currently being developed to the north; Lanestown View residential development to the east; New Road and existing residential dwellings fronting same to the south; and Saint Patrick's Park residential development to the west. The site includes: part of New Road for road junction, cycle track, footpath and water service connection works; and part of the site to the north for water service connection works.

The proposed development will principally comprise the construction of 175 No. residential dwellings (123 No. houses and 52 No. apartments) and a single-storey crèche of 365 sq m (with outdoor play area and external stores). The 123 No. houses, which are part-1-/part-2-storey and 2-storey in height, include 30 No. 2-bed units, 82 No. 3-bed units and 11 No. 4-bed units. The 52 No. apartments include 26 No. 1-bed units, 20 No. 2-bed units and 6 No. 3-bed units and are contained in a single block ranging in height from 1 No. to 4 No. storeys.

The development will also include the following: 2 No. new multi-modal entrances/exits at New Road; 2 No. multi-modal connections to existing and under construction residential developments to the east and north respectively; cycle track and footpath along New Road; 139 No. car parking spaces; 4 No. set down bays; 6 No. motorcycle parking spaces; cycle parking; hard and soft landscaping, including public open space, communal amenity space and private amenity spaces (which include gardens, balconies and terraces facing all directions); boundary treatments; 1 No. sub-station; bin stores; lighting; PV panels atop houses; green roofs, PV panels, lift overruns and plant atop the apartment block; green roofs and PV panels atop the crèche building; and all associated works above and below ground.

1.2 Programme

Based on the current programme at the time of writing, the first units in the development are expected to be occupied in Q4 2025.

1.3 Scope

The Travel Plan is a crucial operational element for the proposed residential development in Donabate. Its main objectives are to promote sustainability, encourage the use of public transport, and reduce reliance on private cars.

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

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

2. Site Location

The subject site is located on New Road, Donabate, Co. Dublin, and is about 20 kilometres north-northeast of Dublin as shown in **Figure 1**.

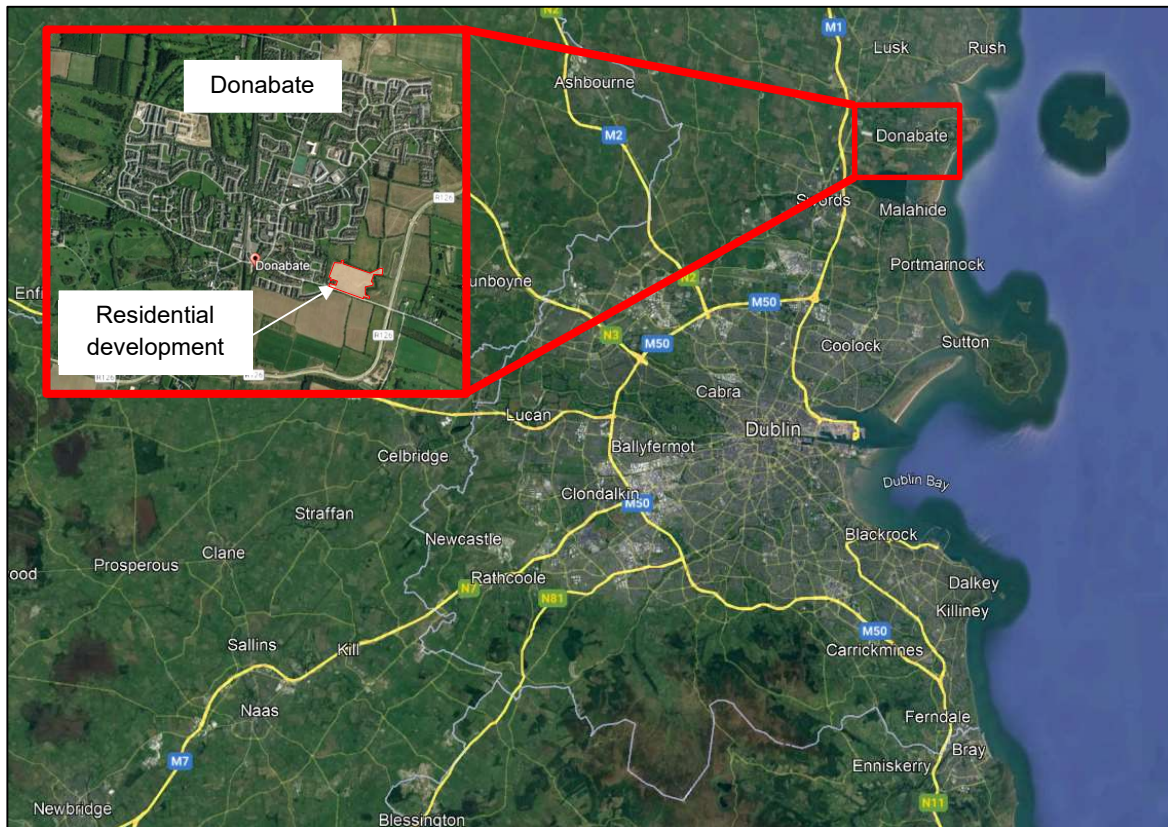


Figure 1 | Site Location (Source: Google Earth).

According to the Fingal Development Plan 2023 – 2029 (FDP), the subject development site is in an area designated with Zoning Objective “RS – Residential: to provide for residential development and protect and improve residential amenity”. **Figure 2** below is taken from Donabate / Portrane - Sheet No. 7 of the Development Plan.

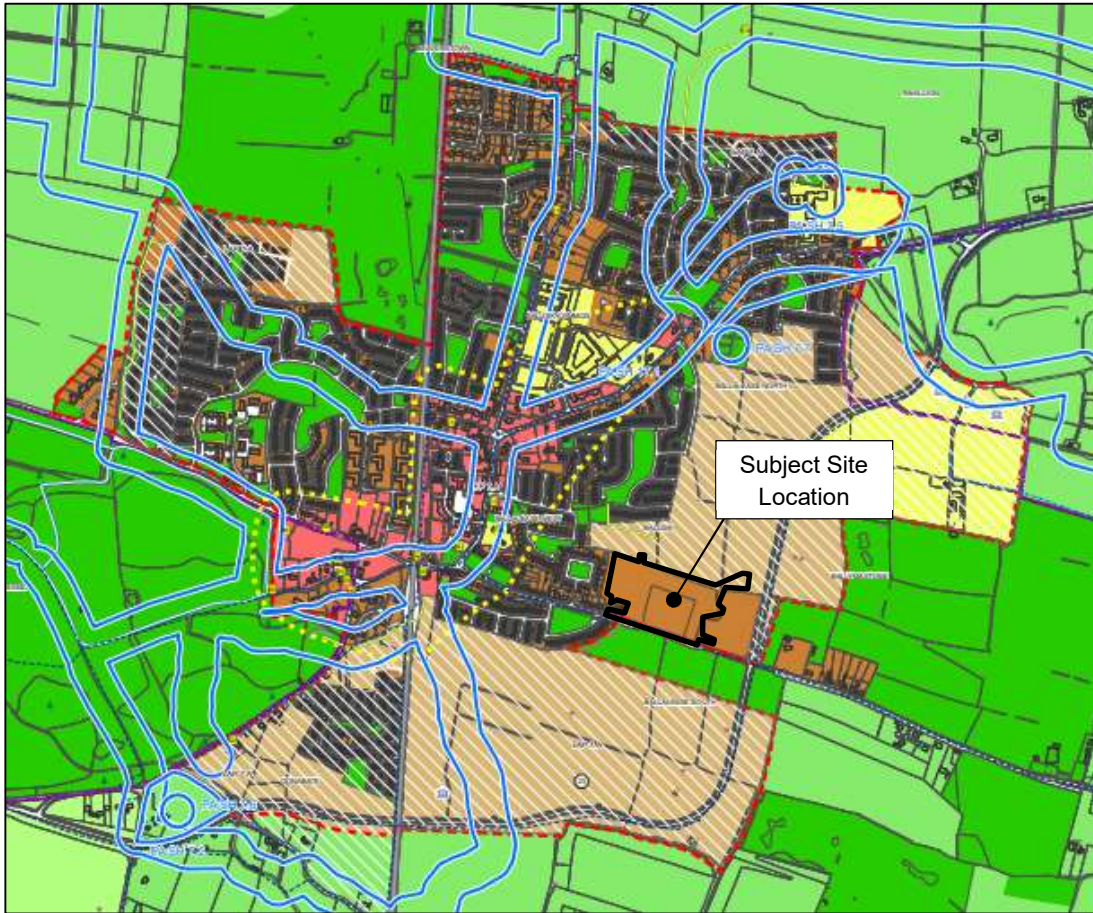


Figure 2 | Site Location and Zoning (Source: Sheet No. 7 of the FDP 2023-2029).

3. Site Accessibility and Receiving Environment

3.1 Walking Accessibility

The key to pedestrian accessibility is short, convenient, and safe links. Walking is the most used form of transport. Nearly all journeys involve some walking, therefore better pedestrian facilities can have a wide impact. The existing pedestrian facilities in the surrounding area comprise of an inter-connected network of footways linking the various neighbourhoods to each other, to the existing schools and to the surrounding public network.

The *Guidelines for Providing for Journeys on Foot* published by the Institution of Highways & Transportation in 2000 is considered an evaluation tool for acceptable walking distances. It acknowledges that these distances will vary depending on individual circumstances, such as fitness levels, physical ability, and personal motivation, as well as the size of the city and the quality of the surrounding footpath network. This document provides walking distances and estimated times based on an average walking speed of 1.4m/sec (equivalent to 400m in five minutes). **Table 1** 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 1 | Ideal Walking Distances (Source: "Guidelines for Providing for Journeys on Foot")

The **Figure 3** below presents the significant extent of pedestrian catchments accessible from the proposed development for different walking times ranging from 15 minutes to 25 minutes.

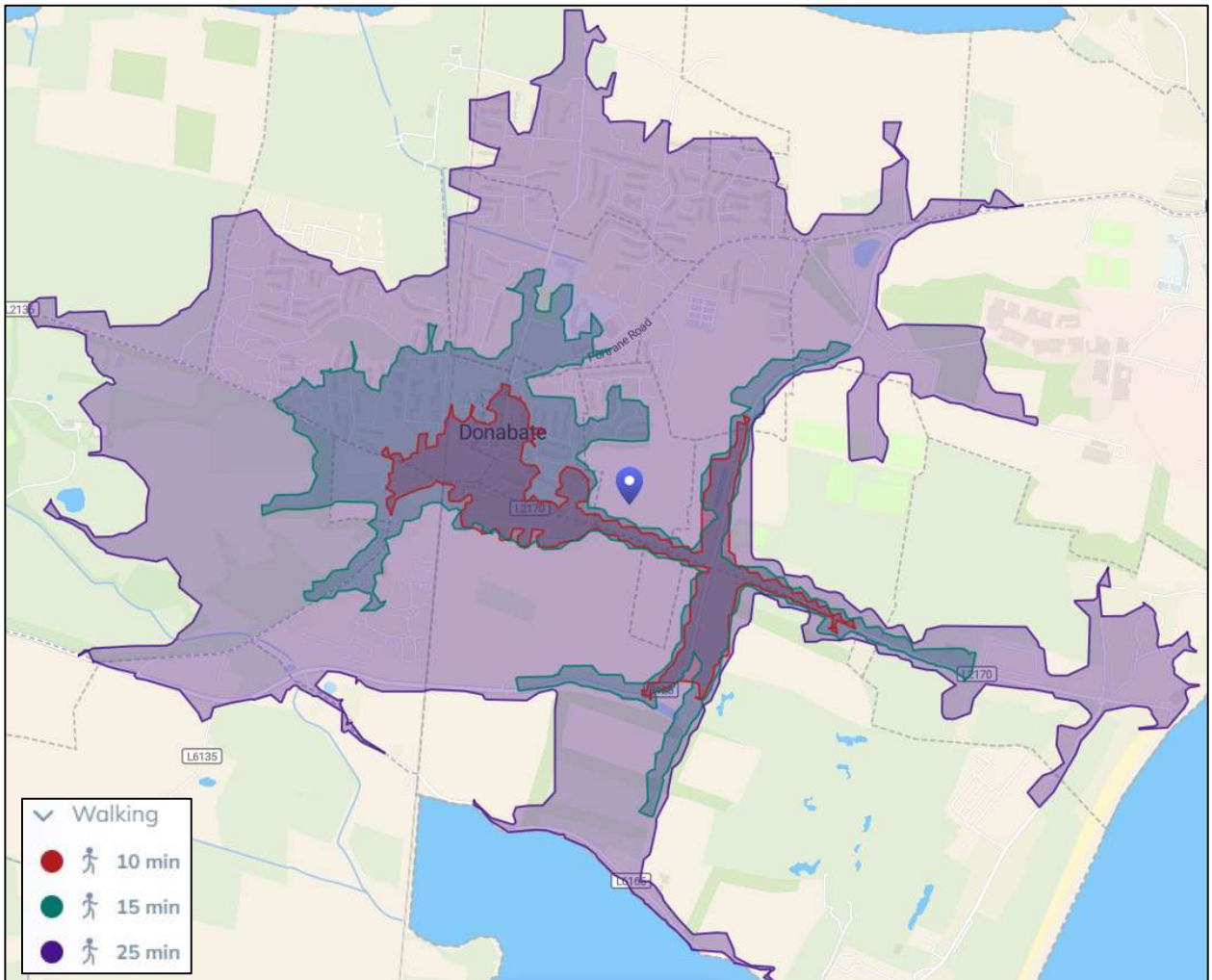


Figure 3 | Site Accessibility – Isochrone map indicating walking accessibility (Source: Smappen)

As can be seen from the figure above, Donabate village centre and associated facilities are reached within the 10-minute walking catchment. Donabate Train Station and the closest bus stops on Main Street are also in the 10-minute walking catchment.

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 approximately 3.0km.

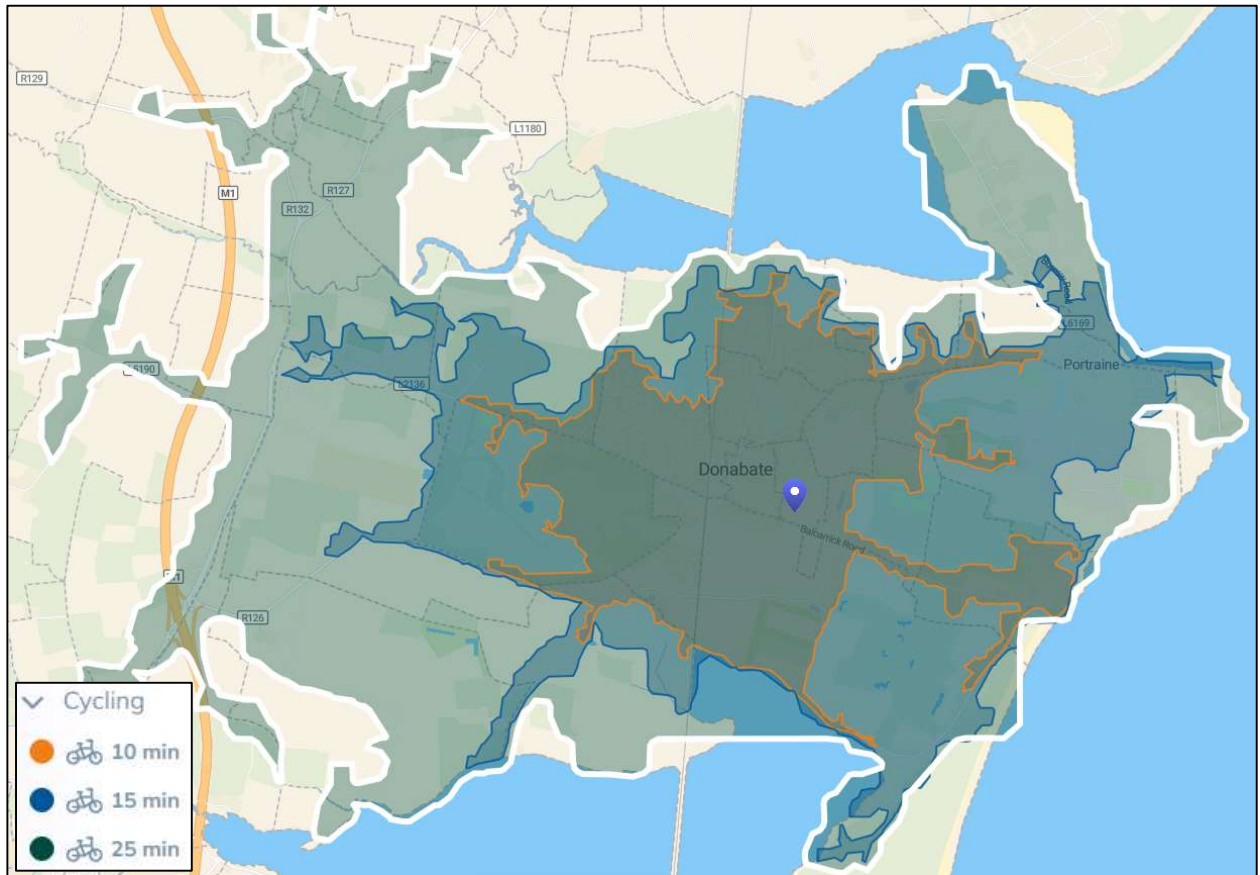


Figure 4 | Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen)

As shown in **Figure 4**, the whole area of Donabate and Portrane villages can be reached within the 15-minute cycling catchment. As such, the use of a private car is not required as most work and education related facilities fall within this catchment.

Some job and study opportunities fall within this catchment and can easily be reached on a bike, without the use of a private car.

3.3 Bus

Donabate Town is served by four public bus routes operated by Go-Ahead and Dublin Bus. The bus stops are distributed along Main Street (see **Figure 5**). The closest bus stops are located on Main Street, bus stop 3780 to the north and the 7691 to the south (see **Figure 6**). This bus stop is served by Dublin Bus Route 33D and Rout 33E, and by GoAhead route 33B and route 33T.

- Route 33B operates between Portrane and Swords, the route is presented in the **Figure 7**.
- Route 33T operates between Donabate and Skerries, the route is presented in the **Figure 8**.
- Route 33D operates between Portrane and St. Stephens Green in Dublin city centre, the route is presented in the **Figure 9**.
- Route 33E operates between Lower Abbey St. in Dublin City and Skerries, the route is presented in the **Figure 10**.

The routes serving these bus stops, and their associated weekday service frequency are outlined in table below.

Weekday Frequency						
Route No.	Direction	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
33b	From Portrane	3	4	7	2	4
	To Portrane	2	4	15	3	6
33d	From Portrane	1	-	-	-	-
	To Portrane	-	-	-	1	-
33e	From Dublin	-	1	-	-	-
	To Dublin	-	-	-	-	-
33T	From Donabate	-	1	-	-	-
	To Donabate	-	-	1	-	-
Saturday Frequency						
Route No.	Direction	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
33b	From Portrane	1	2	8	2	5
	To Portrane	1	2	15	3	6
33d	From Portrane	-	-	-	-	-
	To Portrane	-	-	-	-	-
33e	From Dublin	-	-	-	-	-
	To Dublin	-	-	-	-	-
33T	From Donabate	-	-	-	-	-
	To Donabate	-	-	-	-	-
Sunday Frequency						
Route No.	Direction	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
33b	From Portrane	-	1	8	2	5
	To Portrane	-	1	14	3	6
33d	From Portrane	-	-	-	-	-
	To Portrane	-	-	-	-	-
33e	From Dublin	-	-	-	-	-
	To Dublin	-	-	-	-	-
33T	From Donabate	-	-	-	-	-
	To Donabate	-	-	-	-	-

Table 2 | Bus Routes through Donabate. (Source: Transport for Ireland)

The following figure shows the location of the different bus stops near to the subject site location.



Figure 5 | Location of Closest Bus Stops (Source: Google Earth)

The closest bus stops in relation to the subject site are in Donabate Main Street (Stop No. 3780 Southbound and Stop No. 7691 Northbound), approximately 550 metres (8-minute walk) to the west – See Figure below. The walking route from the site towards the closest bus stops is via New Road, with footpaths and dedicated pedestrian crossings with dropped kerbs.



Figure 6 | Location of Closest Bus Stops and Walking Route from the Site.

The bus routes and the location of the subject site location are shown in the figures below.

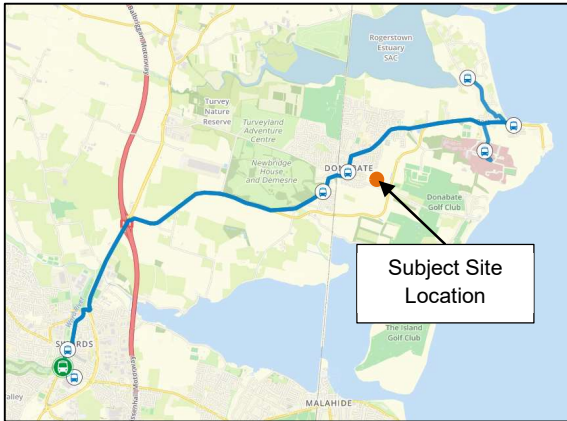


Figure 7 | Bus Route in Donabate – Route 33B
(Source: Transport for Ireland)

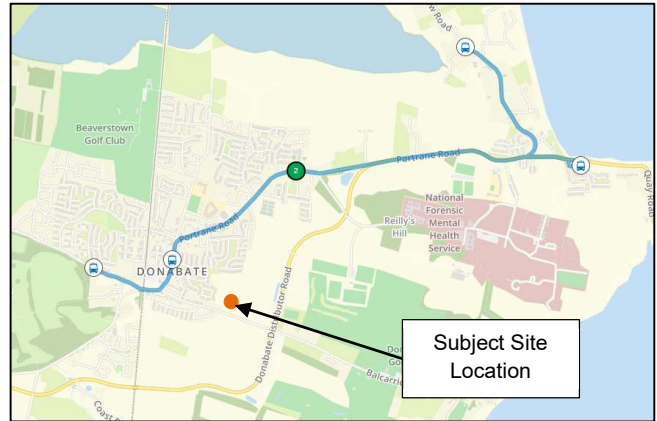


Figure 8 | Bus Route in Donabate – Route 33T
(Source: Transport for Ireland)

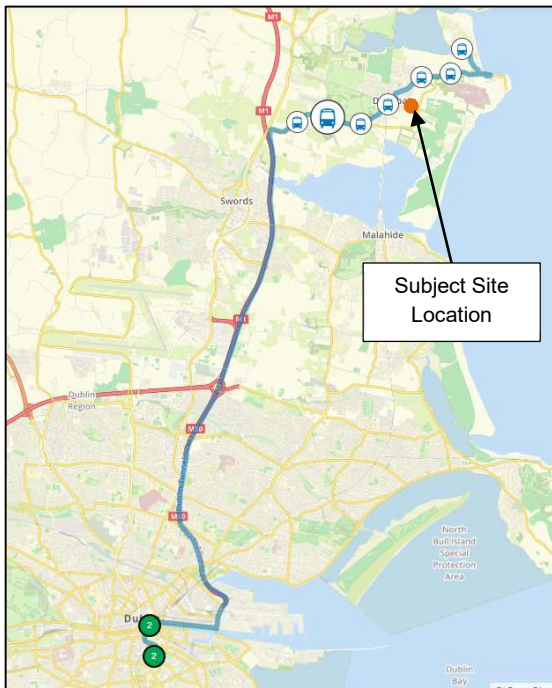


Figure 9 | Bus Route in Donabate – Route 33D
(Source: Transport for Ireland)

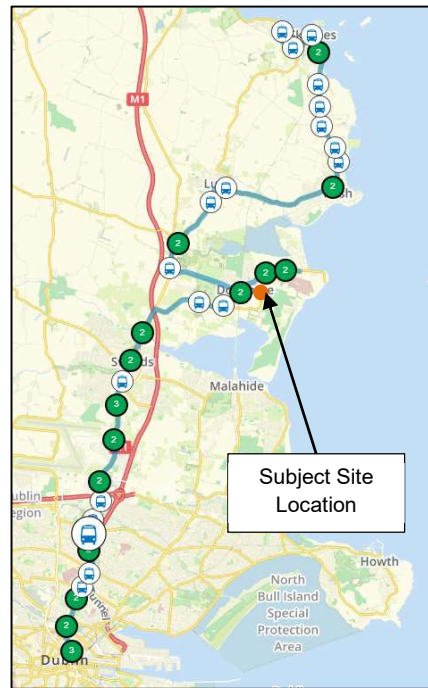


Figure 10 | Bus Route in Donabate – Route 33E
(Source: Transport for Ireland)

The journey time from Donabate bus stop to Dublin city centre is approximately 50 minutes on both the 33D and 33E routes.

3.4 Rail

Donabate Rail Station is located on the Dublin-Belfast Railway Line and provides rail connections to Dublin Centre and Bray to the south, and Newry to the north. These connections allow for further travel to other regional destinations as part of Irish Rail's regional and Dublin commuter service, as shown in **Figure 11** below.

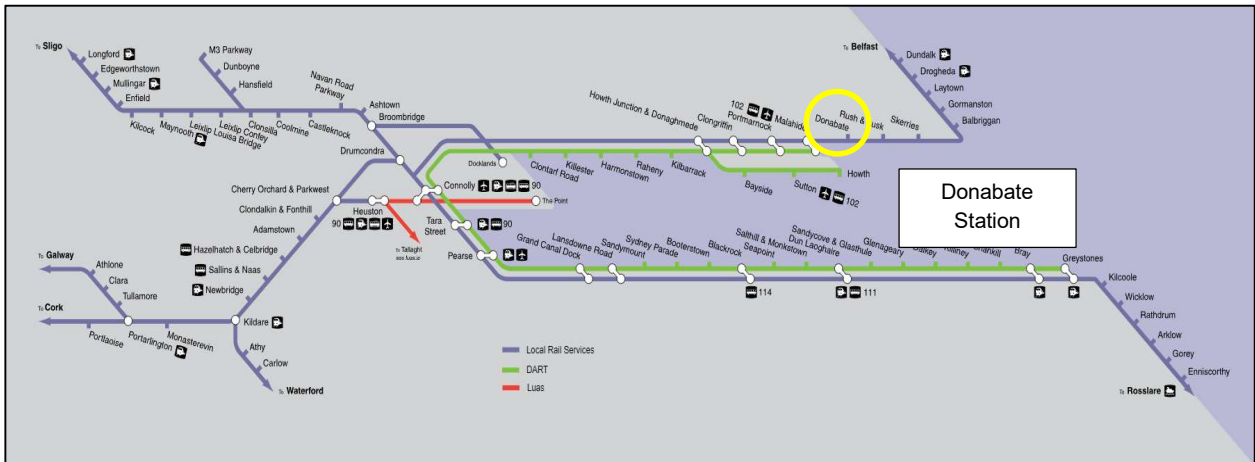


Figure 11 | Irish Rail Network - Station and Route maps (Source: Irish Rail).

Donabate Rail Station is located approximately (650 metres 9-minute walk) west of the subject site (see Figure 12 below). The train routes serving Donabate are outlined below:

- Bray – Dublin – Dundalk
- Dublin Connolly – Belfast Central
- Irish Rail Commuter

The following table indicates the daily routes to and from Donabate.

Weekday timetables					
Route	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
Irish Rail Commuter To Dublin	6:26	7:01, 7:16, 7:29, 7:38, 8:02, 8:32	9:02, 9:32, 10:12, 10:42, 11:11, 11:44, 12:12, 12:52, 13:12, 13:43, 14:12, 14:52, 15:22, 15:41, 16:21, 16:33	17:32, 18:15, 18:34	19:22, 20:32, 21:37, 22:37
Irish Rail Commuter To Drogheda		8:17, 8:30	10:29, 10:58, 11:28, 12:11, 12:48, 13:11, 13:50, 14:11, 14:50, 15:11, 15:49, 16:13, 16:50	17:23, 17:33, 18:01, 18:34, 18:50	19:07, 19:51, 20:47, 21:16, 22:13, 23:08, 00:12
Belfast Central – Dublin Connolly	-	7:54	-	-	-
Dublin Connolly – Belfast Central	-	-	-	17:46	-
Bray – Dublin – Dundalk		7:30	9:18		
Saturday timetables					
Route	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
Irish Rail Commuter To Dublin		7:01, 8:02, 8:30	9:07, 10:12, 11:12, 12:07, 12:52, 13:42,	17:42, 18:34	19:22, 20:42, 22:42,

			14:10, 14:54, 15:12, 15:47, 16:42		
Irish Rail Commuter To Drogheda		8:19	10:33, 11:09, 11:28, 12:14, 13:14, 14:11, 15:13, 16:08, 16:29, 16:57	17:47, 18:17, 18:45, 18:59	19:46, 20:44, 22:18, 23:18, 00:12
Belfast Central – Dublin Connolly	-	-	-	-	-
Dublin Connolly – Belfast Central	-	-	-	-	-
Bray – Dublin – Dundalk	-	-	-	-	-
Sunday timetables					
Route	06:00 to 07:00	07:00 to 09:00	09:00 to 17:00	17:00 to 19:00	19:00 to 00:00
Irish Rail Commuter To Dublin		8:21	9:26, 10:26, 11:26, 11:44, 12:36, 13:38, 14:36, 15:36, 16:36	17:36, 18:36,	19:26, 20:26, 21:26, 22:26,
Irish Rail Commuter To Drogheda			9:44, 10:46, 11:49, 12:45, 13:49, 14:41, 15:36, 16:44	17:44, 18:44	19:46, 21:08, 22:08, 23:01, 00:12
Belfast Central – Dublin Connolly	-	-	-	-	-
Dublin Connolly – Belfast Central	-	-	-	-	-
Bray – Dublin – Dundalk	-	-	-	-	-

Table 3 | Train through Donabate. (Source: Transport for Ireland)

The table above shows that during the morning peak hour, 7no. trains pass through the Donabate Train Station with southern address. Also, indicates that the frequency is approximately every 15 minutes between 7 and 8 am and every 30 minutes between 8 and 9 am. Throughout the rest of the day, Donabate station experiences an average of one train per hour.

The frequency of services and range of destinations available via Donabate Railway Station are likely to attract several rail users with an ultimate multi-modal trip origin/destination within the potential future development.

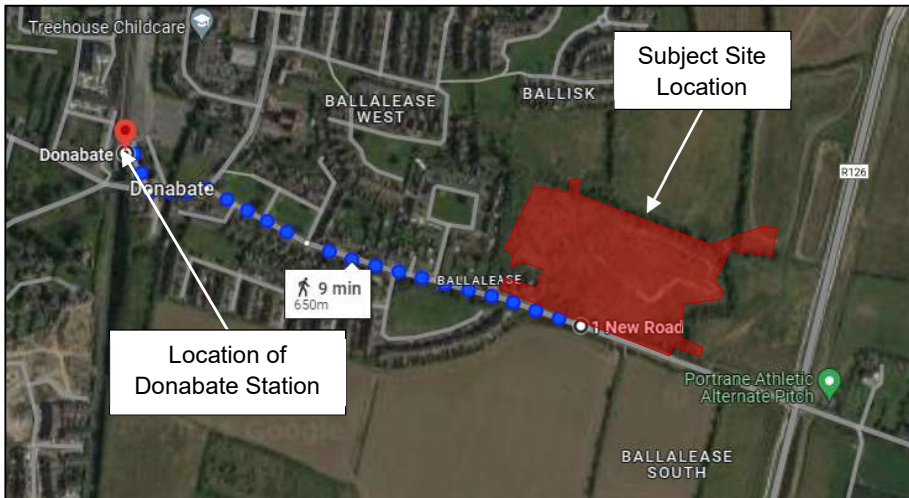


Figure 12 | Location of Donabate Train Station and Walking Route from the Site.

The walking route to the Donabate Train Station is via New Road, with footpaths and dedicated pedestrian crossings with dropped kerbs.

3.5 Go Car

There is one GoCar station in Donabate, which is in the carpark of the Donabate Train Station. As shown in **Figure 13**.

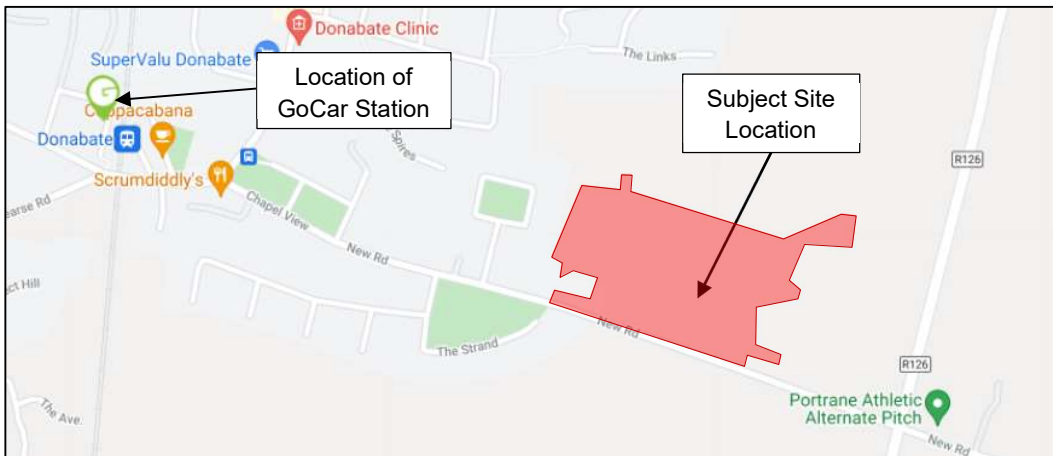


Figure 13 | Location of Nearest GoCar Station.

According to GoCar, carsharing is a sustainable service which allows multiple people to use the same vehicle at different times, which helps reduce car ownership, car dependency, congestion, noise, and air pollution.

3.6 Existing Cycle Infrastructure

The development is located on New Road which currently has no cycle facilities (see *Figure 15* below).

However, the development to the east will provide a cycle lane from the eastern boundary of the subject development to the junction between New Road and Donabate Distributer Road, and therefore the subject development will add a cycle lane on New Road.

The cycle lane connects to the segregated cycle lane on both sides of the Donabate Distributer Road, as illustrated in *Figure 14*. Advanced stop lines for cyclists are present on the northern and southern approaches of the Donabate Distributer Road. These lanes offer a secure space for cyclists in front of vehicular queues and assist them in positioning themselves correctly for turning movements.

On New Road the proposed development will provide a cycle lane (see *Figure 19* below) to create a continuous facility for the cycle in accordance with the Dublin Area Cycle Network Plan (see *Figure 18* below).



Figure 14 | Existing Cycle facilities currently exist at the intersection of Donabate Distributer Road and New Road (source Google July 2021).

According to Sheet E10 of the Greater Dublin Area Cycle Network Plan, Donabate does not have any other cycle lanes. However, there is ongoing effort to become a cycling town, as outlined in the Greater Dublin Area Cycle Network Plan discussed below.

3.7 Existing Pedestrian Infrastructure

The existing pedestrian facilities on New Road comprise an inter-connected network of footways linking the various neighbourhoods to each other, to the existing schools, to local public transport facilities (bus stops and Donabate Station) and to the surrounding public network (see *Figure 15*).



Figure 15 | Existing footpath on New Road (source Google Nov 2022).

4. Transportation Improvements

4.1 DART+: Dublin Area Rapid Transit Expansion Programme

Donabate Station is located approximately 650 metres west of the proposed development site and is part of the northern route of the future DART + railway network.

The DART+ Programme aims to modernise and provide an electrified, more frequent, and reliable rail service, enhancing capacity on the rail corridor across Dublin City and Greater Dublin. DART+ offers several benefits, including:

- Increase peak passenger capacity and increase train frequency between Dublin City Centre and Drogheda MacBride Station - inclusive of the Howth Branch - facilitating frequent and reliable transport to the surrounding communities.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient, and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.

The DART train currently stops at Malahide Station, which is one stop before Donabate (see *Figure 16*). It is expected that the new rail frequency will be in service at Donabate Station in the coming years.



Figure 16 | Dublin Rail Maps (source Dublin Public Transport).

4.2 Bus Connects

The Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). Donabate town is proposed to be served by the Local Route L83 and the Peak-Only Route X83 as shown in **Figure 17** below, extracted from Bus Connects ‘Revised Network Map’.

A summary of the frequency of these routes is shown in **Table 4** below.

Route	To and from	AM Peak (07:00 to 09:00)	PM Peak (17:00 to 19:00)
L83	Portrane – Donabate – Swords - Airport	Every 30 min	Every 30 min
X83	Portrane – Donabate – City Centre - UCD	1 service	1 service

Table 4 | Summary of BusConnects Routes Frequency.

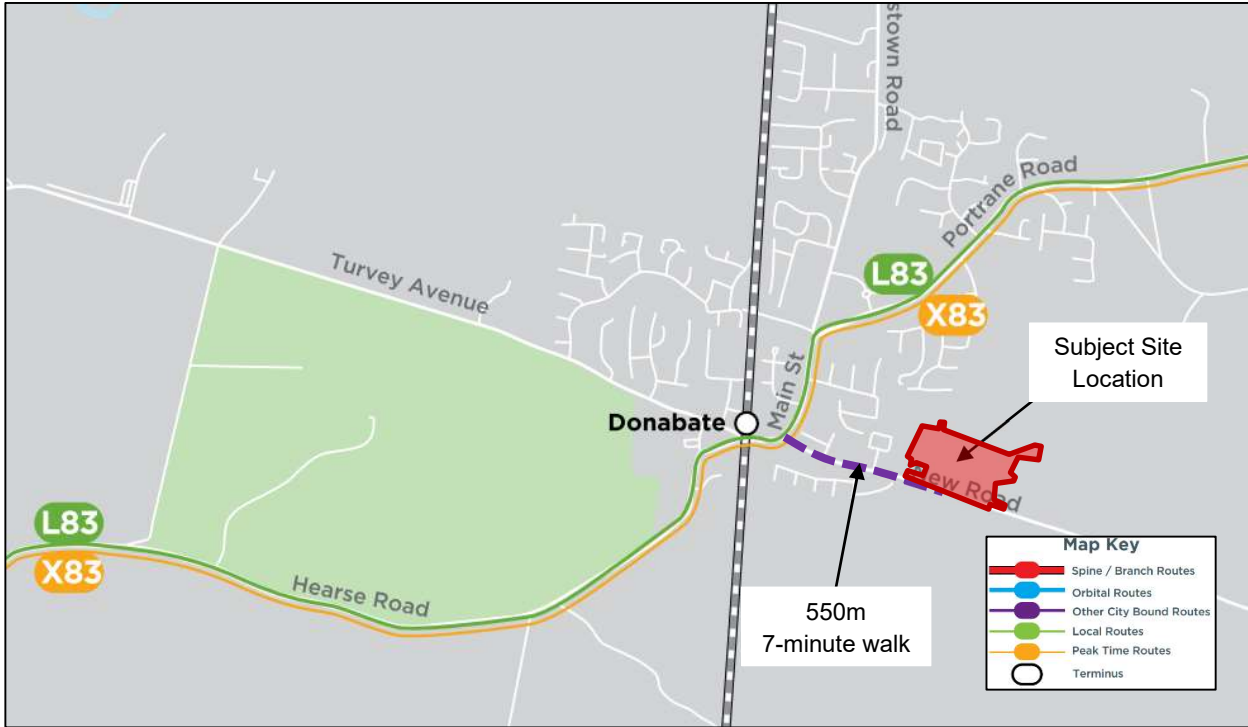


Figure 17 | Bus Connects Routes in Donabate (Source: Bus Connects).

4.3 Cycle

The National Transport Authority published proposals for the Greater Dublin Area Cycle Network Plan in 2022. 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 N10 (Proposed Cycle Network Lusk, Rush & Donabate) is reproduced in **Figure 18** below.

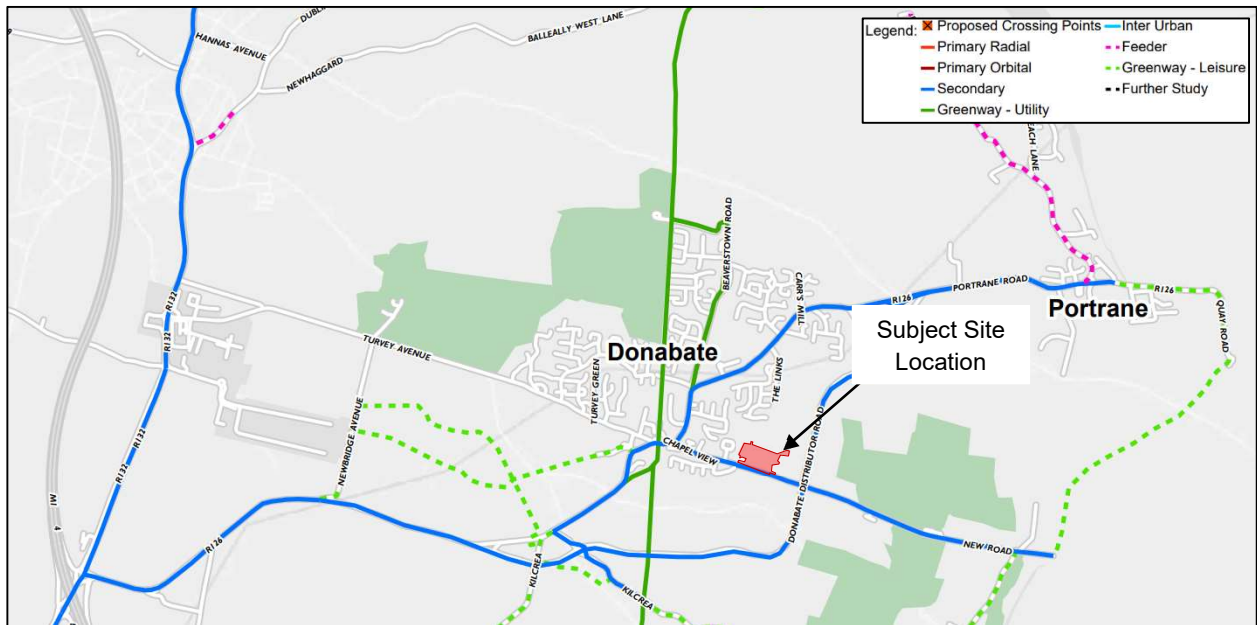


Figure 18 | GDA Proposed Cycle Network Plan (Source: Greater Dublin Area Cycle Network Plan)

As can be seen from the above, two Primary/Secondary cycle routes and one Greenway cycle route are proposed in Donabate town. These are:

- **“Route D1: R126 Hearse Road through Donabate Main Street to Portrane. At the southern end this route should extend to link with the proposed Broadmeadow Estuary crossing to Malahide.”**
- **“Route D2: New Road to Donabate Beach.”**
- **“Route FG1/FG2/FG4: Broadmeadow Estuary Loop: Malahide - Swords - Donabate (greenway on eastern and southern sections, and on local roads on the north-western shore”**

As part of the subject development works, the portion of the cycle Route D2 is proposed on the north side of New Road along the site frontage will be delivered.

4.4 Pedestrian

Additional pedestrian facilities, such as upgraded footpaths with dedicated pedestrian crossings are proposed on New Road fronting the site which, combined with the existing pedestrian network, will facilitate pedestrian progression towards the village and associated facilities.

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 wide footpath should be provided.

5. Proposed Development

5.1 Development Proposals

The proposed development will principally comprise the construction of 175 No. residential dwellings (123 No. houses and 52 No. apartments) and a single-storey crèche of 365 sq m (with outdoor play area and external stores). The 123 No. houses, which are part-1-/part-2-storey and 2-storey in height, include 30 No. 2-bed units, 82 No. 3-bed units and 11 No. 4-bed units. The 52 No. apartments include 26 No. 1-bed units, 20 No. 2-bed units and 6 No. 3-bed units and are contained in a single block ranging in height from 1 No. to 4 No. storeys.

The schedule of accommodation is shown in **Table 5** below.

Unit Type	1-Bed	2-bed	3-bed	4-bed	Total
Houses					
2-Bed 4-Person 2-Storey Terraced House		30			30
3-Bed 5-Person 2-Storey Terraced House			82		82
4-Bed 7-Person 1&2-Storey Terraced House (Adaptable/medical needs - GF Bedroom & LAS))				11	11
Apartments					
1-Bed 2-Person	18				18
1-Bed 2-Person (UD)	8				8
2-Bed 3-Person		6			6
2-Bed 4-Person (UD)		14			14
3-Bed 5-Person (UD)			6		6
Total	26	50	88	11	175

Table 5 | Proposed development / Breakdown of Residential Units.

The development will also include the following: 2 No. new multi-modal entrances/exits at New Road; 2 No. multi-modal connections to existing and under construction residential developments to the east and north respectively; cycle track and footpath along New Road; 139 No. car parking spaces; 4 No. set down bays; 6 No. motorcycle parking spaces; cycle parking; hard and soft landscaping, including public open space, communal amenity space and private amenity spaces (which include gardens, balconies and terraces facing all directions); boundary treatments; 1 No. sub-station; bin stores; lighting; PV panels atop houses; green roofs, PV panels, lift overruns and plant atop the apartment block; green roofs and PV panels atop the crèche building; and all associated works above and below ground.

The site is generally bound by: a site which is currently being developed to the north; Lanestown View residential development to the east; New Road and existing residential dwellings fronting same to the south; and Saint Patrick's Park residential development to the west. The site includes: part of New Road for road junction, cycle track, footpath and water service connection works; and part of the site to the north for water service connection works.

5.2 Site Access

The proposed overall scheme includes two new priority T-junction for vehicular access on New Road, located approximately 150 m. apart.

A footpath and a cycle lane are proposed on New Road.

The cycle lane on New Road will provide a link with the cycle lane from the development to the east which arrives at the eastern boundary of the subject development. The cycle lanes cross the two T-junctions that connect the internal road to the development with New Road, therefore the vehicle stop lane has been moved back from the junction to provide a safe condition for cycling (see **Figure 19** below). The cycle lane proposed is in accordance with the cycle network plan shows in **Figure 18** above.

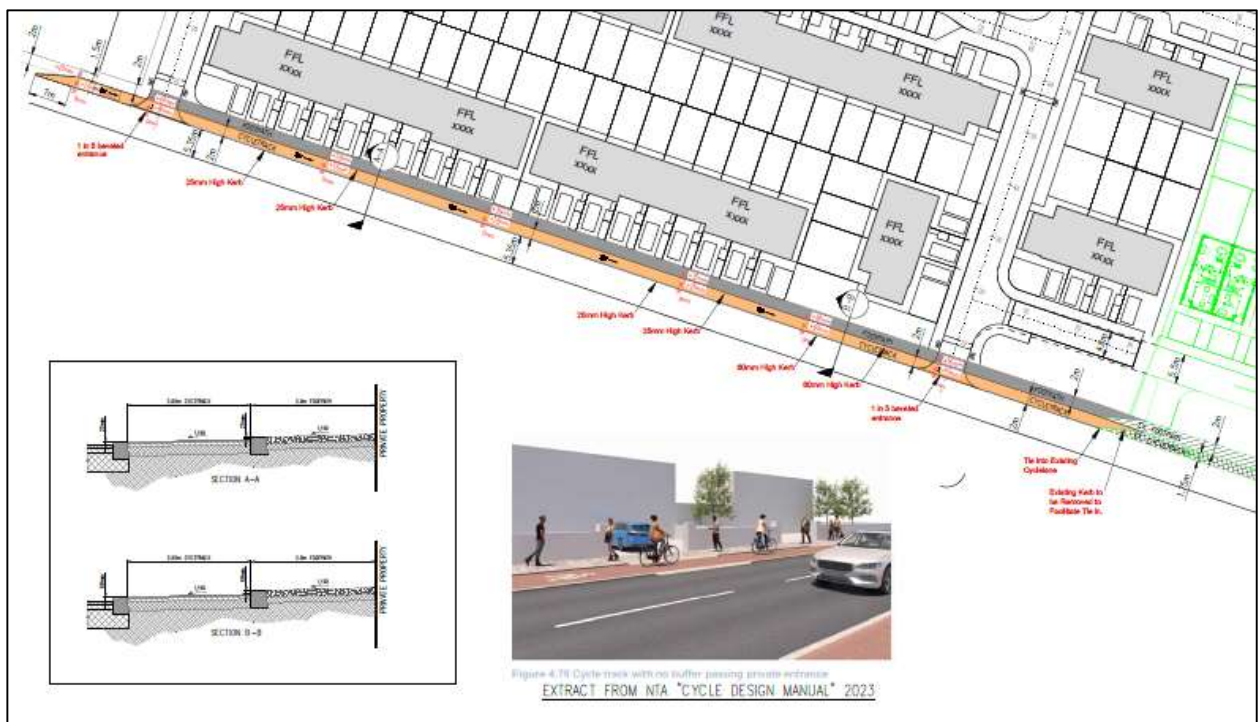


Figure 19 | Future cycle path on New Route.

5.3 Car Parking

To determine the appropriate amount of car parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023).
- Fingal Development Plan 2023 – 2029 Standards.

The Waterman Moylan Report No. 23-129r.007 *Traffic and Transport Assessment Proposed Development at New Road, Donabate, Co. Dublin, Section 10*, contains the details of the specific assessment and is included in the documentation package.

In accordance with the guidelines and policies set out in the TTA, the *Fingal Development Plan 2023-2029 Standards* are considered to be the most restrictive for the subject development. They form the basis for determining the proposed car parking, which indicates that this development is applicable to Zone 1, given that the site is located approximately 650m east of Donabate train station (see *Figure 12*), which is included in the DART+ North Coastal Route.

Adhering to these standards will satisfy the requirements of other standards.

However, it is important to note according to the information provided in *23-129r.007 Traffic and Transport Assessment Proposed Development at New Road, Donabate, Co. Dublin, Chapter 3 and 4*, the nearest bus station is approximately 550m away, which is a 7-minute walk. However, the bus service is infrequent, with only 4 buses running between 7:00 and 9:00, connecting Portrait and Sword. During the same hours, there is only 1 bus runs between Donabate and Dublin (refer to *Table 2*). The bus Connects projects, which will provide a bus (route L83) every 30 minutes during the AM and PM peak hours, will not provide a high frequency urban bus service (see *Table 4*).

Additionally, the train station is located approximately 650 metres away, which is a 9-minute walk. However, the frequency of the rail service is not high enough to be considered a high frequency commuter rail service (refer to *Table 3*).

The proposed parking layout for the subject development is shown in the table below, and it meets the requirements of all applicable standards.

Land Use	No. Units	Car Parking Spaces Proposed FCC Standard	
Type A 2-Bed 4-Person 2-Storey Terraced House	30	0.5 per unit	15
Type B 3-Bed 5-Person 2-Storey Terraced House	82	1 per unit	82
Type C 4-Bed 7-Person 1&2-Storey Terraced House (Adaptable/medical needs - GF Bedroom & LAS)	11	1 per unit	11
Type D 1-Bed 2-Person apartments	26	0.5 per unit	13
Type E 2-Bed 3-Person apartments	6	0.5 per unit	3
Type F 2-Bed 4-Person apartments (UD)	14	0.5 per unit	7
Type G 3-Bed 5-Person apartments (UD)	6	1 per unit	6
Creche (for staff only)	4 Classrooms	0.5 per classroom	2
	175 + Creche		139

Table 6 | Car Parking Spaces Proposed.

The Subject Development proposes 137 parking spaces for residents, distributed evenly throughout the site for convenience and safety. While 47 no. spaces are in dedicated driveways, the majority are on-street.

The crèche has 2 no. parking (1 No. of which is a mobility-impaired/accessible space). In addition to the main parking area, are 3 no. designated spaces at the front (west) of the building for parents, guardians, or carers to drop off or collect children. These spaces are intended for parents, guardians, or carers to drop off or collect children and are not for long-term parking. Their purpose is to facilitate safe and easy access for children and prevent traffic congestion.

The proposal includes the following parking spaces:

- **Accessible Car Parking:** 4 accessible car parking spaces: 3 no. for general use and 1 no. for the creche.
- **Motorcycle Parking:** 6 motorcycle parking spaces: 4 no. for the apartments and 2 no. for the creche.
- **Electric Vehicle Parking:** 59 parking spaces: 47 driveway/in-curtilage spaces and 12 on-street/out-of-curtilage spaces will have EV charging capability, making up 43.1% of the total residential spaces (42.4% of over 139 total spaces), exceeding the 20% requirement set out in the Development Plan.

5.4 Cycle Parking

To determine the appropriate amount of cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Fingal Development Plan 2023 – 2029 Standards

The Waterman Moylan Report No. 23-129r.007 *Traffic and Transport Assessment Proposed Development at New Road, Donabate, Co. Dublin, Section 10*, contains the details of the specific assessment and is included in the documentation package.

Based on the guidelines/policies indicated in the TTA, it is considered that the *Fingal Development Plan 2023-2029 Standards* are the most restrictive standard for the subject development and is the reference for determining the proposed the cycle parking. Adhering to these standards will satisfy the requirements of other standards.

The proposed Cycle Parking is shown in the table below, and it meets the requirements of all applicable standards.

Land Use	No. Units	Cycle Parking Spaces Proposed FCC Standard		TOTAL
		Residents	Visitors	
Type A 2-Bed 4-Person 2-Storey Terraced House	30	90	0	90
Type B 3-Bed 5-Person 2-Storey Terraced House	57	285	0	285
Type B1 3-Bed 5-Person 2-Storey end-Terraced House	25	0	0	0
Type C 4-Bed 7-Person 1&2-Storey Terraced House (Adaptable/medical needs - GF Bedroom & LAS)	11	0	0	0
Type D 1-Bed 2-Person apartments	18	36	11	47
Type D1 1-Bed 2-Person apartments (UD)	8	16	4	20
Type E 2-Bed 3-Person apartments	6	18	3	21

Type F 2-Bed 4-Person apartments (UD)	14	42	7	49
Type G 3-Bed 5-Person apartments (UD)	6	30	3	33
Creche	4 Classrooms	4	20	24
Public Open Space			42	42
	175 + Creche	521	90	611

Table 7 | Cycle Parking Spaces Proposed.

A total of 611 no. cycle parking spaces is proposed with 521 for resident and 90 for visitors.

It is considered that the end units, which are designed with private side access to rear gardens on one side, will be able to park their bicycles in the rear gardens of the units without having to pass through the interior of the houses.

6. Modal Choice Targets

6.1 Reviewing territory developed

To understand how the region behaves in terms of vehicle ownership and travel mode choice, public information from the 2016 and 2022 Census was used. The census was conducted by the Central Statistical Office on 24 July 2016 and 3 April 2022, and information was distributed in small areas that divide the region.

For this report, six representative areas have been selected to reflect the possible behaviours of the subject development. It is important to choose a range of areas in order to obtain an average value that allows us to approximate the future behaviour of residents. The small areas surveyed are shown in **Figure 20**.



Figure 20 | Consulted Statistic Small Area (Source: Census 2022)

The results are summarised in the table below.

Mode	Census 2016	Census 2022
Car	44.5%	45.7%
Public Transport	26.5%	28.8%
Walk	26.8%	23.9%
Cycle	2.2%	1.7%
Total	100%	100%

Table 8 | Surveyed Modal Split for the Journey to Work, School, or College – 2016 vs 2022.

The table above shows an increase in car and public transport use between 2016 and 2022, and a slight decrease in the walking and cycling split. It can be inferred from the above that there has been a shift in modal preference in the region, from pedestrian systems to motorized systems. Although the increase in the use of public transport is a positive outcome, the rise in private car usage is not.

The development's location is conveniently close to public services. Donabate Rail Station is located approximately 650 metres away, which is a 9-minute walk. Trains run every 10-30 minutes to and from Dublin during peak periods, and the travel time from Donabate Train Station to Dublin Connolly Station is

approximately 35 minutes. The nearest bus stops to the subject site are located in Donabate Main Street. These are Stop No. 3780 Southbound and Stop No. 7691 Northbound, which are approximately 550 metres away and can be reached with an 8-minute walk to the west.

Considering the characteristics mentioned above, the development strategy for the Travel Plan aims to promote sustainability, encourage the use of public transport, and reduce reliance on private cars.

6.2 Strategy

The aim of this Travel Plan is to improve pedestrian movement in the current development by prioritising it over vehicular movement. To achieve this goal, the following objectives have been set out:

- (a) Reduce single occupancy car use.
- (b) Reduce the use of cars commuting, studying, and shopping from the subject development, particularly at peak times.
- (c) Promote the use of sustainable transport systems to and from the subject development.
- (d) Encourage more people to walk, cycle, or use public transport to travel to and from the subject development instead of driving.

In addition, this Travel Plans proposes to form an alliance with Fingal County Council, public transport providers and tenants/owners of other major developments to promote a sustainable transport network in the subject development adapted to existing / future needs.

In conclusion, the aim of this report is to promote the importance of maximising non-car travel options to and from the development. The provision of nearby facilities can help to reduce car use for other purposes such as schools, employment, and shopping.

7. Travel Plan

7.1 Introduction

In accordance with the policies of the Fingal Development Plan 2023-2029,

CMP5 – Mobility Management and Travel Planning: Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport.

Travel planning promotes sustainability, enhances public transport, and reduces reliance on the private car. It also helps to implement mobility management policies and is continually developed. It is important to strike a balance between encouraging new development and preventing excessive car parking that undermines cycling, walking and public transport use.

The Travel Plan is designed 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 walk to school every day as to avoid being dropped off by their parents via private cars.

7.2.2 Cycling

Cycling is a great way to travel short distances. It helps to promote independence and sustainable travel. This way of transport would be a ideal for residents to travel to work from the proposed development. There will be a push to target an increase in residents who cycle to work.

This push will be facilitated by the new cycle infrastructure around the Subject Development.

For those residents wishing to commute to work by this mode, the proposed development will provide a total of 521 permanent cycle spaces. The number of bicycle spaces is considered appropriate for the development, however, can be increased if demand arises.

Residents will also be advised to avail of the government's Cycle to Work Scheme that may be available through employers.

7.2.3 Public Transport

There are many benefits to taking public transport to/from work, such as helping the environment by reducing carbon emission, reducing congestion, cost savings and reducing the stress of commuting.

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 and key cities.

7.2.4 Car Sharing as an alternative to owning a car

There are many benefits to using sharing services to travel 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.

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:

- Ensure high-quality public transport services by considering factors such as fare, travel time, vehicle conditions, and frequency.
- Provide a comprehensive public transport information service with real-time bus locations.
- Advising residents on tax incentives for public transport and cycle to work schemes that may be available from their employer.
- Lobbying the public transport operators to ensure the continued provision of a high level of service on the public transport routes serving the development.
- Provide secure cycle parking.
- Provide good footpaths and pedestrian crossings around the development.
- Provide information on car sharing schemes.

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.
- 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).
- 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 cycle parking facilities will be provided for residents at designated areas within the development. For visitors, 90 cycle 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.

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.
- Details of car sharing scheme.

8. Conclusion

This Travel Plan has been prepared by Waterman Moylan on behalf of Fingal County Council, as part of a design pack for a proposed residential development in Donabate, Co. Dublin.

This document focuses on how to encourage residents to use sustainable modes of transport to and from the site and to minimise the number of residents who will travel by car to work, school or college.

The implementation of the strategy proposed in this document, such as the provision of secure cycle parking, up-to-date information on public transport routes and bus stop locations, and the promotion of the Cycle to Work scheme to all residents, should encourage residents to reduce their reliance on the private car and raise awareness of the benefits of travelling by environmentally friendly means of transport. These measures will not only benefit residents but will also prevent any traffic impacts that may be caused by the operational phase of the proposed development.

UK and Ireland Office Locations

