

Fingal County Council
Swords Cultural Quarter, Swords, Co. Dublin



Travel Plan

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MHL & Associates Ltd.
Consulting Engineers



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1 INTRODUCTION

1.1 Background

MHL Consulting Engineers are providing Specialist Road Design and Transport Engineering services as part of the Integrated Design Team who are tasked with the delivery of the Swords Cultural Quarter (SCQ) project in Swords, County Dublin. This document presents a Travel Plan (TP) otherwise known as a Mobility Management Plan (MMP) for the proposed Cultural Quarter. The proposed development consists of a new Public Realm & Civic Space, a new Cultural Centre encompassing a District Library, Arts venue and Performance venue, a centre for creativity & innovation and a meeting point for the citizens.

It is proposed to provide minimal parking spaces for private vehicles as part of the development. In total it is proposed that only 3 No. wheelchair accessible car parking spaces and a small set down area are to be provided. The number of spaces required has been calculated based on the current Fingal Development Plan 2017 - 2023 as outlined in Chapter 3 of the Traffic and Transportation Assessment. As an alternative, a large number of bicycle parking spaces are to be provided in line with best practice. The elimination of parking spaces aligns with an established trend to limit parking in urban areas. From a sustainable travel perspective, limiting vehicular parking spaces serves to force end users to adopt alternative travel modes, different to the single-occupant private car. This strategy supports national transport policy and with the objectives of the Fingal Development Plan 2017-2023 and the Draft Fingal Development Plan 2023-2029. The following Travel Plan sets out the proposed mobility management initiatives and measures to achieve modal split targets, a synopsis of which can be found in the accompanying executive summary.

1.2 Objectives

This Travel Plan or Mobility Management Plan has been prepared in accordance with the requirements of the current development plan "Fingal Development Plan 2017 – 2023" which identifies the need for such a study. A travel plan is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the end users of the proposed development. The aim is to reduce the demand and use of the private car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is:

- To inform end users of the proposed development of alternative modes of travel available to them for their commute journeys.
- To promote healthier, stress-free and cheaper travel options for all development commuters.
- To manage increase the uptake of public transport options.
- To encourage active travel which includes walking, cycling and scooting.
- To reduce trip generation to and from the site, thus reducing parking demand and traffic generation. Thereby enhancing the environment, improving accessibility, and resulting in economic benefits to building users.

The TP complies, where applicable, with the principles of "Smarter Travel – A Sustainable Transport Future 2009-2020" and the **Greater Dublin Area (GDA) Transport**

Strategy (2016-2036). The primary action points have been reviewed and are proposed for the proposed development. This document also references the objectives of the "DTO Advice Note – Mobility Management Plans". The development of a TP is an open-ended process whereby the compilation of this Plan is deemed to be the first step in its organic evolution. The plan should be developed by the end user (owner) and regularly reviewed and revised throughout operation. It is recommended that the appointment of an active Mobility Manager or Travel Plan Manager either amongst staff members or externally be undertaken as an objective of the Plan. Further detail on the role of the mobility manager can be found in Section 6.2 of this report. To facilitate the necessary modal split in our approach to commuting, users of the facility will be required to embrace the aspirations set out in this document. The complex should actively promote the use of alternative modes of travel through the management of travel plans, and involvement in a Mobility Plan Management. The staff will be required to participate in car-pooling, cycling and walking and using public transport and taxis where practicable. Visitors and users of the development's facilities will be encouraged to use public transport, active travel modes and guided to agreed public car parking facilities within Swords town centre. The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking quality bus corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environs. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

Smarter Travel Document "A Sustainable Transport Future" sets out the following aims:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting.
- Work-related commuting by car will need to be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters nationally will be encouraged to take means of transport other than by private car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.
- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing.
- It is also likely that car travel and commuting will be substantially reduced by the growing shift towards remote working. The introduction of remote working and hybrid working legislation by the government in the near future is expected to impact work based travel.

The planning application for this development proposes a limited number of on-site parking spaces. This will ensure the development will not disimprove the current traffic

situation in the area. A Car Parking Strategy Report has been undertaken as part of this application to highlight the quantum of car parking already available in Swords. 3 No. wheelchair accessible spaces are proposed for disabled visitors to the Swords Cultural Quarter.

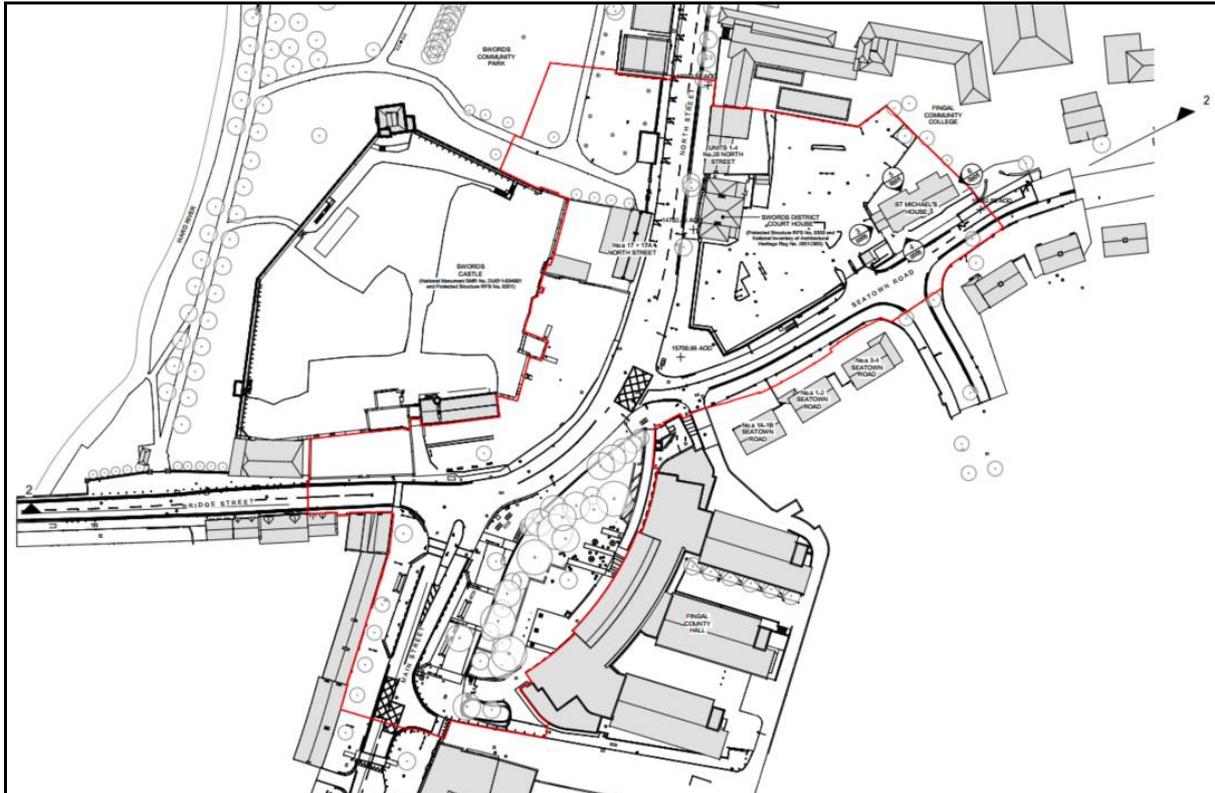


Figure 2.2: Existing Swords Cultural Quarter Site

Figure 2.3 on the following page highlights the proximity of the site to Swords Town Centre and Dublin Airport. The majority of the town's amenities are located within a 1km walking radius of the site. The proposed development is located directly adjacent to Fingal Community College with a number of other schools also located within walking distance of the development. Dublin Airport and all associated facilities are located within a 5km cycling radius of the development. According to the 2016 census data, 39,248 people live within the settlement of Swords. The vast majority of these people reside within 2km of the proposed development. A further 23,723 people live in the settlements of Malahide, Kinsealy-Drinan and Rivermeade. Most of these settlements are within 5km of the proposed development, making cycling a viable transport option for this population. The provision of existing pedestrian and public transport facilities in the vicinity of the site also ensures that the uptake of sustainable and active travel modes can be realised.

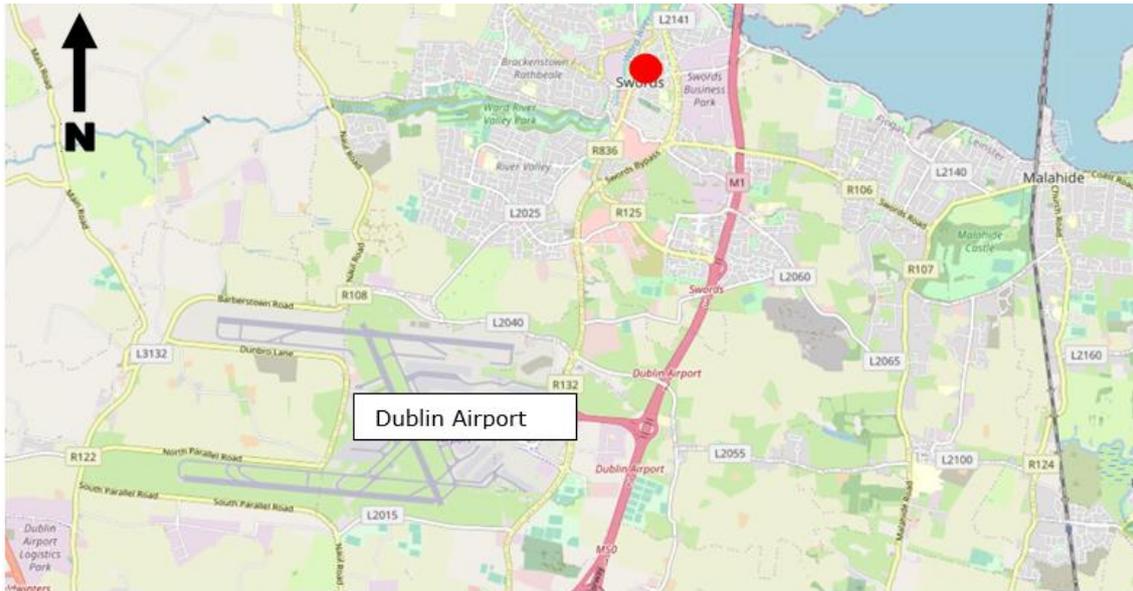


Figure 2.3 Site's proximity to Swords Town Centre and Dublin Airport

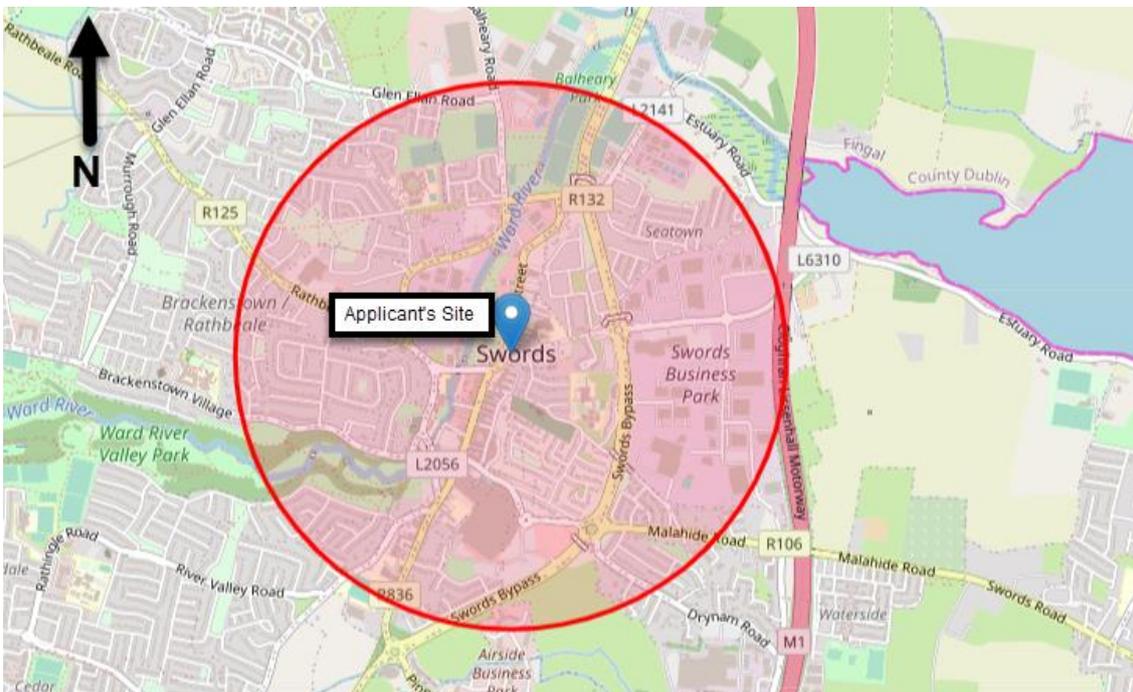


Figure 2.4: 1km Walking Radius of Site

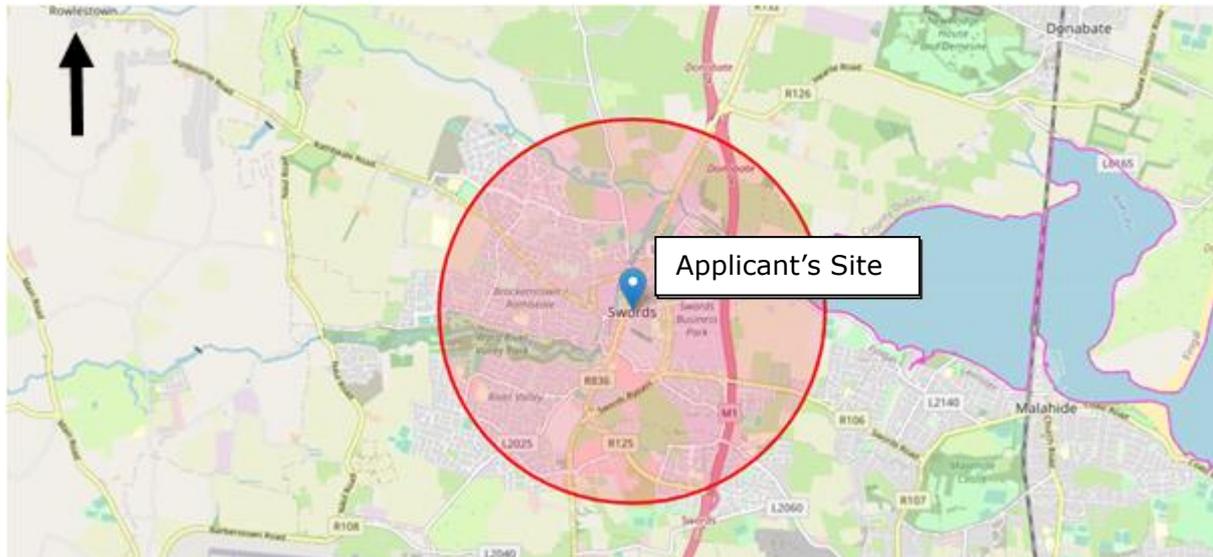


Figure 2.5 2km Walking Radius of Site

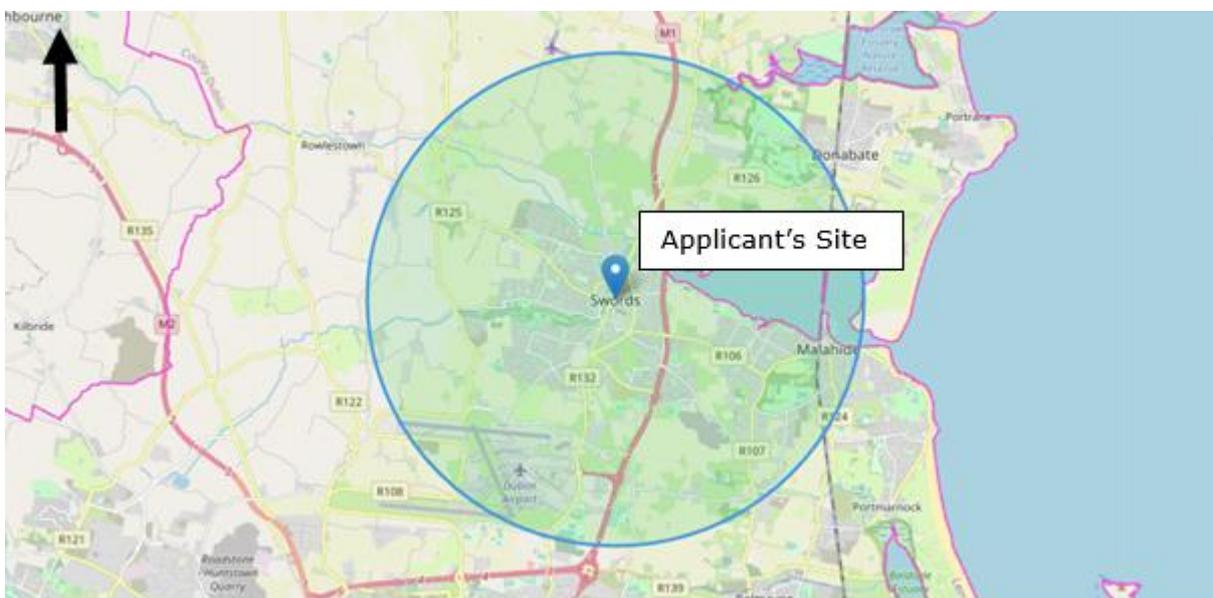


Figure 2.6 5km Cycling Radius of Site

Figure 2.5 highlights a 2km walking trip radius for the site location, with a 5km cycling radius identified in Figure 2.6. Walking has been identified as an appropriate mode of transport for trips of 2km or less and while cycling is more suited to trips of up to 5km (except where topography poses a significantly limiting factor). Routes from the proposed development location are mostly flat so the topography of the area is not thought to be a limiting factor.

2.1 Existing Public Transport Infrastructure

Existing public bus stops are located on both sides of North Street and Main Street near the development. The development is approximately 100m from each of these bus stops. A large number of bus routes are served by these bus stops including the 33, 33A, 33B, 33E, 33N, 41, 41B, 41C, 41X, 43, 196 and 197 bus routes.

Further bus stops are located on the Swords Bypass approximately 500m east of the site. These bus stops serve the 41D, 43, 102, 500, 500X, 503, 506X and 507 bus routes.

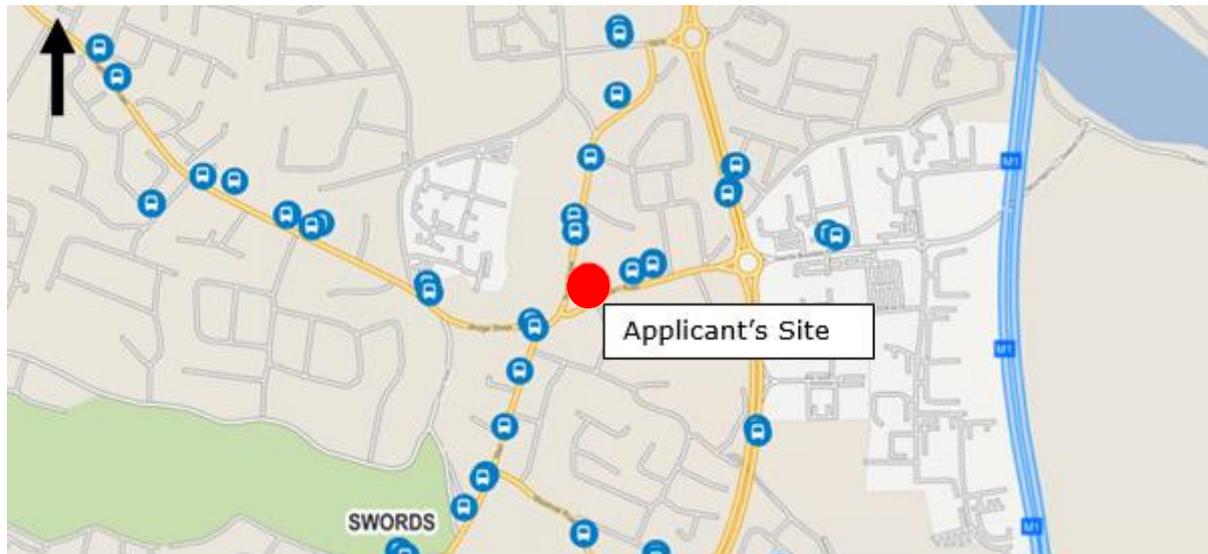


Figure 2.7 Site's proximity to nearby bus stops.

The following bus routes served by nearby bus stops are:

- 33 – Busáras (city centre) – Balbriggan (33A, 33B, 33E and 33N are variations that all pass through Swords Main Street)
- 41 – Dublin City Centre – Swords (with varying routes 41B, 41C, 41D & 41X all passing through Swords Main Street)
- 43 – Talbot Street, Dublin – Swords Business Park
- 102 – Dublin Airport – Sutton (via Swords and Malahide)
- 196 – Knocksedan Demesne - Swords
- 197 – Ashbourne – Swords
- 500 – Swords – City Centre

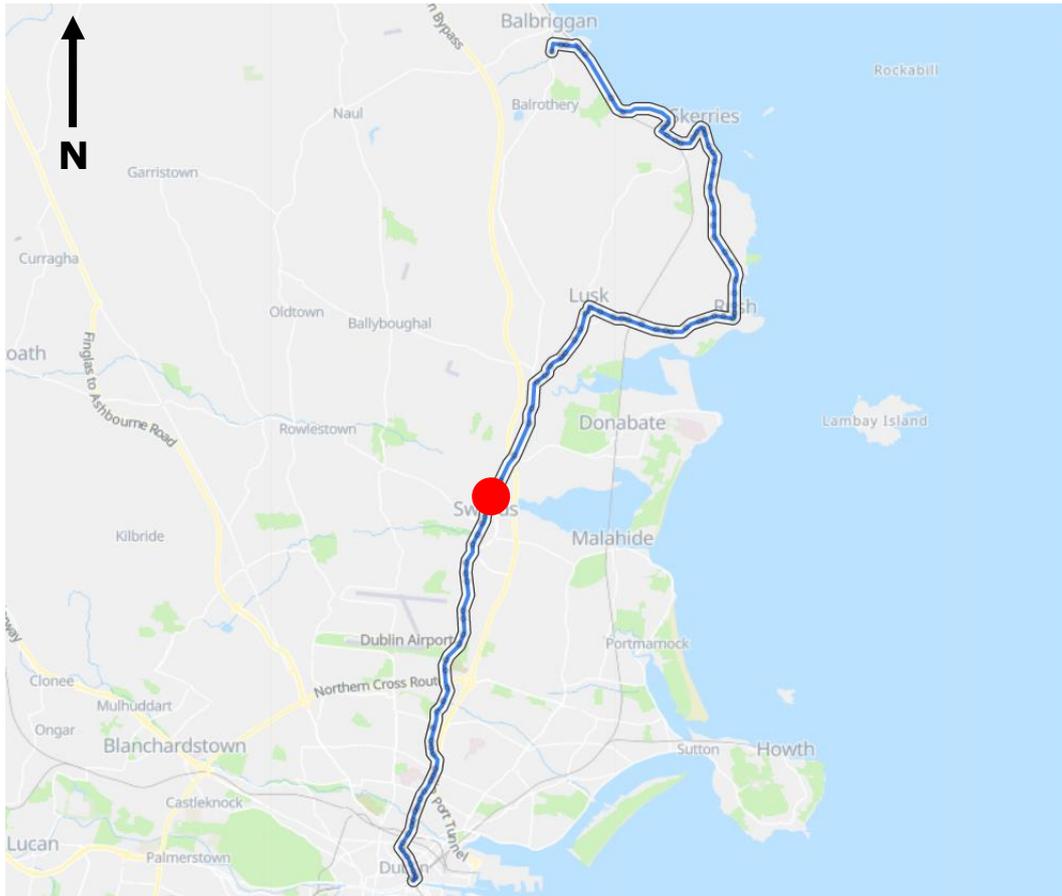


Figure 2.8 No. 33 Bus Route

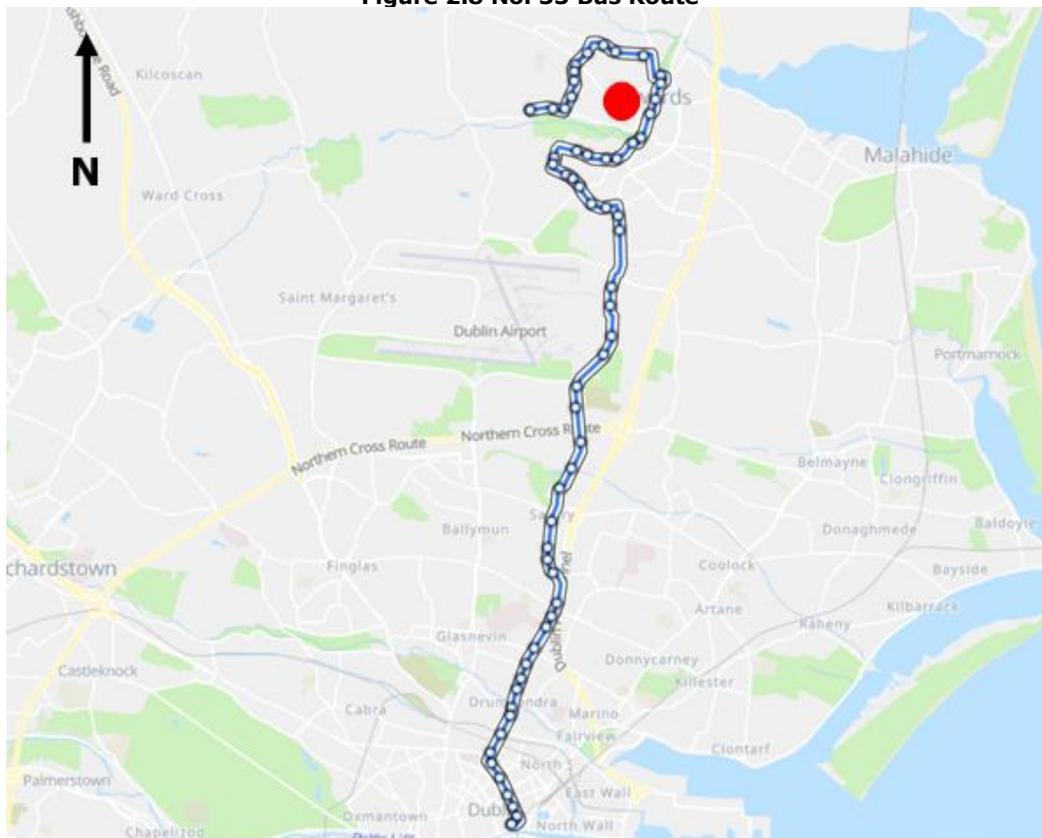


Figure 2.9 No. 41 Bus Route

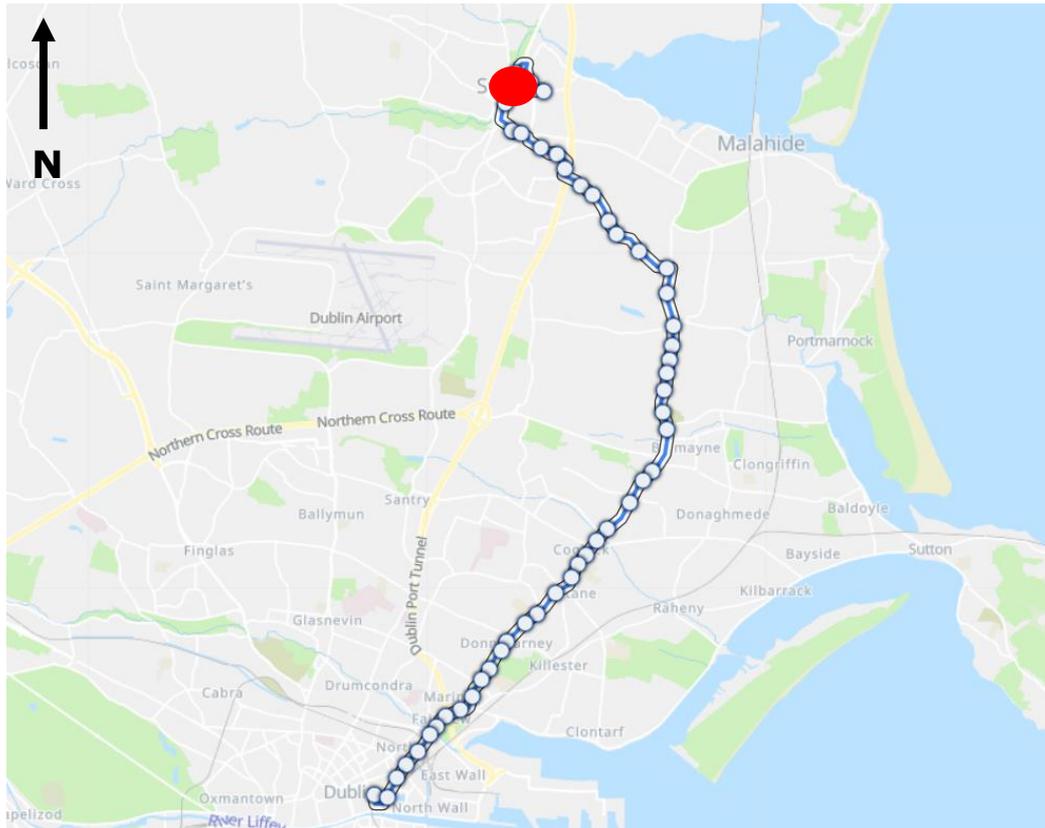


Figure 2.10: No. 43 Bus route

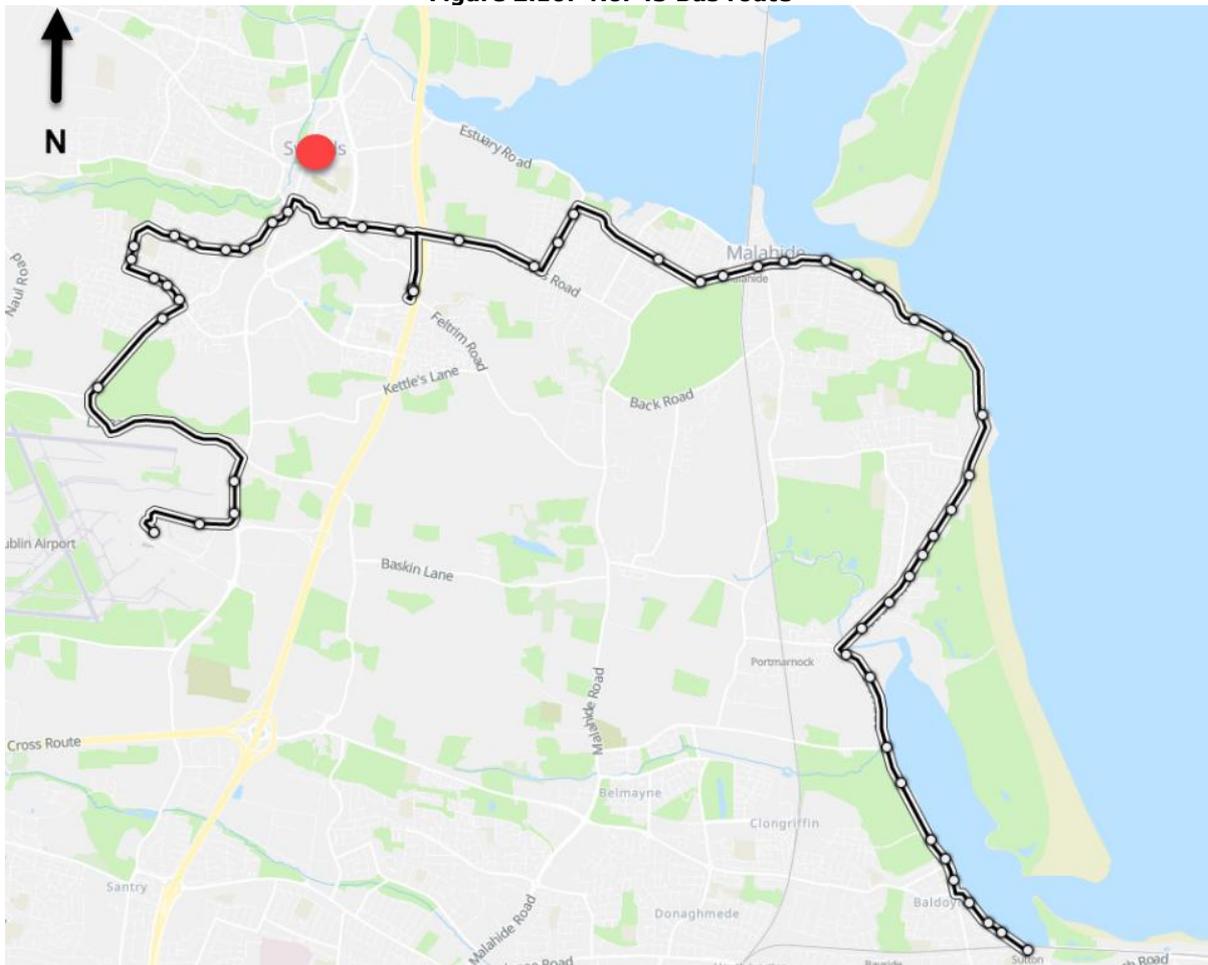


Figure 2.11: No. 102 Bus Route

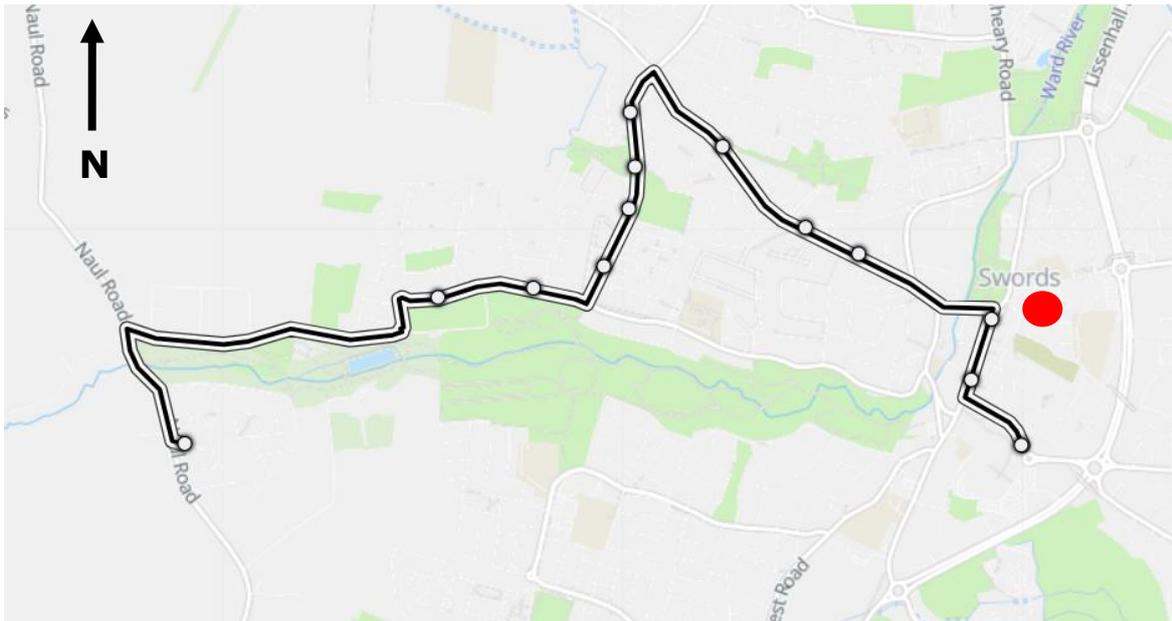


Figure 2.12: No. 196 Bus Route

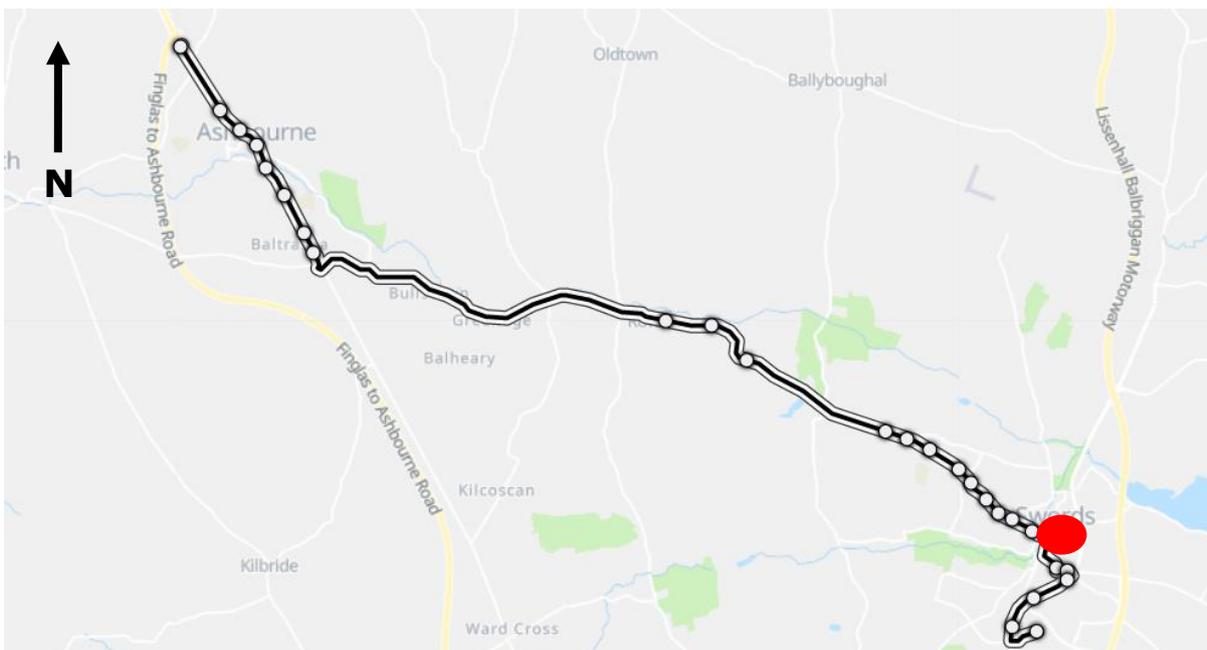


Figure 2.13 No. 197 Bus Route

Malahide Train Station is located less than 5km to the east of the proposed development. This makes it a viable transport option for users of the proposed development. The 102 bus route links Malahide to Swords meaning users of the train can efficiently get to the development.

The rail routes serviced by the station include the Dublin – Dundalk Commuter Route, the DART and Dublin Commuter Route. The Dublin – Dundalk Commuter Route runs approximately 25 times daily between 7am and 11pm during the week, stopping at Malahide. The DART passes through Malahide Train Station approximately 85 times per day between 06:20 and 23:40 Monday to Friday.

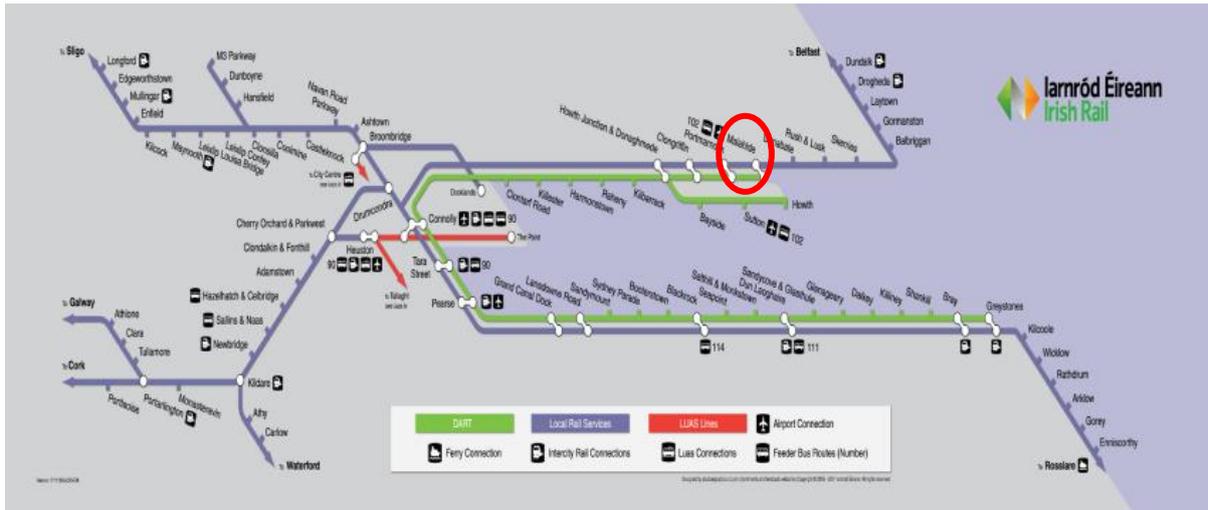


Figure 2.14: Dublin Rail Services (Commuter, DART & LUAS)

2.2 Existing Cycle Facilities

Existing dedicated cycle facilities are located to the south of the proposed development along Sword's Road and Rathingle Road. A mixture of bus lanes, shared walking and cycling facilities and segregated cycle lanes provide a continuous corridor for cyclists from the Swords Road to Dublin City Centre. Currently, there are no dedicated cycling facilities along the streets surrounding the proposed development such as Main Street and North Street. However, new cycle lanes are proposed as part of the development.

Existing Cycling Facilities Maps have been prepared by Aecom for the Greater Dublin Area. An excerpt from these maps can be seen below in Figure 2.15 showing the existing cycling infrastructure in the vicinity of the proposed development.

Figure 2.16 shows cycling travel times in 5 min intervals from the development site. It shows the entirety of Swords Town is within a 10 minute cycle of the site, while both Malahide Train Station and Dublin Airport are within 25 minutes cycle.

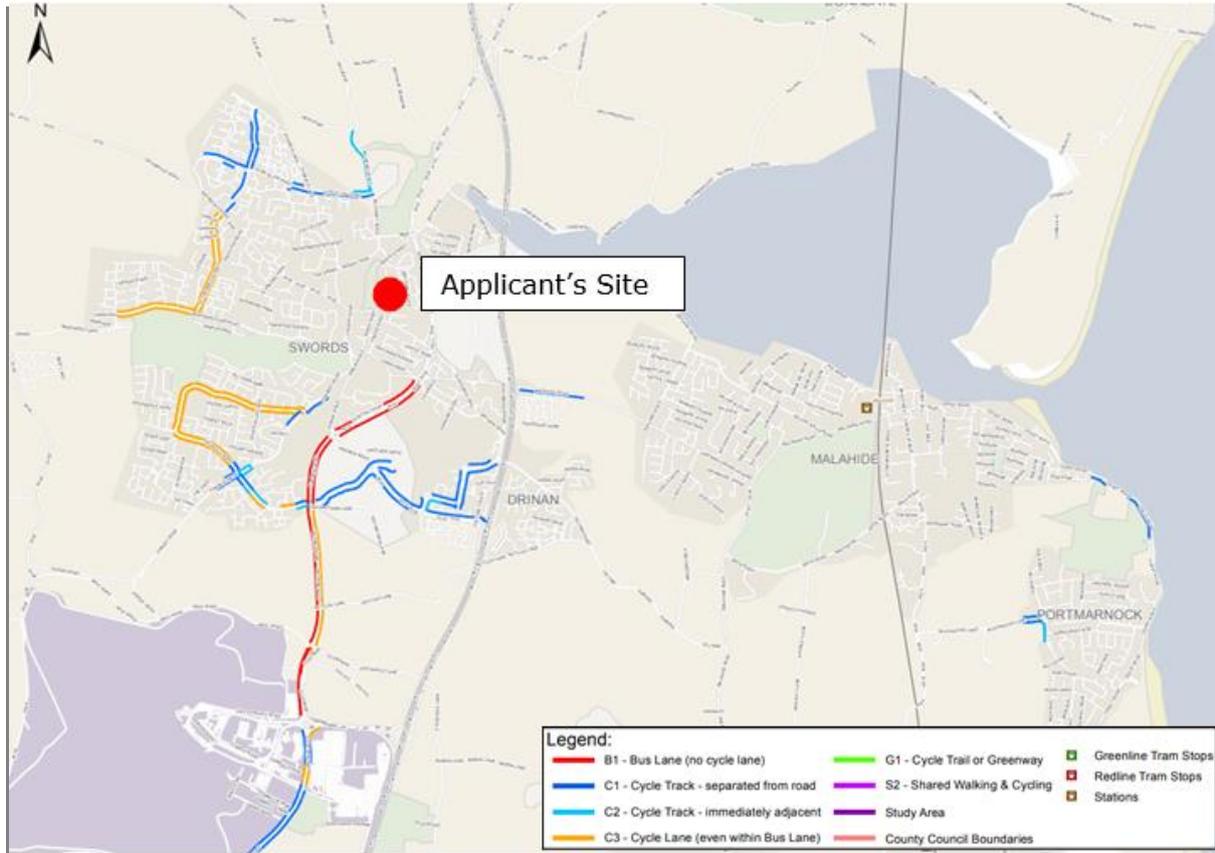


Figure 2.15: Existing Cycling Facilities in Swords (Credit: Aecom)

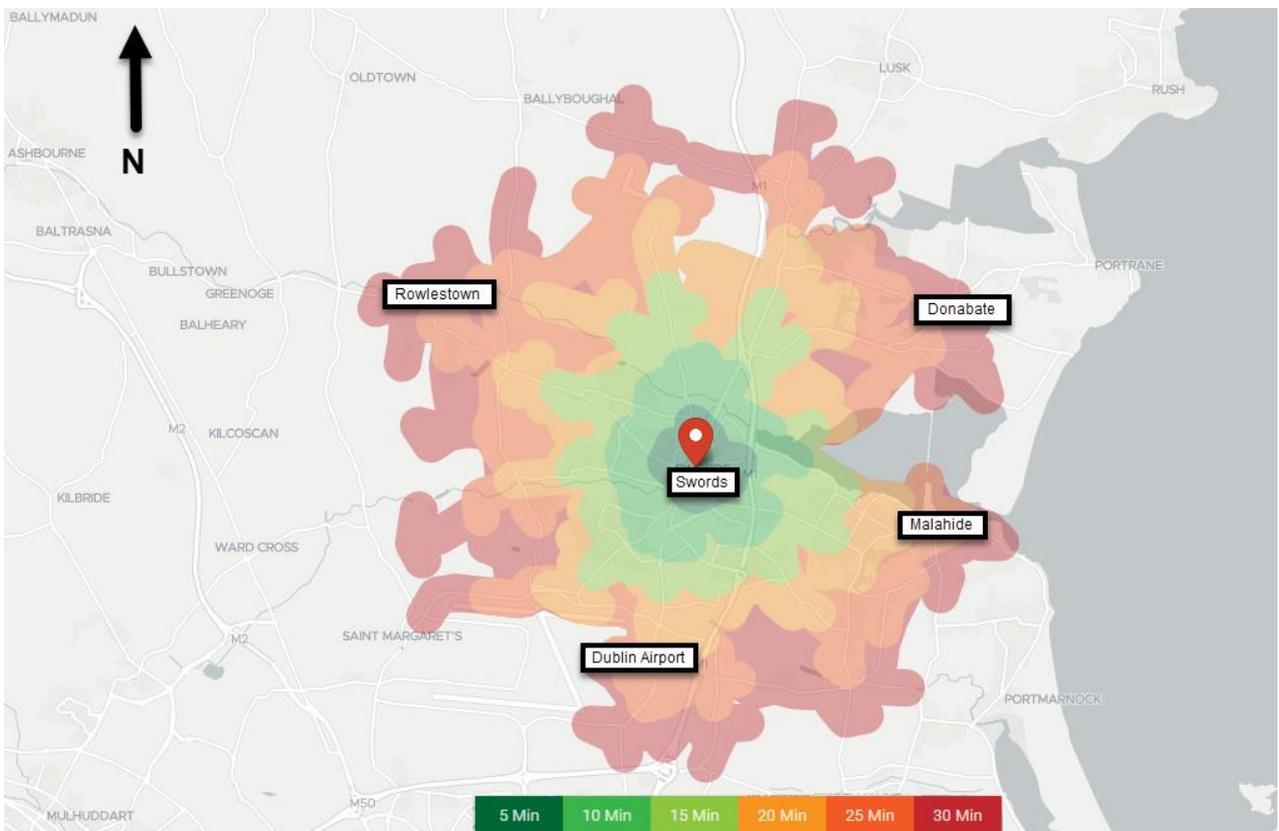


Figure 2.16: Cycling Isochrones 5min interval range from site

2.3 Existing Pedestrian Facilities

Excellent pedestrian facilities are provided to local commuters along the local street network. Footpaths are provided along both sides of Main Street, North Street and Seatown Road. Upgraded footpaths and controlled pedestrian crossings are proposed as part of the development to further improve the pedestrian facilities in the area. Figure 2.17 below represents on foot travel times in 5 minute intervals from the site. It shows that much of Swords Town is within a 15 minute walk of the proposed development site.

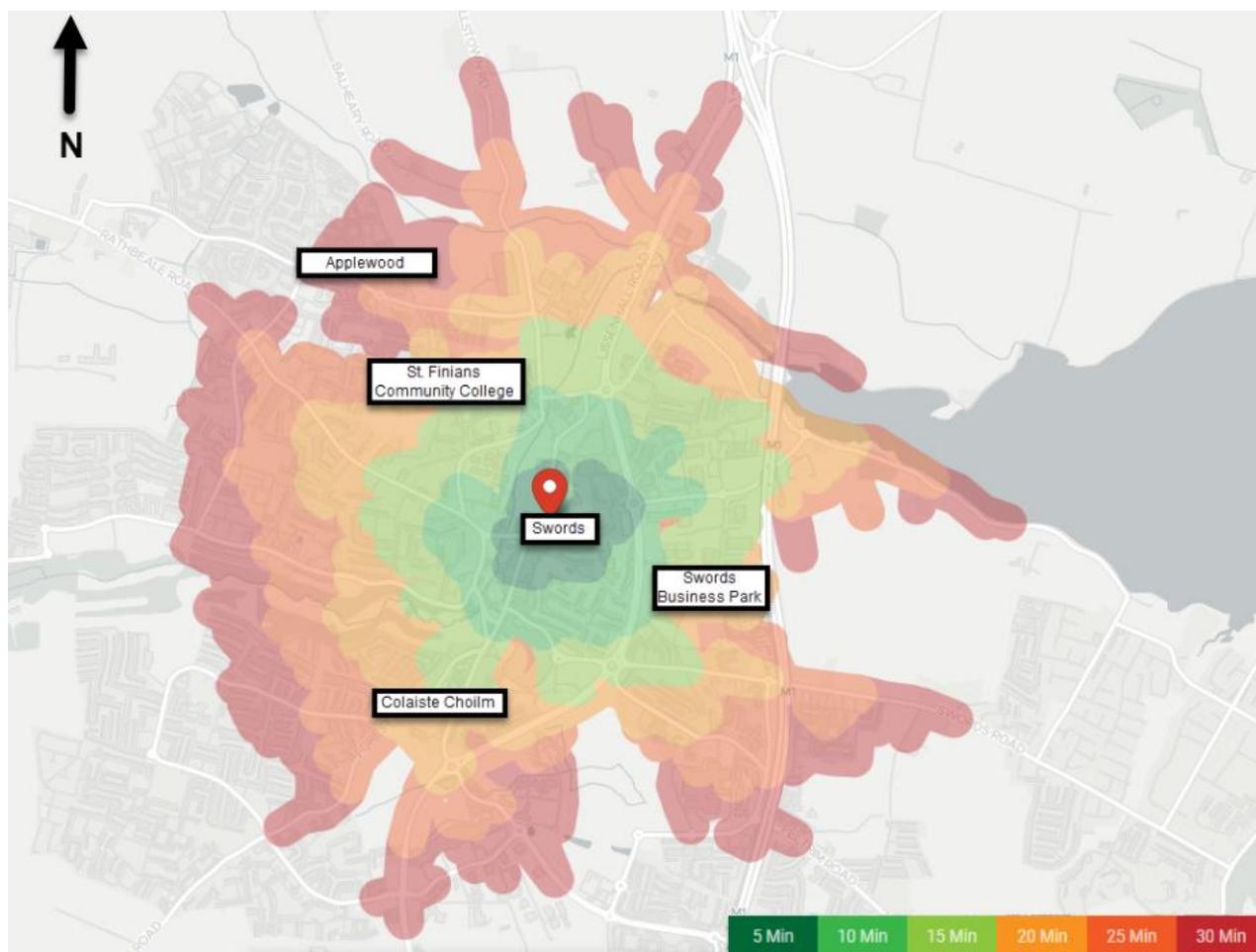


Figure 2.17: Walking Isochrones 5min Interval from Site

3 EXISTING AND TARGETTED TRAVEL PATTERNS

Data from the 2016 census was consulted to establish existing travel patterns in the area surrounding the proposed development. To gain an accurate representation of travel patterns in the local area, data from the statistical small areas surrounding the proposed development site were used. The relevant statistical small areas with the proposed development location highlighted can be seen below in Figure 3.1.

The 2016 census has also published data for 7,219 workplace zones. These workplace zones contain data for the daytime population of that area which includes everybody who works or studies in the area as well as people who do not work or study and thus are there during the day. It is this data that is important for establishing existing travel patterns of employees in the area. Each of the statistical small areas highlighted below contain associated workplace zones. The data from these zones was used to establish existing travel patterns of people working in the locality.

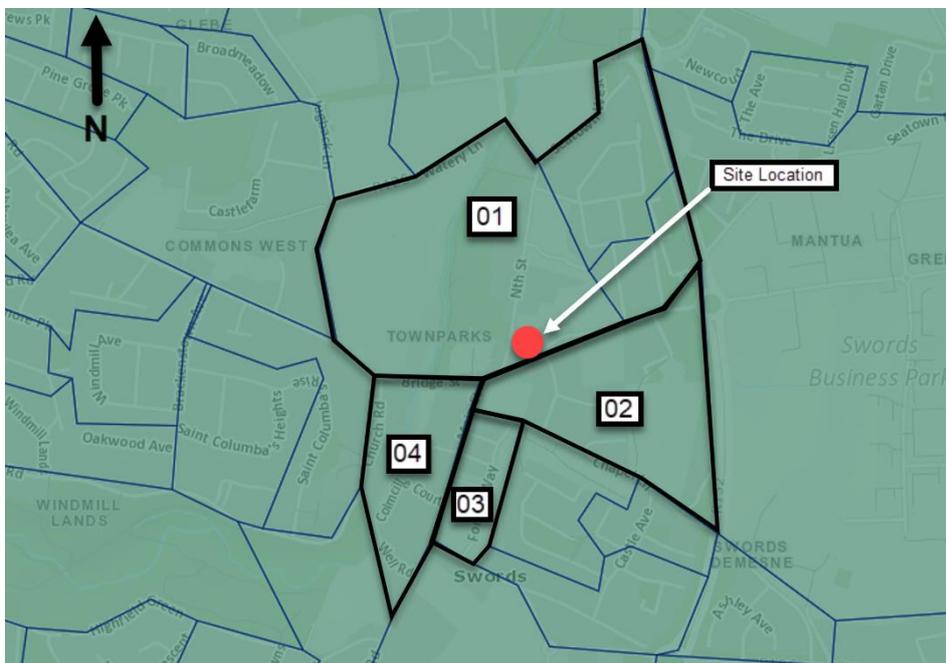


Figure 3.1: Workplace Zone Surrounding Proposed Development

Commuter data from each of the workplace zones can be seen in Table 3.1 below. It can be seen that almost half of all journeys are made by car drivers and an additional 17% are made by car passengers. A significant number of journeys are made on foot (18% average) however, only 2% are made by bicycle on average. It was also established that 14% of people in the area use public transport to travel to school, work, or college.

Mode	WPZ 01	WPZ 02	WPZ 03	WPZ 04	Average
On foot	23%	21%	13%	13%	18%
Bicycle	2%	1%	2%	1%	2%
Bus, minibus or coach	22%	5%	13%	12%	13%
Train, DART or LUAS	0.5%	0%	1%	1%	1%
Motorcycle or scooter	0.5%	0%	0%	0%	0%
Car driver	34%	40%	62%	54%	47%
Car passenger	17%	30%	5%	17%	17%
Van	1%	3%	2%	1%	2%
Total	100%	100%	100%	100%	100%

Table 3.3.1: Workplace Zones Commuter Data

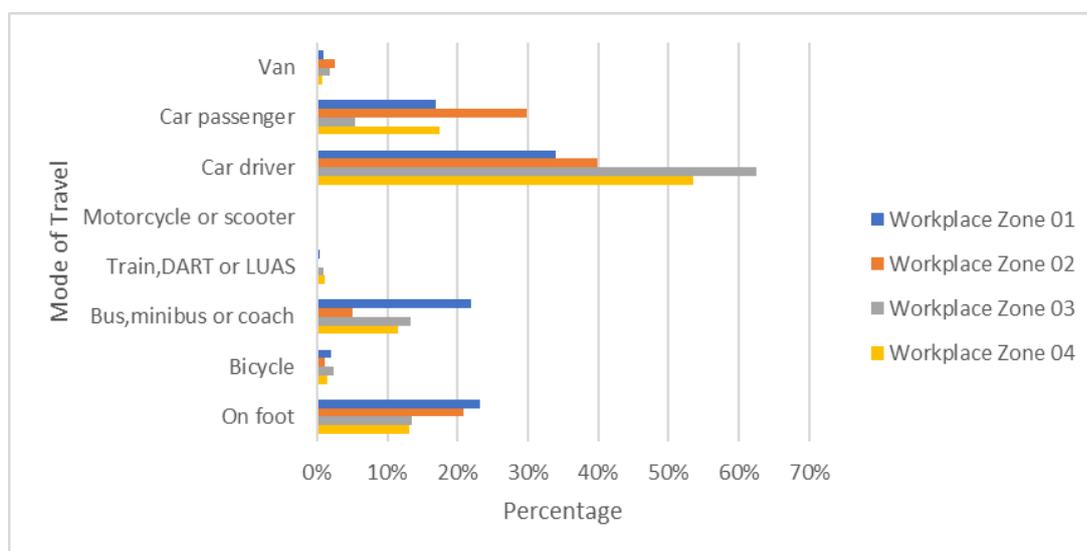


Figure 3.2: Graph of Workplace Zone Commuter Data

It can be seen that in Workplace Zone 1, where the proposed development is located, private car travel is less than each of the other zones. The uptake of active travel modes and public transport is also greatest in Workplace Zone 1. Workplace Zone 3 has the greatest percentage car use with 64% of commutes made by car drivers. This is logical given that the Forster Way public car park forms the nucleus of this zone. In Workplace Zone 2, where Fingal County Council headquarters are currently located, 40% of commutes are made by car drivers and an additional 30% are car passengers. The high proportion of car passengers is likely due to the primary school located within this zone and the high usage of car by FCC staff. FCC have stated that single occupier car use by staff is in the region of 90%. There is a very low uptake of public transport in this workplace zone with only 5% of commutes undertaken using public transport.

The travel plan targets outline a reduction in the car share mode and an increase in bus, bicycle, and pedestrian modes. The proportion of trips undertaken by bicycle has been increased from 2% to 9% in line with the NTA Greater Dublin Area Transport Strategy target of increasing cycling mode from 3% to 10% between 2014 and 2024. A further target has been set in the Draft GDA Transport Strategy of a proportion of 12% cycle trips by 2042. The proportion of on foot trips has been increased by 7% which is a reasonable target based on the proposed pedestrian facilities in the area as well as the considerable population living within 2km of the site. The proportion of public transport

trips has been increased from 22% to 30%. It is expected that this target can be realised with the introduction of BusConnects as outlined in section 5.2 which will make public transport a more efficient and attractive travel mode for visitors to the site. The draft GDA Transport Strategy has set a target of 63% increase in numbers using public transport by 2042. The mode share targets suggest an increase in public bus users by 36%. There is scope to increase this mode share proportion even further in the future in line with the GDA transport strategy. The proportion of car trips have been decreased by 14% for car drivers and 7% for car passengers and these additional trips have been reassigned to other transport modes. This aligns with the GDA Transport Strategy's aim of reducing the car mode share by 2042.

There is limited parking proposed as part of the development, 3no wheelchair accessible spaces and a small set down area are proposed adjacent to the building. However, it is assumed that some users will travel by car to the cultural building regardless. It is envisioned that the existing parking facilities in the area, as outlined in the parking strategy report will be sufficient to cater for these private car users.

It is recommended that the appointment of an active Mobility Manager or Travel Plan Manager either amongst staff members or externally be undertaken as an objective of the Plan. Table 3.2 below shows the suggested initial travel plan targets. These initial targets shall be reviewed by the Mobility Manager once the development has begun operation and reappraised at regular intervals thereafter as part of the periodic TP review process.

Mode	Assumed Starting Proportion of Trips	Suggested Initial MMP Targets
On foot	23%	30%
Bicycle	2%	9%
Bus	22%	30%
DART/LUAS/Rail	0.5%	0.5%
Other	0.5%	0.5%
Car Driver	34%	20%
Car Passenger	17%	10%
TOTAL	100%	100%

Table 3.2: TP Mode Share Targets

The duration of the first phase of the Travel Plan, during which the initial target modal splits shall be pursued, will be decided by the Travel Plan Manager once the development is operational. A phase duration of 2 years is suggested, after which time the first TP review may be conducted by the Travel Manager and the initial targets revised, if appropriate. The proposed improvements and example initiatives that can be implemented by the mobility manager are outlined in section 5 and 6 below.

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some visitors to the development will be easier to convert to alternative modes of transport than others and

that there are those who have no choice but to use the car (e.g., mobility impaired etc.) however, the more that is done to facilitate the use of alternative modes, the more they will be used. As it has already been noted, a travel plan is an ongoing process and targets that are achieved should be replaced by further targets.

4 PROPOSED DEVELOPMENT

4.1 Planning Application

The proposed development relates to a new Swords Civic and Cultural Centre located on lands in Swords Town Centre.

The site consists of lands at Swords Castle, North Street, Existing Fingal County Council Carpark on Seatown Road and existing public realm along Seatown Road, Main Street, Bridge Street and to the front of Fingal County Hall.

The proposed application includes for the existing Protected Structure of Swords Court House.

The proposed development will comprise of the construction of the Swords Civic and Cultural Building, located on the existing Fingal County Council car park site, ranging in height from 2-4 storeys. The proposed Swords Civic and Cultural Building will include for 165 seater theatre, an art gallery, café/theatre bar, exhibition spaces, workshop rooms, meeting rooms, public library, offices and associated facilities.

The proposed scheme also includes for works to the public realm and alterations to existing road layouts for North Street, Seatown Road, Main Street and Bridge Street, including for public realm/ landscape schemes to the east of Swords Castle and west of existing Fingal County Hall. The proposed development will enhance safety and the attractiveness of cycling and walking for visitors to the development. Pedestrians crossings, raised tables and segregated cycle lanes are proposed to improve the experience for vulnerable road users.

Figure 4.1 shows the Preliminary Design stage proposal on plan for the SCQ.

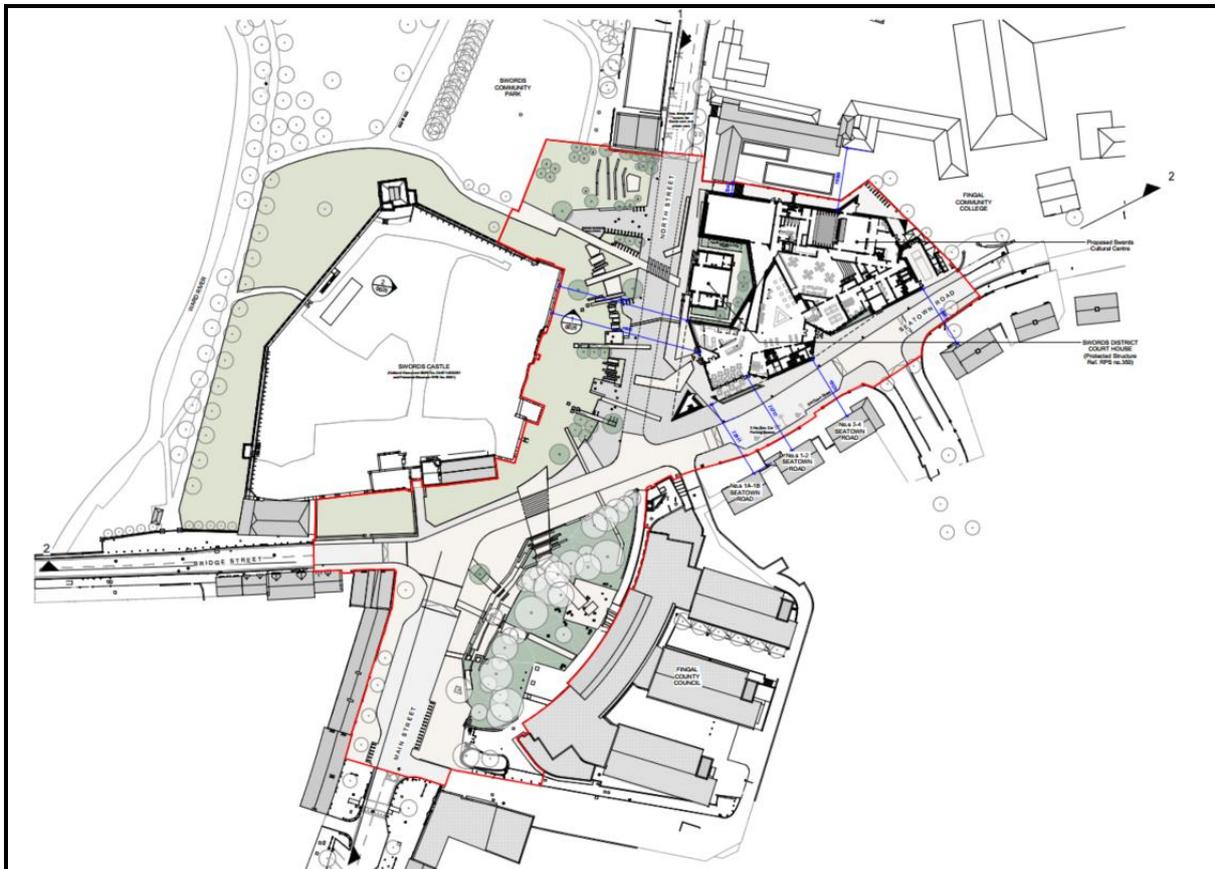


Figure 4.1: Proposed Swords Cultural Quarter - Site Plan

Minimal dedicated parking facilities are proposed as part of the development. It is proposed to only provide 3 No. wheelchair accessible car parking spaces and a modest set down area for car drop off and taxi pull ins. A separate off road services delivery area is also proposed at the south east corner of the development. This will ensure that deliveries to the site do not impact the traffic along Seatown road. It is also proposed to rededicate three paid parking spaces for use by prison vans and An Garda Síochána car. Further detail on the proposed deliveries area and the courthouse parking can be found in the Car Parking Strategy Report.

The number of wheelchair accessible spaces required has been arrived at from the Fingal Development Plan 2017-2023 and is outlined in Chapter 3 of the Traffic and Transportation Assessment. This compares favourably to the maximum allowable provision of 1 car parking space per 20m² or 110 spaces for a library as outlined for Zone 1 (Fingal Development Plan 2017-2023). Such a provision represents a positive proposal from a sustainable travel viewpoint. The lack of parking for the site will serve to encourage users and staff of the SCQ to use alternative travel modes. This document aims to outline how this proposal can be realised.

5 PLANNED INFRASTRUCTURAL IMPROVEMENTS

5.1 Proposed Pedestrian and Cycle Improvements

Further planned improvement and expansion of dedicated cycle facilities are identified, near the site, in the Greater Dublin Area Cycle Network Plan. Figure 5.1 below presents the proposed cycle network for Swords. Cycle routes are proposed along Main Street, North Street and Seatown Road in the vicinity of the development site. The number 2A primary route will link Swords Town to Dublin city centre. Following the completion of this proposed cycle network excellent cyclist connectivity to nearby towns and cities will be provided for users of the SCQ.

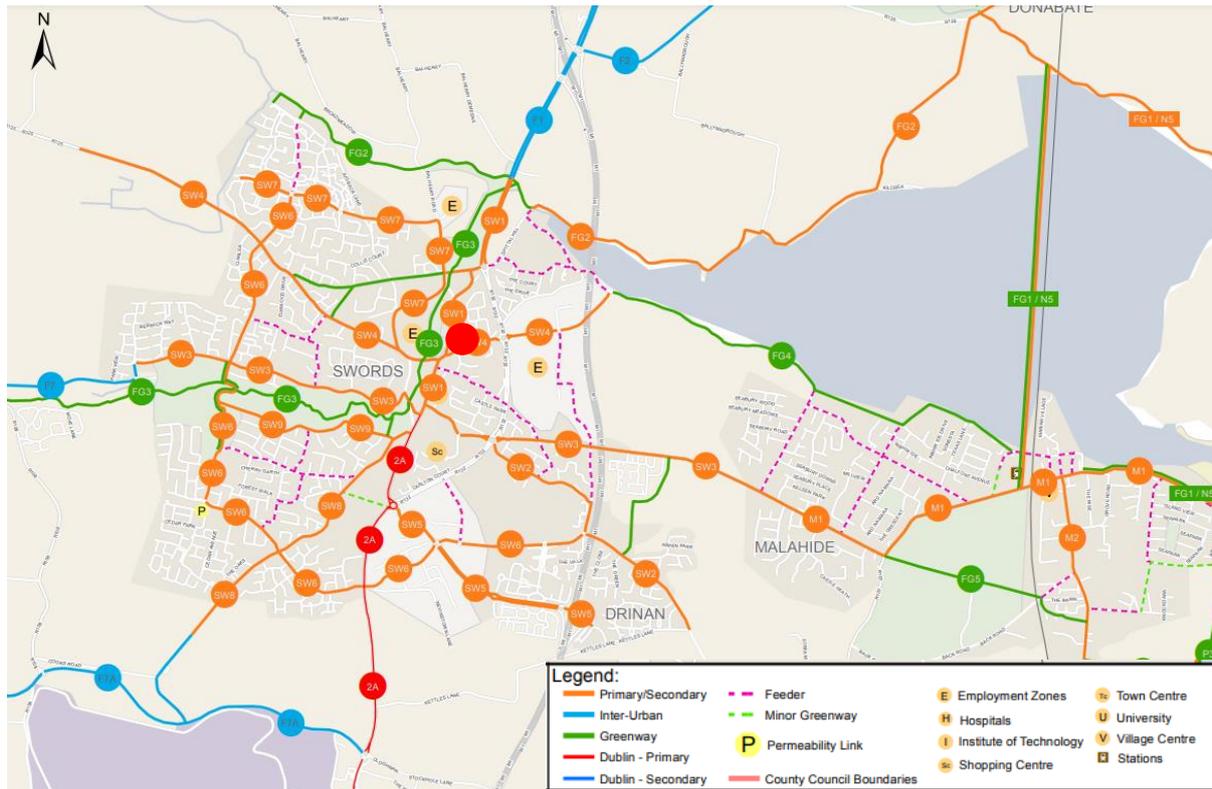


Figure 5.1: Proposed Swords Cycle Network

Figure 5.2 below shows the proposed street layout for the SCQ. The project's public realm elements and street interface have been designed in a manner that will encourage active transport modes. Dedicated cycle lanes are proposed along Main Street to ensure cyclists are segregated from traffic at the Main Street / Seatown Road Junction. Excellent facilities for pedestrians are also proposed including controlled pedestrian crossings, raised surfaces to give pedestrians a sense of priority and reduced kerb radii to reduce crossing distances. Overall, the design has been carried out to give vulnerable road users such as pedestrians and cyclists a safe and efficient means of traveling to and from the proposed development.

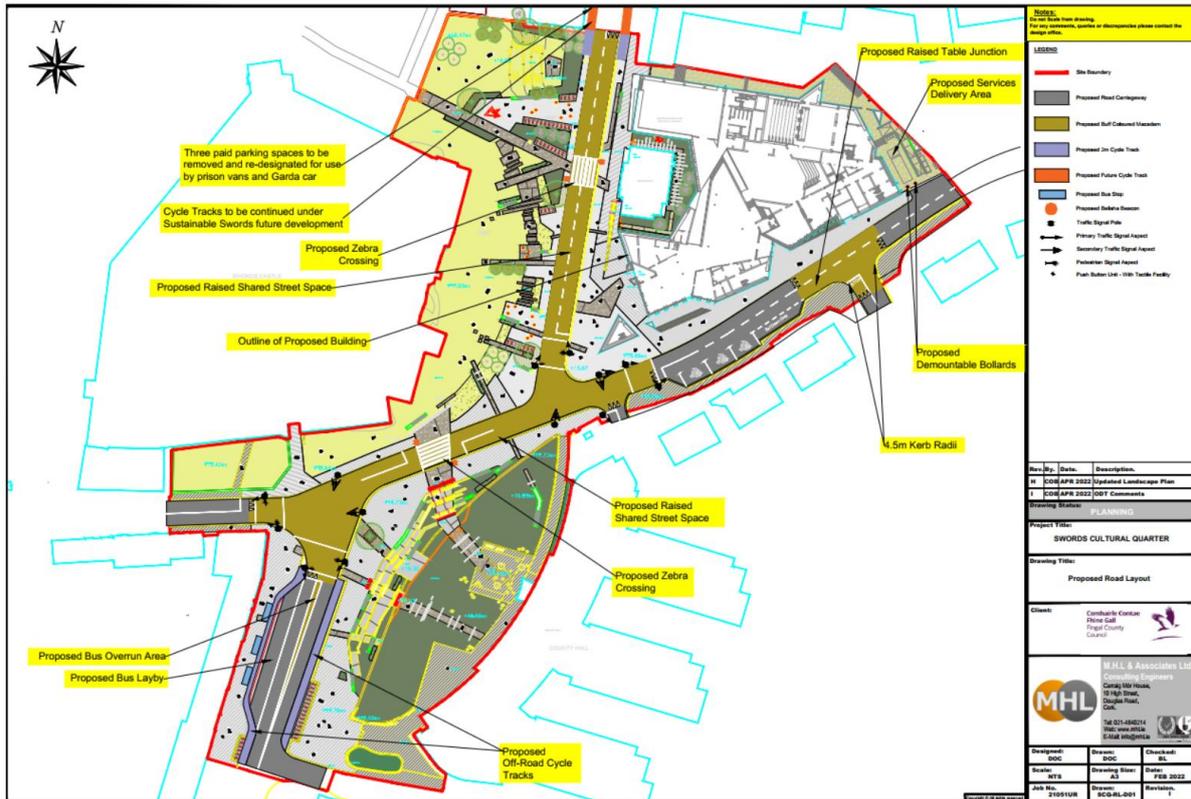


Figure 5.2: Proposed Street Layout designed for Sustainable Transport with Active Travel Prioritised

5.2 BusConnects

BusConnects is a proposed overhaul of the existing bus transport mode in the Greater Dublin Area in order to improve bus and sustainable transport services. The following summary from the BusConnects website describes the proposed improvements.

BusConnects is a key part of the Government’s policies to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is a key component within a number of Government and regional policies which include the National Development Plan 2021-2030, Climate Action Plan 2021, the National Planning Framework 2040 and the Greater Dublin Area Transport Strategy 2016-2035.

BusConnects Dublin is designed to provide a better, more dependable and more efficient bus service for everyone. The full programme for BusConnects Dublin includes a range of interlinked and complementary proposals including:

Management elements: Redesigning the network to increase the number of homes, jobs and services with coverage, improving orbital accessibility and restructuring radial routes into spines.

Technological elements: Introducing new ticketing systems to improve convenience and reduce dwell time at bus stops.

Fleet elements: Replacing the bus fleet with low emission vehicles, introducing branding and livery to give a new “look and feel.”

Policy elements: Introducing a 90-minute ticket to remove the financial penalty for interchanging between buses or changing mode during trips.

Infrastructure elements: Creating infrastructure to separate buses and cyclists from other traffic to make sustainable travel a faster, safer and more reliable choice. Developing interchange hubs. Improving pedestrian facilities around bus stops.

A number of proposed routes will serve the SCQ building. The A4 Spine Route will run from Swords – Dublin City Centre – Dundrum every 12-15 minutes. This route passes along Main Street in the vicinity of the development. The X84 route also travels along Main Street every three minutes at peak hours. The L89 will run from Airside – Swords – Knocksedan – Toberburr – Finglas every 60 minutes. Additional routes such as the L83, L85, 21, 22 and the 197 will also pass near the development. The proposed BusConnects network will provide a regular and efficient bus service to the city centre and other major areas in Dublin for users of the development.

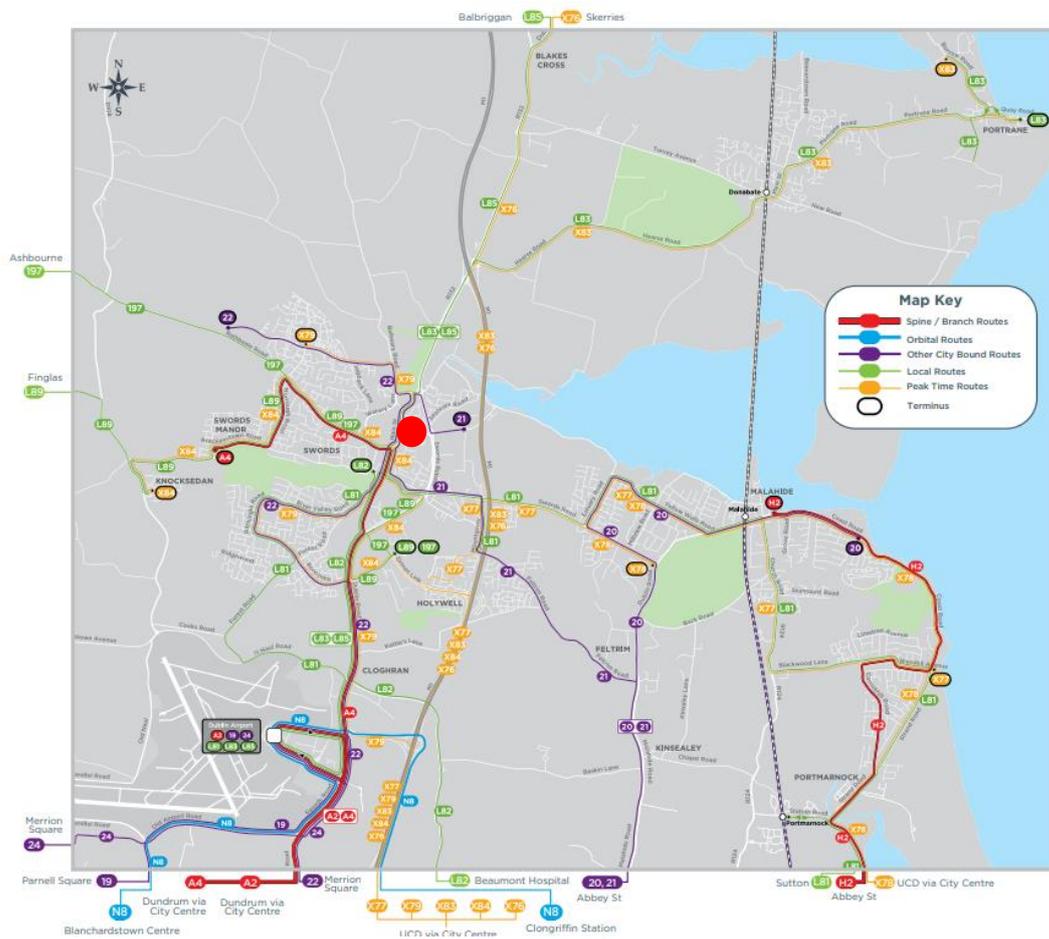


Figure 5.3: BusConnects Routes near Swords, Co. Dublin

6 PROPOSED MOBILITY MANAGEMENT INITIATIVES

6.1 Mobility Manager (Travel Plan Manager)

As previously outlined, it is recommended that the appointment of an active Mobility Manager or Travel Plan Manager either amongst staff members or externally be undertaken as an objective of the Plan.

The primary task of the Mobility Manager would be to implement measures and initiatives which encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals.

6.2 Role of the Mobility Manager

The role of the Mobility Manager is outlined below:

- Collect and advertise local public transport routes and timetables.
- Liaise with local transport providers.
- Liaise with building users on transport issues and possible improvements.
- Liaise with staff on sustainable travel initiatives and plans.
- Liaise with Fingal County Council on sustainable travel initiatives.
- Promote sustainable travel modes amongst staff, including car-sharing potential.
- Provide education material regarding sustainable travel to building users.
- Ensure appropriate lockers and safe bike storage facilities are available.
- Monitor road safety of various modes in and around the complex.
- Develop a taxi / drop-off management plan to ensure the efficient operation of the set-down area along Seatown Road to ensure no impact of drop off on the surrounding streets.

6.3 Pedestrians and Cyclists

Ensure that the appropriate level of cycle parking is provided. All cycle parking should be secure and ideally covered especially for staff bicycle parking. The recommended cycle parking quanta, as set out in the both the **Fingal Development Plan 2017 – 2023** and the Draft Fingal Development Plan 2023 – 2029 for each element in the building are outlined below.

	Current Development Plan		Draft Development Plan	
	Minimum Cycle Parking Standards	Required Cycle Parking Numbers	Minimum Cycle Parking Standards	Required Cycle Parking Numbers
Library	1 per 200m ²	14	1 per 40m ²	70
Art Gallery	-	10	-	18
Theatre	1 per 30 seats	6	1 per 10 seats	17
Staff	-	-	1 per 5 staff	7
Total	-	30	-	112

Table 6.1: Required Cycle Parking

It is proposed to provide 108 no. bicycle parking spaces for visitors, within the SCQ site boundary. 66 no, bicycle parking spaces are proposed within the public realm along North Street adjoining the site, and a further 42 no. bicycle parking spaces are proposed on Main Street outside of County Hall. It is also proposed to provide 20 No. covered staff

spaces for use by SCC staff. These staff spaces will be located in the north east corner of the SCC site.

The **Fingal Development Plan 2017 – 2023** states that “Suitable shower and changing facilities will be made available in large-scale developments incorporating large amounts of cycle parking.”

The draft development plan also states that “All employment generating development should provide changing, shower, storage and drying facilities to encourage employees to cycle, walk, run to work”. In accordance with the development plan requirements, it is proposed to provide shower and locker facilities for staff within SCC building. This is in alignment with the sustainable ethos of the building.

The Mobility Manager should monitor and ensure that pedestrians and cyclists facilities on site are maintained and in a clean, operational condition. The Mobility Manager should also monitor motorbike use and consider the need to provide motorbike parking on site, if required.

The fully developed mobility plan will promote active travel as part of a daily exercise routine and will provide information on routes, journey times and calories burned. The combination of walking with public transport/taxi services should also be encouraged. This information should be displayed in common areas so as to benefit both staff and visitors.

The promotion of active travel measures within the Swords urban area will have a positive impact on the health and wellbeing of the local population. ‘30 minutes of aerobic activity, such as a brisk walk, per day helps reduce the risk of heart disease’

(Reference, ‘The Route to Sustainable Commuting, An Employers Guide to Mobility Management Plans produced by the Dublin Transportation Office, Kilkrees Metropolitan Council and the Irish Energy Centre).

6.4 Local Services and Taxis

The Mobility Manager will provide contact numbers and locations of local taxi ranks as part of its support to visitors to the SCC. Taxis have all the benefits of a drive-share program with the added benefit of giving the user more flexibility on how and when the return trip is made. A reduction in trips particularly during peak hours reduces stress on the roads network as well as fuel consumption and carbon dioxide emissions. Discounts/offers for building users could be negotiated with local taxi ranks/companies.

6.5 Public Transport

The development location is well served by regular bus routes. The proximity of the site to existing bus stops and Malahide Train Station has already been highlighted in this report. The 102 bus route which links the development to Malahide Train Station has also been highlighted. The availability of a public transport system like this offers users of the proposed development access to an alternative mode of travel, adding to the future modal shift target objectives.

The mobility management plan would be updated to include for:

- Negotiation of travel-related discounts/offers for visitors
- Administration of low-cost monthly/annual tax-saver commuter ticket schemes for staff
- Timetables, routes, and maps
- Journey time indicators
- Advertise real-time apps
- Lobby local authorities and bus providers for late-night bus services and extension of the city bike rental scheme.

Government supported programs to encourage people to use public transport include up to a 48% saving on standard pay-over-the-counter charge by means of tax saving schemes.

6.6 Connectivity to Public Transport Hubs

Dublin Bus provides a number of services (which connect the city centre area to Swords). Malahide Train Station provides access to regular commuter rail services as well as the DART. Further details can be found at www.irishrail.ie. Malahide Train Station can be accessed from the development using the 102 bus route.

Similarly, Busáras in Dublin provides excellent onward connectivity to destinations countrywide. The 33, 41, 41C and 43 bus routes provide regular connectivity between Busáras and Swords. The "Transport for Ireland" "Journey Planner" and associated App provide information on suggested public transport, walking and cycling route options in urban areas.

6.7 Connectivity to Existing Car Parking Facilities ("Park & Stride")

The Mobility Manager will provide information to the development facilities' end users on all of the existing public car parking in the vicinity of the building in Swords Town Centre. Such information would be provided on a notice board in the building foyer area, as well as on the building's web site under Active Travel - Park & Stride. Such information would include a map of the available car parking on street and in the town centre car parks including car park prices, hours of operation and walking distances/times. Some of this information has been provided in MHL's Parking Strategy Report (Ref. SCQ-ZZ-RP-MHL-CE-00002).

The Car Parking Strategy Report found that there are 900 publicly available car parking spaces available within 5 minutes walk of the proposed development. In addition, the **40 no. spaces required to meet the estimated demand** will be allocated for the SCC building, with 38 no. car parking spaces in the FCC Seatown Road car park to be allocated to the SCC building and 3 no. accessible spaces to be located on Seatown Road, opposite the SCC building. The 38 no. spaces in the FCC Seatown Road car park will be branded with paint markings denoting 'Reserved for SCC'. Any additional car parking for theatre or cultural events which would be held after 6.00pm or at weekends would have the FCC Seatown Road car park available. There are 217 spaces available here at evenings and weekends. The car park is gated and manned during FCC regular hours of operation (ie. 8.30-5.00pm Monday to Friday). The security barrier could be raised and open to the public using the SCQ facilities at evenings and weekends. This information would be available on the SCQ web site and on all ticket information, in accordance with the Travel Plan for the SCQ. It is expected that this car park would be available free for all SCQ facility users and event attendees during evening and weekend use.

6.8 Coordinating and implementing the plan

The role of the Mobility Manager will be to steer the travel plan in the right strategic direction and co-ordinate its activities with the rest of the facility. The developing Mobility Management Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, possibly included on a notice board in the reception area and on display boards throughout the development would include advice on travel times, bus timetables and

maps, information on local taxi services, details of walking and cycling groups etc. This information could also be included on tickets and online in the case of events within the SCC.

The manager would also be responsible for negotiating travel related discounts with local service providers (taxi companies), the co-ordination of the various user groups and lobbying of the Local Authority bodies for the improvement of services within the general area.

The successful implementation of the plan will also require the careful and attentive control of parking at the specified set down area and in the vicinity of the complex. Parking in inappropriate locations should not be allowed. Parking on the main road, in adjoining properties, on the route of fire-tender or emergency vehicle routes should not be allowed and dealt with appropriately. The effective use of bollards, high kerbs and physical enforcement measures should be applied where necessary, in parallel with monitoring/policing by on site management staff.

To be effective in its purpose, the Travel Plan must be kept up to date. Changes to infrastructure such as the provision of cycle lanes, or additional public services coming online all should be reflected in the information being presented to the end user. As previously mentioned, promotion of the alternative modes of transport available should be made on a regular basis.

7 KEY RECOMMENDATIONS

Given that the provision of parking is for set down and wheelchair accessible spaces only, it is necessary that substantial efforts be made to encourage the use of sustainable travel modes and active travel. The quality of pedestrian and cycle facilities, coupled with the level of public transport available to users of the building means that achieving an appropriate, sustainable modal split is entirely achievable.

The objective of the Mobility Manager will be to encourage sustainable travel modes to achieve the required modal split and improve this quanta year-on-year. To this end the Mobility Manager will review and set targets for increases in the modal share for walking, cycling and bus travel annually. The Mobility Manager's role is a marketing and communications role.

Key site-specific recommendations include:

- Appoint Mobility Manager to further develop and implement the Travel Plan
- Advertise all local bus route timetables, train and DART timetables.
- Advertise all bus route timetables to and from Swords to the surrounding hinterland (e.g., 33, etc).
- Ensure staff and building users are informed of the parking restrictions of the site and that on street parking is discouraged.
- Provide information on specific travel options and journey times by sustainable modes to various destinations.
- Provide all travel information on noticeboard at reception and at communal areas as well as on SCQ web site.
- Provide local Taxi company contact details and endeavour to provide standardised, negotiated rates to particular college, city and transport hubs (e.g., train or bus station).
- Ensure that set down and wheelchair parking is controlled and monitored by the mobility manager and that illegal parking, in inappropriate locations is not permitted.
- Provide information on Park & Stride options to facility users with information on the Swords Town centre available parking options.
- Provide safe, clean and dry cycle facilities including changing/shower facilities for staff.
- Provide information on local and national travel initiatives.
- Advertise new cycle, pedestrian and bus route information.
- Liaise with local authority sustainable travel offices and the NTA.
- Liaise with Mobility Managers of local schools and colleges etc.

8 REFERENCES

- The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans *published by Dublin Transportation Office, Killeeshillicummet Metropolitan Council, Irish Energy Centre.*
- The Traffic Management Guidelines *published by the Dublin Transportation Office 2020 Vision-Sustainable Travel and Transport: Public Consultation Document published by the Department of Transport.*
- Workplace Travel Plans - A Guide for Implementers Published by NTA in 2013
- Draft Fingal Development Plan 2023 – 2029 (Fingal County Council)
- Greater Dublin Area (GDA) Transport Strategy (2016-2036) (NTA)
- Greater Dublin Area Cycle Network Plan. (Aecom)
- Dublin Bus
- TFI (Transport for Ireland)

9 APPENDICES

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10 APPENDIX A – LOCAL BUS ROUTES / TIMETABLES

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A A A

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Buses from/to
From Lower Abbey St. To Balbriggan
 Operative Date: 28/11/2021
 Version: TT 21.2

From Lwr. Abbey St. Towards Balbriggan

Sráid na Mainistreach Íochtarach , Sráid Ghairdinéir Uachtarach , Stáisiún Dhroim Conrach , Ionad Siopadóireachta Omni , Timpeallán an tAerfort , Sráidbhaile Shoir , Lusca , Ros , Na Sceirí , Baile Brígn

Monday to Friday**Buses leave terminus at**

Lower Abbey Street	05:54	07:00e	07:24	08:05	08:50	10:20	11:50	13:20
Skerries North Cliff Heights	07:05	08:35e	08:50	09:31	10:16	11:46	13:16	14:46
Balbriggan	07:12		08:57		10:25	11:55	13:25	14:55

Route Variations

e To Skerries via Portrane

Lower Abbey Street	14:45	15:25	16:05	16:20	16:50	17:18	17:33	17:48
Skerries North Cliff Heights	16:29	17:06	17:52	18:07	18:36	19:03	19:18	19:33
Balbriggan	16:39			18:16			19:26	

Lower Abbey Street	18:21	18:56	19:23	21:00	22:34	23:30		
Skerries North Cliff Heights	20:03	20:31	20:49	22:18	23:48	00:48		
Balbriggan		20:39	20:57	22:26				

Saturday**Buses leave terminus at**

Lower Abbey Street	07:34	08:56	10:26	11:51	13:17	14:47	16:20	17:05
Skerries North Cliff Heights	08:46	10:15	11:46	13:16	14:46	16:16	17:46	18:31
Balbriggan	08:54	10:23	11:55	13:25	14:55	16:25	17:55	18:40

Lower Abbey Street	17:50	18:40	19:30	21:04	22:35	23:30		
Skerries North Cliff Heights	19:16	20:05	20:48	22:18	23:48	00:48		
Balbriggan	19:25		20:56	22:26				

Sunday**Buses leave terminus at**

Lower Abbey Street	08:25	10:26	11:50	13:17	14:48	16:18	17:03	17:53
Skerries North Cliff Heights	09:38	11:46	13:16	14:46	16:16	17:46	18:31	19:16
Balbriggan		11:54	13:25	14:55	16:25	17:55	18:40	19:25

Lower Abbey Street	19:30	21:04	22:34	23:30				
Skerries North Cliff Heights	20:48	22:18	23:48	00:48				
Balbriggan	20:56	22:26						

Lwr. Abbey St. » 3mins » Upr. Gardiner St. » 12mins » Drumcondra Rail Station » 15mins » Omni Shopping Centre » 10mins » Airport Roundabout » 10mins » Swords Village » 20mins » Lusk » 10mins » Rush » 15mins » Skerries » 15mins » Balbriggan

All times are off peak estimates

From Balbriggan Towards Lwr. Abbey St.

Baile Brígn , Na Sceirí , Ros , Lusca , Sráidbhaile Shoir , Timpeallán an tAerfort , Ionad Siopadóireachta Omni , Stáisiún Dhroim Conrach , Sráid Ghairdinéir Uachtarach , Sráid na Mainistreach Íochtarach

Monday to Friday**Buses leave terminus at**

Balbriggan	04:45		06:35				07:45	08:05
Skerries North Cliff Heights	04:55	05:45	06:45	07:00	07:25	07:35	07:55	08:15
Lower Abbey Street	06:14	07:05	08:26	08:41	09:06	09:16	09:36	09:56

Balbriggan		09:41		11:11		12:41		14:05
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Skerries North Cliff Heights	09:00	09:51	10:36	11:21	12:06	12:51	13:36	14:15
Lower Abbey Street	10:30	11:20	12:05	12:50	13:35	14:20	15:05	15:45
Balbriggan		15:35		17:11	18:41			21:44
Skerries North Cliff Heights	15:00	15:45	16:36	17:21	18:51	19:40	20:25	21:54
Lower Abbey Street	16:41	17:21	18:10	18:57	20:20	21:01	21:47	23:17
Balbriggan	23:14							
Skerries North Cliff Heights	23:24							
Lower Abbey Street	00:40							

Saturday

Buses leave terminus at

Balbriggan	05:44	06:44		09:41	11:11		12:41	14:11
Skerries North Cliff Heights	05:55	06:55	08:25	09:51	11:21	12:06	12:51	14:21
Lower Abbey Street	07:15	08:15	09:45	11:20	12:58	13:35	14:30	16:00
Balbriggan	15:41	17:11	18:45	20:14	21:44	23:14		
Skerries North Cliff Heights	15:51	17:21	18:55	20:25	21:55	23:25		
Lower Abbey Street	17:30	19:00	20:24	21:45	23:15	00:40		

Sunday

Buses leave terminus at

Balbriggan	07:44		11:11		12:41	14:11	15:41	17:11
Skerries North Cliff Heights	07:55	09:55	11:21	12:06	12:51	14:21	15:51	17:21
Lower Abbey Street	09:15	11:15	12:50	13:35	14:30	16:00	17:30	19:00
Balbriggan	18:44	20:14	21:44	23:14				
Skerries North Cliff Heights	18:55	20:25	21:55	23:25				
Lower Abbey Street	20:15	21:45	23:15	00:45				

Balbriggan » 15mins » Skerries » 15mins » Rush » 10mins » Lusk » 20mins » Swords Village » 10mins » Airport Roundabout » 10mins » Omni Shopping Centre » 15mins » Drumcondra Rail Station » 12mins » Upr. Gardiner St. » 3mins » Lwr. Abbey St.

All times are off peak estimates

Fare Stages

75 25 Lwr. Abbey St.	88 12 Corner Collinstown Rd.
76 24 Mountjoy Sq. / Dorset St. (North Fredrick St.)	89 11 Kealy's Pub
77 23 Dorset St. (North Circular Rd.)	90 10 Junction North Rd. to Airport
78 22 Drumcondra Rail Station	91 09 Swords Rd. (Coachman's Inn)
79 21 Drumcondra Rd. Upr. (Clonturk Park)	92 08 Swords Rd. (Kettles Lane)
80 20 Swords Rd. (Griffith Ave.)	93 07 Swords Rd. (Pinnock Hill House)
81 19 Swords Rd. (Collins Ave.)	94 06 Swords Main St. (Arro)
82 18 Swords Rd. (Shanowen Rd.)	95 05 Swords Main St.
83 17 Swords Rd. (Lorcan Rd.)	96 04 Swords Main St. (The Big Tree)
84 16 Swords Rd. (Santry Ave.)	97 03 Seatown Lane
85 15 Swords Rd. (Santry Stadium)	98 02 Lissenhall
86 14 Swords Rd. (Turnapin Lane)	99 01 Hearse Rd.
87 13 Cloghran Service Station	

Fare Information

[Download fare chart](#) for further information on stages and fares.

Customer Comment Desk: (01) 8734222

Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

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Buses from/to
From Lower Abbey St. Towards Swords Manor
 Operative Date: 13/12/2020
 Version: 20.1

From Lwr. Abbey St. Towards Swords Manor

Sráid na Mainistreach Íochtarach , Sráid Ghairdinéir Uachtarach , Stáisiún Dhoim Conrach , Ionad Siopadóireachta Omni , Aerfort Bhaile Átha Cliath , Sráidbhaile Shoirde , Mainéir Shoirde

	Monday - Friday				Saturday				Sunday			
Buses leave terminus at:	04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30
	05:50	06:10	06:30	06:50	06:00	06:30	07:00	07:30	06:00	06:30	07:00	07:30
	07:10	07:35	07:50	08:10	08:00	08:30	09:00	09:25	08:00	08:30	09:00	09:30
	08:30	08:50	09:10	09:30	09:45	10:05	10:25	10:45	10:00	10:30	11:00	11:30
	09:50	10:10	10:30	10:50	11:05	11:25	11:35	11:55	12:00	12:30	13:00	13:30
	11:10	11:30	11:50	12:10	12:15	12:35	12:55	13:15	14:00	14:30	15:00	15:30
	12:30	12:50	13:10	13:30	13:35	13:55	14:15	14:35	16:00	16:30	17:00	17:30
	13:50	14:10	14:30	14:50	14:55	15:15	15:35	15:55	18:00	18:30	19:00	19:30
	15:10	15:30	15:50	16:10	16:15	16:35	16:55	17:15	20:00	20:30	21:00	21:30
	16:30	16:50	17:10	17:15	17:35	17:55	18:15	18:35	22:00	22:30	23:00	23:30
	17:30	17:50	18:10	18:30	19:00	19:30	20:00	20:30	00:00	00:30	01:00	01:30
	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	02:00	02:30	03:00	03:30
	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:30				
	23:00	23:30	00:00	00:30	01:00	01:30	02:00	02:30				
	01:00	01:30	02:00	02:30	03:00	03:30						
	03:00	03:30										

Lwr. Abbey St. >> 3mins >> Upr. Gardiner St. >> 12mins >> Drumcondra Rail Station >> 15mins >> Omni Shopping Centre >> 10mins >> Dublin Airport >> 16mins >> Swords Village >> 12mins >> Swords Manor

All times are off peak estimates

From Swords Manor Towards Lwr. Abbey St.

Mainéir Shoirde , Sráidbhaile Shoirde , Aerfort Bhaile Átha Cliath , Ionad Siopadóireachta Omni , Stáisiún Dhoim Conrach , Sráid Ghairdinéir Uachtarach , Sráid na Mainistreach Íochtarach

	Monday - Friday				Saturday				Sunday			
Buses leave terminus at:	04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30
	06:00	06:15	06:25	06:35	06:00	06:30	07:00	07:30	06:00	06:30	07:00	07:20
	06:55	07:00	07:10	07:25	08:00	08:30	09:00	09:30	07:45	08:15	08:45	09:15
	07:45	08:05	08:25	08:50	10:00	10:20	10:40	11:00	09:45	10:15	10:45	11:15
	09:10	09:30	09:50	10:10	11:20	11:40	12:00	12:20	11:45	12:15	12:45	13:15
	10:30	10:50	11:10	11:30	12:40	13:00	13:20	13:40	13:45	14:15	14:45	15:15
	11:50	12:10	12:30	12:50	14:00	14:20	14:40	15:00	15:45	16:15	16:45	17:15
	13:10	13:30	13:50	14:10	15:20	15:40	16:00	16:20	17:45	18:15	18:45	19:15
	14:30	14:50	15:10	15:30	16:40	17:00	17:20	17:40	19:45	20:15	20:45	21:15
	15:35	15:50	16:10	16:30	18:00	18:30	19:00	19:30	21:45	22:00	22:30	23:00
	16:50	17:10	17:30	17:40	20:00	20:30	21:00	21:30	23:30	00:00	00:30	01:00
	18:00	18:20	18:40	19:00	22:00	22:30	23:00	23:30	01:30	02:00	02:30	03:00
	19:20	19:40	20:00	20:30	00:00	00:30	01:00	01:30	03:30			
	21:00	21:30	22:00	22:30	02:00	02:30	03:00	03:30				
	23:00	23:30	00:00	00:30								
	01:00	01:30	02:00	02:30								
	03:00	03:30										

Swords Manor >> 12mins >> Swords Village >> 16mins >> Dublin Airport >> 10mins >> Omni Shopping Centre >> 15mins >> Drumcondra Rail Station >> 12mins >> Upr. Gardiner St. >> 3mins >> Lwr. Abbey St.

All times are off peak estimates

Fare Stages

75 25 Lwr. Abbey St.	87 13 Cloghran Service Station
76 24 Mountjoy Sq. / Dorset St. (North Fredrick St.)	88 12 Corner Collinstown Rd.
77 23 Dorset St. (North Circular Rd.)	89 11 Dublin Airport
78 22 Drumcondra Rail Station	90 10 North Rd. to Airport
79 21 Drumcondra Rd. Upr. (Clonturk Park)	91 09 Coachman's Inn
80 20 Drumcondra Rd. Upr. (Griffith Ave.)	92 08 Swords Rd. (Kettles Lane)
81 19 Swords Rd. (Collins Ave.)	93 07 Swords Rd. (Kilronan House)
82 18 Swords Rd. (Shanowen Rd.)	94 06 Swords Rd. (Pinnock Hill House)
83 17 Swords Rd. (Lorcan Rd.)	95 05 Swords Rd. (Malahide / Feltrim Roundabout)
84 16 Swords Rd. (Santry Ave.)	96 04 Swords Main St.
85 15 Swords Rd. (Santry Stadium)	97 03 Rathbeale Rd. (Shopping Centre)
86 14 Swords Rd. (Turnapin Lane)	98 02 Swords Manor

Route Information

Please note for safety reasons there is limited capacity for luggage on this service. Dublin Bus cannot guarantee that you will be able to board this service with luggage.

Customer Comment Desk: (01) 8734222

Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

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Buses from/to
From Talbot St. To Swords Business Park
 Operative Date: 12/05/2019
 Version: TT 9.1

From Talbot St. Towards Swords Business Park

Sráid Thalbóid , Fionnradharc , Timpeallán Ard Aidhin , Bóthar Fhaoldroma , Páirc Gnó Shoird

	Monday to Friday				Saturday				Sunday			
Buses leave terminus at:	06:20	06:50	07:20	07:35	06:55	07:45	08:35	09:25	09:40	10:40	11:40	12:35
	07:50	08:10	08:35	08:55	10:15	11:05	11:55	12:45	13:15	13:55	14:35	15:15
	09:10	10:10	11:05	11:55	13:35	14:25	15:15	16:05	15:55	16:35	17:15	17:55
	12:45	13:35	14:20	15:10	16:55	17:45	18:15	19:00	18:35	19:20	19:50	21:00
	15:40	16:00	16:20	16:40	20:00	21:00	22:00	23:00	22:45			
	17:00	17:20	17:40	18:05								
	19:00	20:00	21:00	22:00								
	23:00											

Talbot St. >> 10mins >> Fairview (Footbridge) >> 10mins >> Artane Roundabout >> 10mins >> Feltrim Rd. >> 30mins >> Swords Business Park

All times are off peak estimates

From Swords Business Park Towards Talbot St.

Páirc Gnó Shoird , Bóthar Fhaoldroma , Timpeallán Ard Aidhin , Fionnradharc , Sráid Thalbóid

	Monday to Friday				Saturday				Sunday			
Buses leave terminus at:	06:20	06:40	07:00	07:20g	06:00	06:50	08:05	08:55	08:40	09:40	10:40	11:35
	07:30	07:40g	08:00	08:20	09:45	10:35	11:25	12:15	12:30	13:35	14:15	14:55
Route Variations	08:40	09:00	09:45	10:35	13:05	13:55	14:45	15:35	15:35	16:15	16:55	17:35
g From Glen Ellen	11:25	12:20	13:10	14:00	16:25	17:15	18:00	19:00	18:15	18:55	19:30	20:10
	14:45	15:10	15:30	15:50	20:00	21:00	22:00	23:00	21:50	23:30		
	16:10	16:30	16:55	17:15								
	17:40	18:00	19:00	20:00								
	20:55	22:00	23:00									

Swords Business Park >> 30mins >> Feltrim Rd. >> 10mins >> Artane Roundabout >> 10mins >> Fairview (Footbridge) >> 10mins >> Talbot St.

All times are off peak estimates

Fare Stages

75 25 Talbot St.	87 13 Malahide Rd. (Belcamp Rd.)
76 24 Connolly Rail Station	88 12 Malahide Rd. (Airfield House)
77 23 Newcomen Bridge	89 11 Malahide Rd. (Campions Pub)
78 22 Annesley Bridge Rd.	90 10 Malahide Rd. (St. Doulagh's Church)
79 21 Fairview (St. Joseph's School)	91 09 Malahide Rd. (Kinsealy School)
80 20 Malahide Rd. (Griffith Ave.)	92 08 Malahide Rd. (Kinsealy Church)
81 19 Malahide Rd. (Collins Ave.)	93 07 Malahide Rd. (Feltrim Lane)
82 18 Malahide Rd. (Killester Park)	94 06 Kinsealy Court
83 17 Malahide Rd. (St. Brigid's Rd.)	95 05 Swords Main St.
84 16 Malahide Rd. (Brookville Park)	96 04 Swords Main St.
85 15 Malahide Rd. (Newtown Cottages)	97 03 North St. (Carnegie Court)
86 14 Malahide Rd. (Ard na Greine)	98 02 Swords Business Park

Customer Comment Desk: (01) 8734222
 Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)



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