



Travel Plan

Proposed Large Residential Development (LRD) at Old Slane Road, Mell/Tullyallen, Drogheda, Co. Louth

May 2024

Waterman Moylan Consulting Engineers Limited

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.waterman-moylan.ie

Client Name: Lagan Homes
Document Reference: 23-067r.007 Travel Plan
Project Number: 23-067

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
1	8 May 2024	Fernando J. De Maio	Stephen Dent-Neville	<i>Mark Dignam</i>

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

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

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Contents

- 1. Introduction1**
 - 1.1 Background of Report1
 - 1.2 Programme1
 - 1.3 Scope1
- 2. Site Location2**
- 3. Site Accessibility and Receiving Environment4**
 - 3.1 Roads Network.....4
 - 3.2 Walking Accessibility5
 - 3.3 Cycling Accessibility5
 - 3.4 Existing Bus Network6
 - 3.5 Existing Rail Network10
 - 3.6 Go Car12
 - 3.7 Existing Pedestrian and Cycle Infrastructure12
 - 3.8 Proximity to Amenities.....12
 - 3.9 Proximity to Employment Areas13
 - 3.9.1 Dublin Airport13
 - 3.9.2 M1 Retail Park.....13
 - 3.9.3 Business Parks14
 - 3.9.4 City Centre & Shopping District14
- 4. Transportation Improvements.....15**
 - 4.1 Permitted Transport Network15
 - 4.1.1 Road Access15
 - 4.1.2 Pedestrian Network Upgrades15
 - 4.2 Infrastructure, Cycle and Pedestrian.....16
 - 4.3 Public Transport16
 - 4.3.1 DART16
- 5. Proposed Development18**
 - 5.1 Development description18
 - 5.1.1 Phase 1 (30 Units, Under Construction)18
 - 5.1.2 Phase 2 (Subject Application)18
 - 5.2 Pedestrian Facilities18
 - 5.3 Internal Road Layout.....19
 - 5.4 Site Access Points20
 - 5.5 Car Parking21
 - 5.6 Cycle Parking22
- 6. Modal Choice Targets23**
 - 6.1 Reviewing territory developed.....23
 - 6.2 Target Modal Split24

6.3	Strategy	24
7.	Travel Plan.....	26
7.1	Introduction	26
7.2	Transport Coordinator	26
7.3	Action Plan	27
7.3.1	Walking	27
7.3.2	Cycling and cycle parking	27
7.3.3	Car for individual use, shared use, and parking	28
7.3.4	Strategy for public transport use	28
7.4	Monitoring of the Travel Plan	30
7.5	Marketing and Implementation.....	31
8.	Conclusion	32

Figures

Figure 1 Site Location (Source: Google Earth)	2
Figure 2 Louth Development Plan Zoning Map (Source: Louth County Development Plan 2021-2027)	3
Figure 3 Existing Road Network (Source: Openstreetmap)	4
Figure 4 Site Accessibility - Isochrone map indicating walking accessibility (Source: Smappen)	5
Figure 5 Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen).....	6
Figure 6 Location of Closest Bus Stops (Source: Transport for Ireland).....	7
Figure 7 Location of Rail Station (Source: google maps).....	10
Figure 8 Location of Bus Station (Source: google maps).....	11
Figure 9 Location of Bus Station (Source: google maps).....	12
Figure 10 Amenities (Source: google maps)	13
Figure 11 Pedestrian Network Upgrades (Source: google maps).....	15
Figure 12 Dart Expansion Programme (source DART+).....	17
Figure 13 Accessibility to M1 Retail Park.	19
Figure 14 Proposed Site Access Points and Internal Road Layout	20
Figure 15 Consulted Statistic Small Area (source: Census 2022)	23

Tables

Table 1 Schedule of Accommodation.....	1
Table 2 Bus Routes – Frequency Table (source: Transport for Ireland).....	9
Table 3 Train through Drogheda Train Station (Source: Transport for Ireland and Irish Rail)	11
Table 4 Schedule of Accommodation.....	18
Table 5 Car Parking Spaces - Proposed.....	21
Table 6 Cycle Parking Spaces Proposed.....	22
Table 7 Surveyed Modal Split for the Journey to Work, School, or College – 2016 vs 2022.	24
Table 8 Target Modal Split for Residents Journey to Work, School or College in 2030.	24

1. Introduction

1.1 Background of Report

This Travel Plan has been prepared by Waterman Moylan as part of the documentation in support of a planning application for a proposed Large Residential Development (LRD) located off the Slane Road, northwest of Drogheda, in Mell/Tullyallen, Drogheda, Co. Louth.

The site is bounded to the west by the M1 motorway, to the north by the R168, to the south by Slane Road and to the east by a stream. The proposed development, of 4.8ha, consists of 207 no. residential units, in addition to the permitted 30 no. units already under construction, as set out in the schedule of accommodation below:

Description	1-Bed	2-Bed	3-Bed	4-Bed	Total Units m2
Permitted Development (Under Construction) (unit.)	-	-	27	3	30
Proposed Development (unit.)	21	49	115	22	207
Creche (m2) (58 children and 11 Staff)					352.3
Total	21	49	142	25	237 unit 352.3 m2

Table 1 | *Schedule of Accommodation*

The proposed development includes the construction of a pedestrian and cycle link on the southbound side of the N51 (R168) to the M1 Retail Park. Additionally, it entails the establishment of a childcare facility in conjunction with a network of public and private open spaces. The project also encompasses the construction of roads, footpaths, car parking spaces, bicycle parking areas, storage facilities, and utility infrastructure. Furthermore, it includes the implementation of landscaping, boundary treatments, and public lighting.

1.2 Programme

Based on the existing programme, it is estimated that the construction period of the works will be 24 months, with an estimated start date in the first quarter of 2025.

1.3 Scope

This Travel Plan will be a key operational element for the proposed residential development in Drogheda. The owners will implement a travel plan on an ongoing basis with the triple aim of promoting sustainability, encouraging the use of public transport, and reducing reliance on the private car.

This travel plan is designed to cover typical day-to-day operational conditions at the site. The objectives set out in the plan will be achieved against the backdrop of increased public transport capacity.

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

2. Site Location

The planning application for the proposed development off the Slane Road to the northwest of Drogheda Town Centre in County Louth.

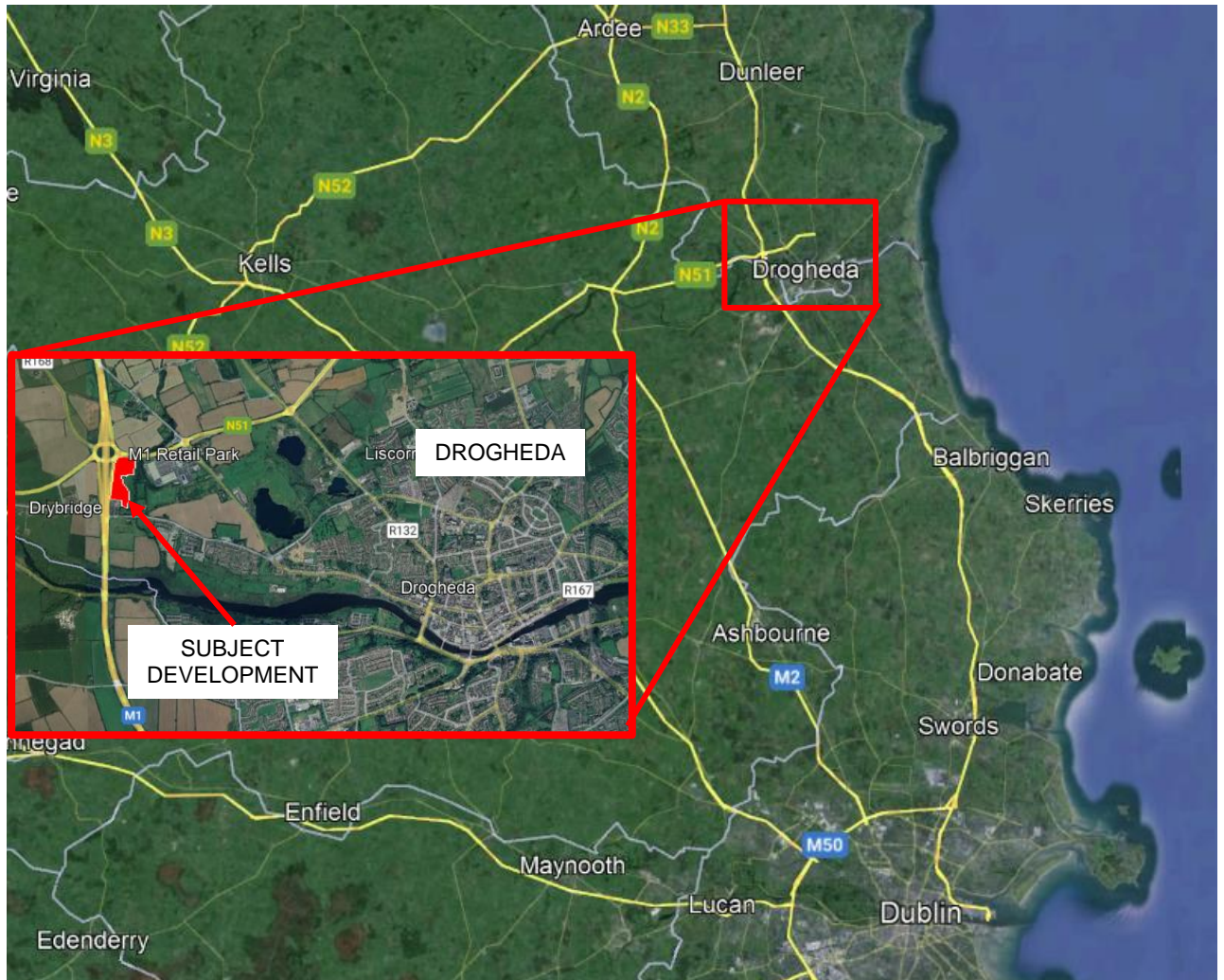


Figure 1 | Site Location (Source: Google Earth).

In the Louth County Development Plan 2021-2027, the subject site is zoned “A2 New Residential”, as shown in the extract below:

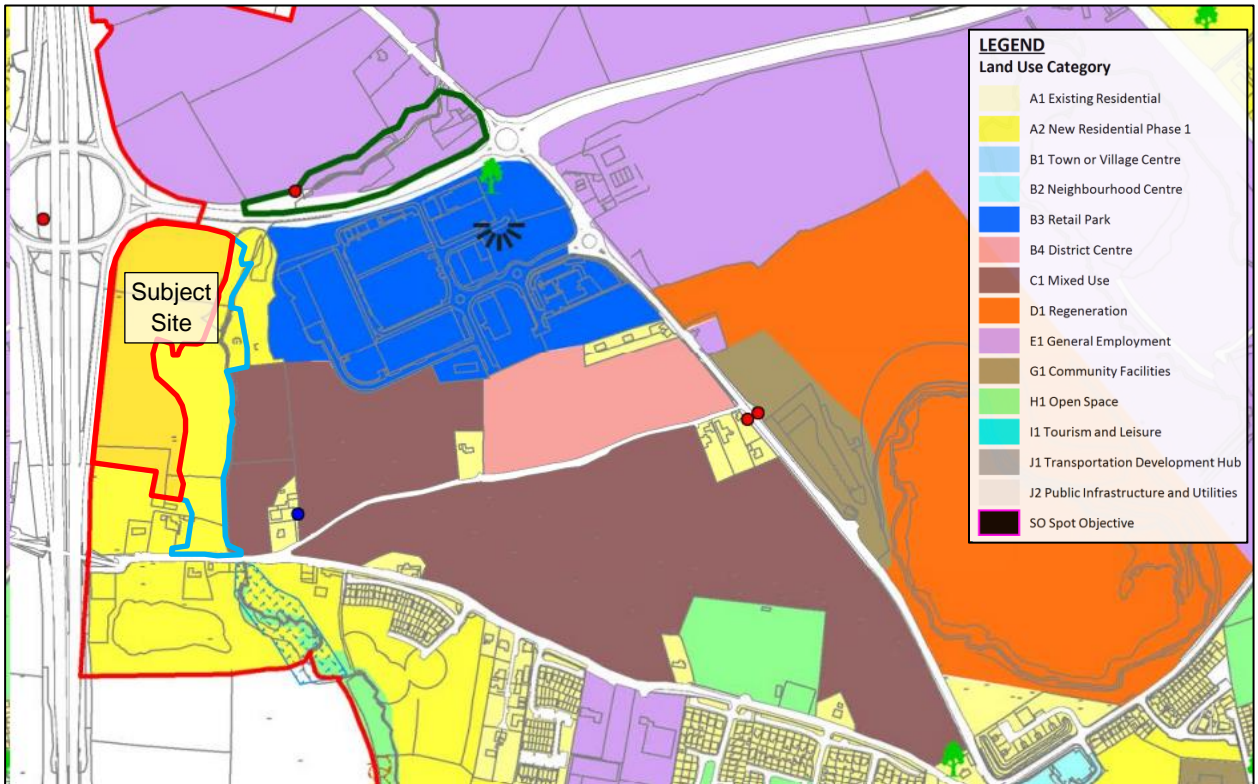


Figure 2 | Louth Development Plan Zoning Map (Source: Louth County Development Plan 2021-2027)

3. Site Accessibility and Receiving Environment

3.1 Roads Network

The subject site is located adjacent to a comprehensive road network consisting of national roads, regional roads, and local roads.

The proposed development will be accessed from Slane Road via the ongoing permitted development.

Slane Road runs directly into Drogheda town centre, it is a single carriageway local road with no facilities for pedestrians or cyclists on either side of the road until the Tullybrook development, approximately 400m east of the subject development. From there a footpath runs along the southern boundary of the road.

The M1 Motorway runs adjacent the western boundary of the proposed development site. The M1 runs from Dublin to Belfast serving towns including Dundalk, Balbriggan, and Skerries.

The northern boundary of the development is defined by the N51 (R168). The N51 runs from Delvin, County Westmeath, through Athboy, Navan and Slane, before crossing the M1 Motorway to the north-west of the site and terminating near Drogheda at a roundabout on the R132.

The R168 runs to the east of the site between the N51 and Drogheda Town Centre. From Drogheda Town Centre, the R152 Regional Road runs south, by Duleek, before joining the national road N2 towards to Ashbourne. The R108 Regional Road also runs south from Drogheda Town Centre, leading directly through Ballymun before intersecting with the M50 in Dublin.

The R132 Regional Road runs north from Drogheda, continuing through Dunleer and Castlebellingham to Dundalk, where it joins the N52. The R132 is the former N1 route (now by-passed by the M1 motorway).

As the Slane Road continues east, it intersects Trinity Street (R168), which leads directly into the Drogheda Town Centre.

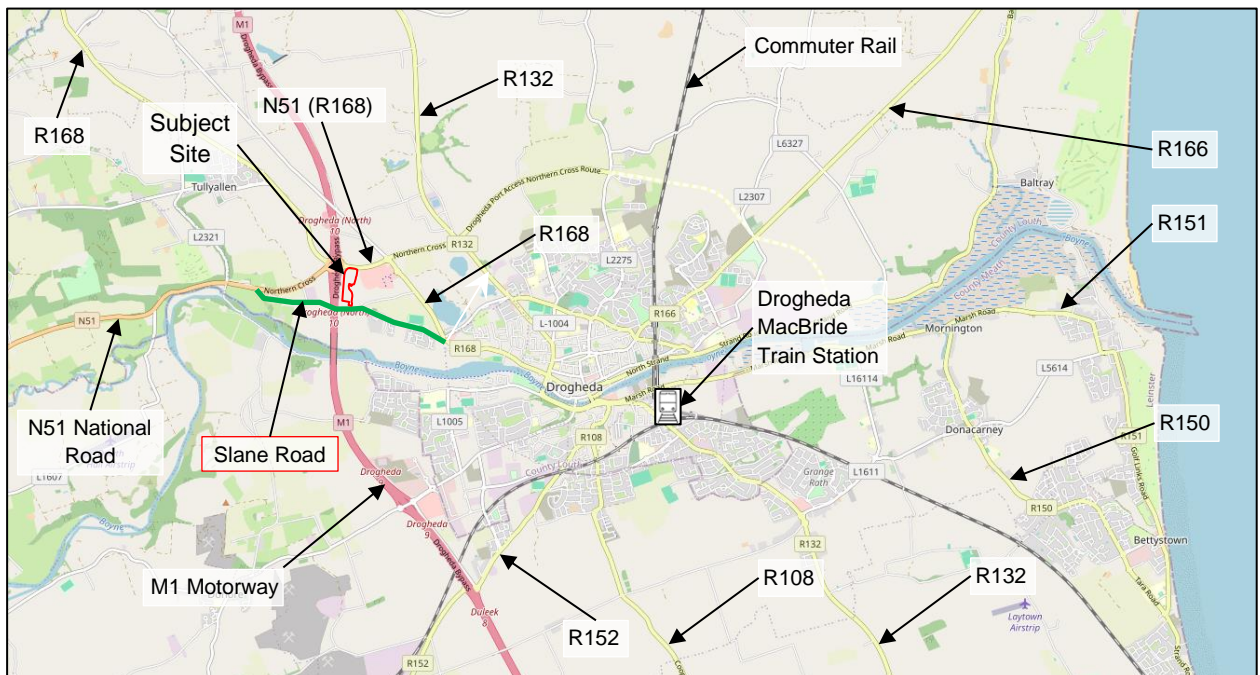


Figure 3 | Existing Road Network (Source: Openstreetmap)

3.2 Walking Accessibility

The key to pedestrian accessibility is short, convenient, and safe links. Walking is the most widely 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 Figure below indicates the typical walkable catchments from the subject site for 10-minute, 20-minute, and 40-minute walking times. Areas of Drogheda Town Centre are accessible within 15-minute and 30-minute walks, with most of the Town Centre falling within a 40-minute walking catchment.

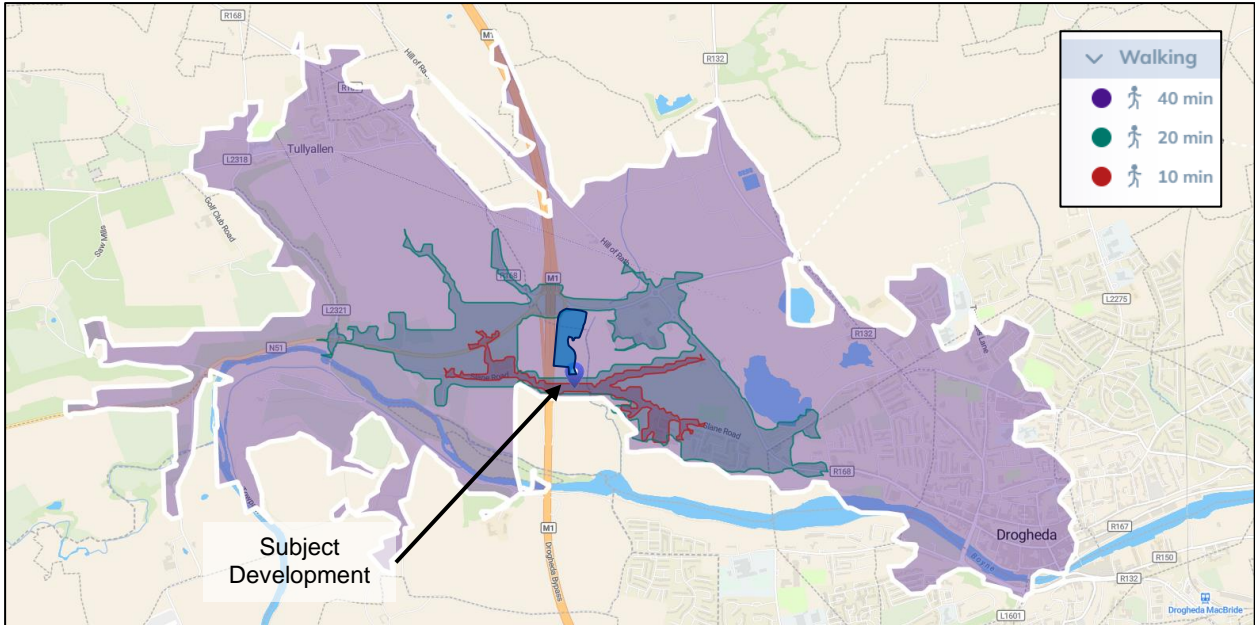


Figure 4 | Site Accessibility - Isochrone map indicating walking accessibility (Source: Smappen)

3.3 Cycling Accessibility

There are no dedicated cycle facilities in the vicinity of the site, with cyclists sharing the carriageway with other road vehicles.

The Figure below indicates the typical cycling catchments from the subject site for 10-minute, 20-minute, and 40-minute cycling times:

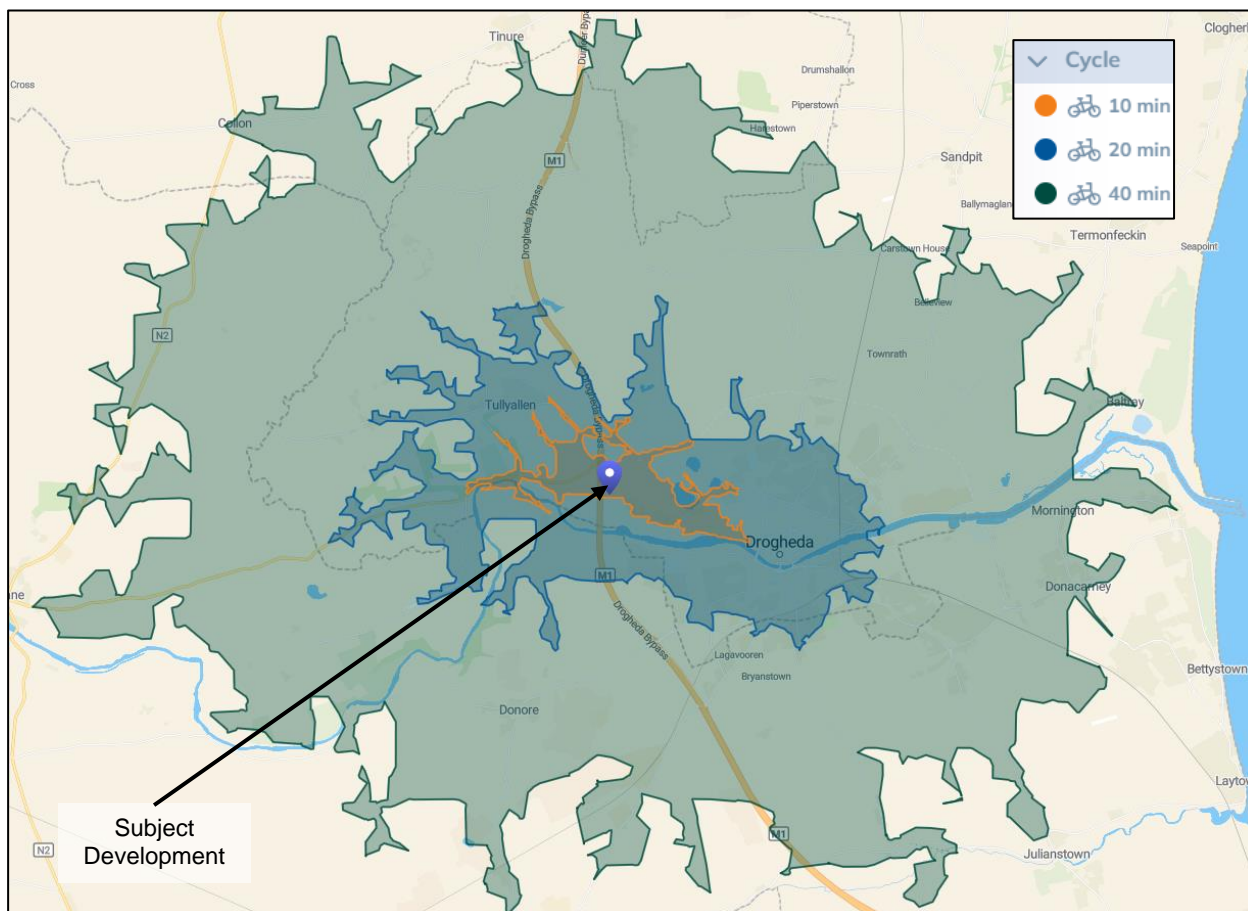


Figure 5 | Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen)

Much of Drogheda Town Centre is accessible from the site within a 20-minute cycle, with the entirety of the Town Centre falling within the 20-minute catchment. As such, the use of a private car is not required as most work and education related facilities fall within this catchment.

3.4 Existing Bus Network

There are several existing public transport facilities available in vicinity of the proposed development site ranging from bus services to rail services. The **Figure 6** illustrates these in the local context and a summary of the frequency of these routes is shown in **Table 2**.

- Bus Stop 135941: Is the closest to the subject development, situated at the entrance to M1 Retail Park is a c. 1,3km or 17-minute walk (see **Figure 6**). Once the pedestrian / cycle link is completed, the distance between the subject development and the bus stop will be reduced to c.0.6km or 8-minute walk, as can be seen in figure below. This bus stop is served by Bus Eireann Routes 173 and 190, and by Local Link Route 188.
- Bus Stop 109411: Located at St. Joseph's Terrace is a 1,4km or 21-minute walk. This bus stop is served by Bus Eireann Route 173.
- Bus Stop 139151: The bus stop is located on North Road in the northern direction, and it is a 2.4km walk or a 33-minute walk. It is served by Bus Eireann Route 100, 100x D4 and D5, Matthews Bus Route 901, 901d and 904, and Streamline Coaches route UM03.

- Bus Stop 100601: is located on North Road in the southern direction and is a 2.4km or 33-minute walk away. It is served by Bus Eireann Route 100, 100x D4 and D5, Matthews Bus Route 901, 901d and 904, and Streamline Coaches route UM03.
- The Drogheda Bus Station and its surroundings are located at Donore Rd. and George's St. It is a 3.3 km or a 45-minute walk, or a 12-minute cycle away. This bus stop is served by various Bus Eireann routes, including 100, 100x, 101, 10x, 105, 168, 182, 182a, 190, D1, D2, D4, and D5, as well as Local Link LMF routes 163 and 188.

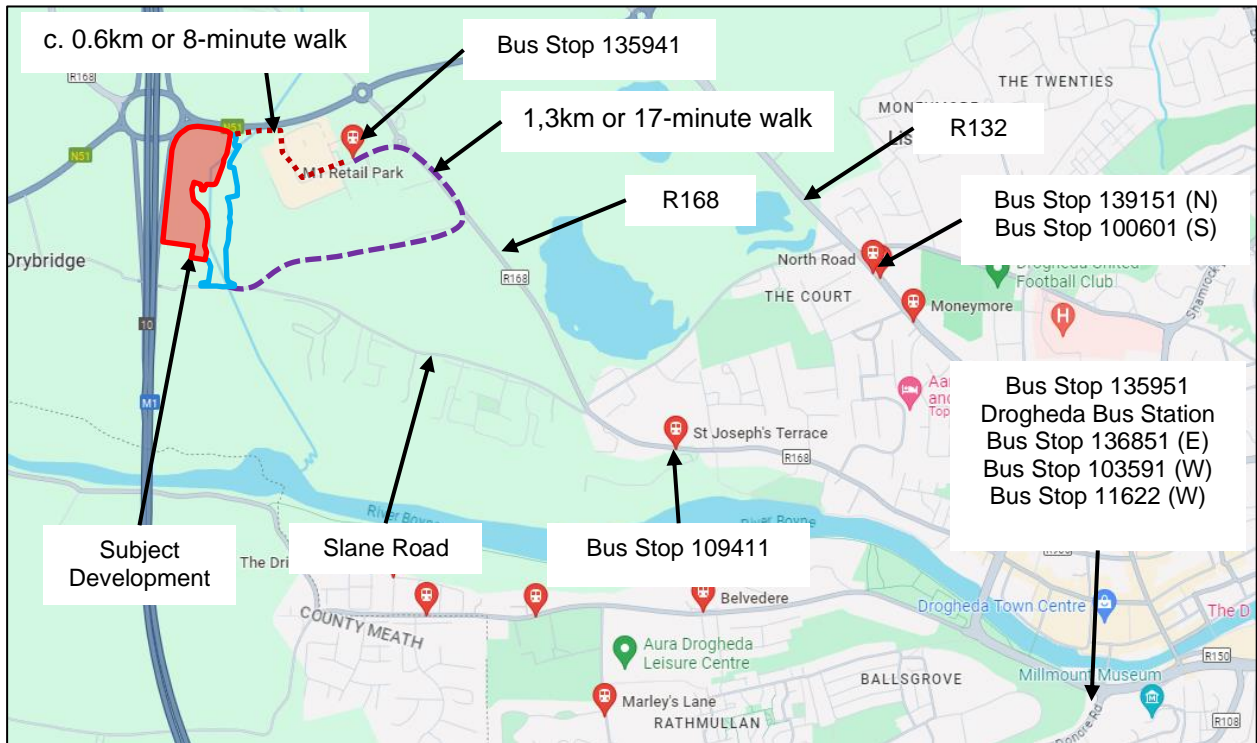


Figure 6 | Location of Closest Bus Stops (Source: Transport for Ireland)

Route No.	Route Name	Frequency
Bus Stop 135941		
173	Drogheda West St - Dominick St.	8 service every hour between 12:00 and 19:00.
190	Drogheda - Navan - Trim	Every Hour between 5:40 and 23:40
188	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park	Every Hour between 5:40 and 23:40
Bus Stop 109411		
173	Drogheda West St - Dominick St.	11 service every hour between 9:00 and 19:00
Bus Stop 139151		
100	Drogheda - Dundalk - Newry	2 services 6:48 and 7:48

100X	Wilton Tce - Airport - Dundalk	7 services every hour between 18:00 and 01:00
D4	Southgate SC - Ballymakenny	Every 20-30 Minutes between 06:00 and 20:00, and every hour between 20:00 and 23:00
D5	Colpe Road - Termonabbey	Every 20-30 Minutes between 06:20 and 19:30, and every hour between 20:00 and 23:00
901	Dublin - Dundalk	Every hour between 7:20 and 0:20, with 3 additional services at 8:45, 16:50 and 17:50
901d	The Helix - Marshes Shopping Centre	1 service at 17:55
904	Belfield, Campus - Marshes Shopping Centre	2 services at 17:15 and 18:20
UM03	University Campus - Hill Street Dundalk	2 services at 16:45 and 18:45
Bus Stop 100601		
100	Newry - Dundalk - Drogheda	2 services 6:40 and 7:40
100X	Dundalk - Airport - Wilton Tce	4 services at 18:04, 19:04, 20:04 and 21:02.
D4	Ballymakenny - Southgate SC	Every 20-30 Minutes between 06:40 and 19:50, and every hour between 20:10 and 00:00
D5	Termonabbey - Colpe Road	Every 20-30 Minutes between 06:20 and 20:00, and every hour between 20:40 and 22:40
901	Dundalk - Dublin	Every hour between 6:00 and 22:00, with 5 additional services at 6:55, 7:55, 8:55, 8:45, and 21:55
901d	Marshes Shopping Centre - The Helix	1 service at 7:40
904	Marshes Shopping Centre - Belfield, Campus	3 services at 6:25, 6:55 and 7:25
UM03	University Campus - Hill Street Dundalk	2 services at 7:25 and 10:25
Bus Stop 135941		
188	Drogheda, Hospital - Kildalkey Road, Athboy Church Car Park	8 services 6:30, 8:00, 11:00, 13:00, 15L00, 19:00 and 21:00
100	Drogheda - Dundalk - Newry	Every hour between 06:45 and 18:00
100X	Wilton Tce - Airport - Dundalk	Every hour between 06:40 and 0:55
100X	Dundalk - Airport - Wilton Tce	Every hour between 6:00 and 22:10

101	Drogheda - Dublin - Airport	Every 20-30 Minutes between 05:20 and 23:00 and every hour between 23:00 and 5:00.
101X	Termon Abbey - Drogheda - Wilton Tce	5 services 5:54, 6:22, 6:42, 6:57 and 7:12
101X	Wilton Tce - Drogheda - Termon Abbey	4 services 17:44, 18:24, 18:54 and 19:14
105	Drogheda - Ashbourne - Blanchardstown	Every hour between 5:30 and 20:30
168	Annagassan - Dundalk	10 services between 7:00 and 23:30
182	Drogheda - Collon - Ardee - Monaghan	Every two hours between 8:10 and 20:10
182a	Drogheda - Hospital - Ardee	Every two hours between 7:10 and 17:10
190	Drogheda - Navan - Trim	Every hour between 5:30 and 23:30
D1	Drogheda - Laytown	Every 30 minutes between 5:30 and 0:00
D2	Drogheda - Laytown via coast Road	Every 30 minutes between 5:30 and 23:30
Bus Stop 136851		
163	Donore - Drogheda	5 services 8:43, 10:50, 12:50, 16:10 and 17:29
Bus Stop 11622		
163	Drogheda - Donore	5 services 9:07, 11:27, 13:27, 16:37 and 17:52
D4	Ballymakenny - Southgate SC	Every 20-30 minutes between 6:10 and 23:14
D5	Termonabbey - Colpe Road	Every 30 minutes between 6:30 and 22:40
Bus Stop 11622		
168	Kildalkey Road, Athboy Church Car Park - Drogheda, Hospital	8 services 7:35, 9:00, 12:00, 14:00, 16:00, 18:00, 20:00 and 22:00
D4	Southgate SC - Ballymakenny	Every 20-30 minutes between 6:10 and 23:14
D5	Colpe Road - Termonabbey	Every 30 minutes between 6:30 and 22:40

Table 2 | Bus Routes – Frequency Table (source: Transport for Ireland)

In the previous table, for bus stop 135941 (Drogheda bus station), only buses that start at or pass through this bus station have been considered. Buses terminating at the bus station have not been included.

Details of the specific bus stop assessment are set out in the Waterman Moylan Report No. 23-067r.006 *Traffic and Transport Assessment, section 3.5.3*, which is included in the documentation package.

As can be seen from the table above, the town of Drogheda is well served by a bus system which links it to the surrounding area, including the coast, Northern Ireland, Dublin City, and Ireland's international airport. Some examples of possible routes are given below:

Here are some examples of time travel from Drogheda to:

Dublin Airports:

- Route 101: 70 minutes.
- Route 100x: 30 minutes.

Dublin City:

- Route 101: 120-minute.
- Route 100x: 75 minutes.

Navan:

- Route 188: 40-50 minutes.
- Route 190: 40-50 minutes.

Dundalk:

- Route 100x: 35 minutes.
- Route 100: 45 minutes.
- Route 168: 110 minutes.

Lawtown:

- Route D2: 16 minutes.
- Route D1: 20 minutes.

3.5 Existing Rail Network

The nearest rail station to the subject site is the Drogheda MacBride Train Station, is a 4.3km or 60-minute walk or 16-minute cycle, to the east of the proposed development (see **Figure 7**), served by Commuter Rail services with connections to the Dart (see **Figure 8**).

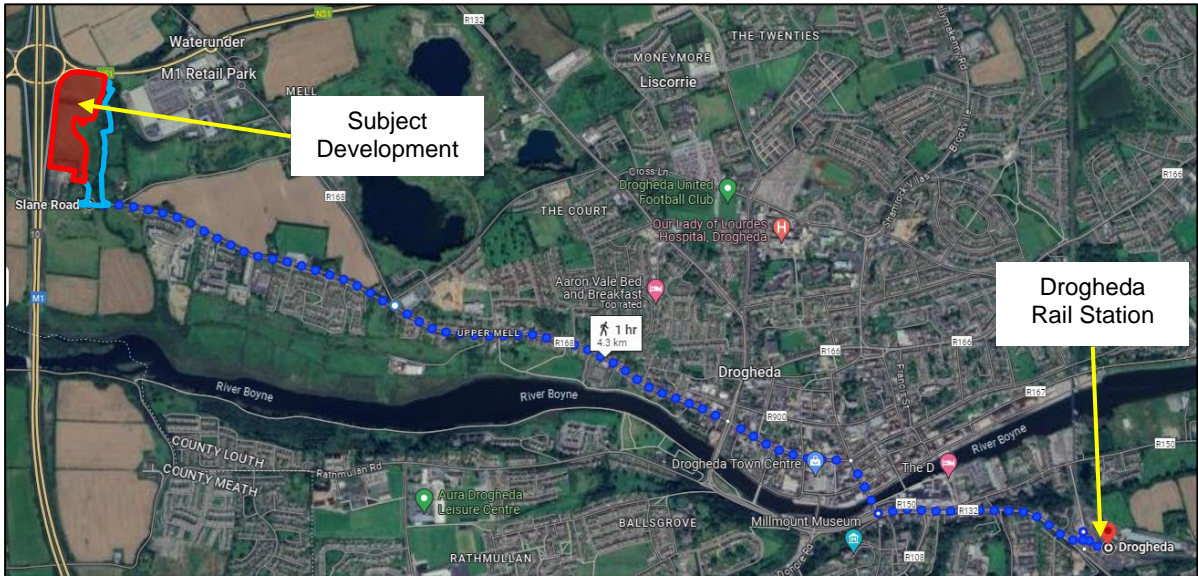


Figure 7 | Location of Rail Station (Source: google maps)

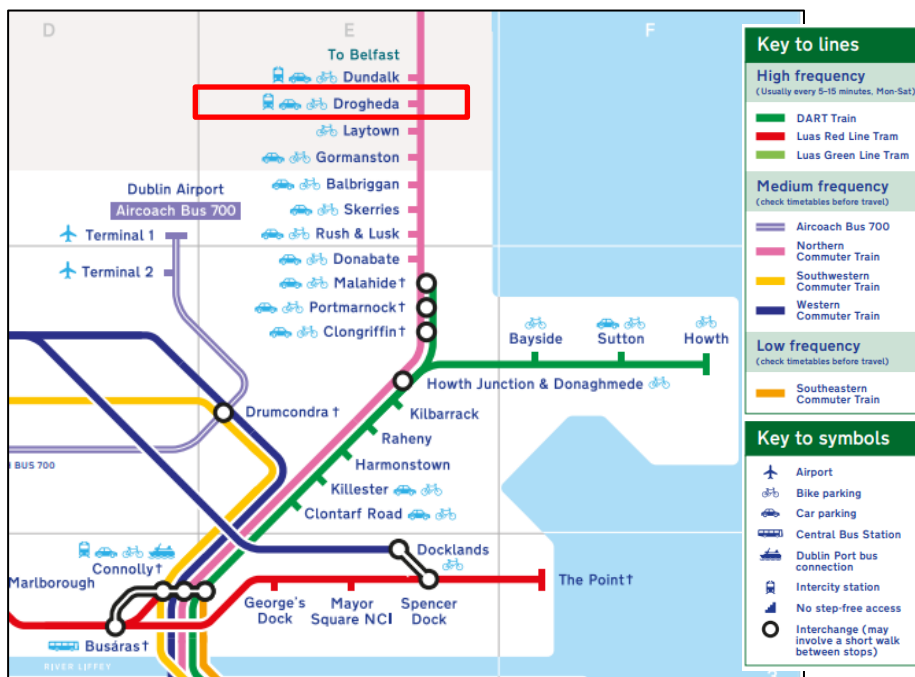


Figure 8 | Location of Bus Station (Source: google maps)

The trains from this station facilitate services that allow for good connection to other onward destinations both north and south. Services generally operate with 30-minute frequencies during the peak hour morning and evening commuter periods.

The train routes serving Donabate are outlined below:

- Belfast – Dublin Connolly
- Dublin Connolly - Belfast
- Drogheda/Dundalk – Dublin Commuter (S)
- Dublin - Drogheda/Dundalk Commuter (N)
- Rosslare Europort – Gorey – Dublin Connolly (NW)

The table below indicates the main routes to and from Drogheda Train Station.

Route	Frequency
Belfast - Dublin Connolly	8 services 7:21, 8:22, 12:07, 14:07, 15:40, 17:41, 19:41 and 21:41
Dublin Connolly - Belfast	8 services 8:12, 10:06, 11:55, 13:56, 15:55, 18:21, 19:34 and 21:29
Drogheda/Dundalk – Dublin Commuter (S)	Every 30 minutes between 8:50 and 22:05
Dublin - Drogheda/Dundalk Commuter (N)	Every 30 minutes between 5:50 and 00:50
Rosslare Europort – Gorey – Dublin Connolly (NW)	2 services 5:03 and 9:52

Table 3 | Train through Drogheda Train Station (Source: Transport for Ireland and Irish Rail)

From Drogheda station there are good connections to both Dublin to the south and Belfast to the north.

The travel time from Drogheda Railway Station to Connolly Railway Station (Dublin) is approximately 30 minutes on the intercity Belfast-Connolly service and approximately 1 hour on the commuter service.

The travel time from Drogheda Railway Station to Belfast Lanyon Place is approximately 70 minutes on the intercity Connolly – Belfast.

3.6 Go Car

There is a GoCar station in the vicinity of the proposed development located in M1 Retail Park is a 1,3km or 17-minute walk as shown in figure below. Once the pedestrian / cycle link is completed, the distance between the subject development and the bus stop will be reduced to c.0.6km or 8-minute walk, as can be seen in figure below.

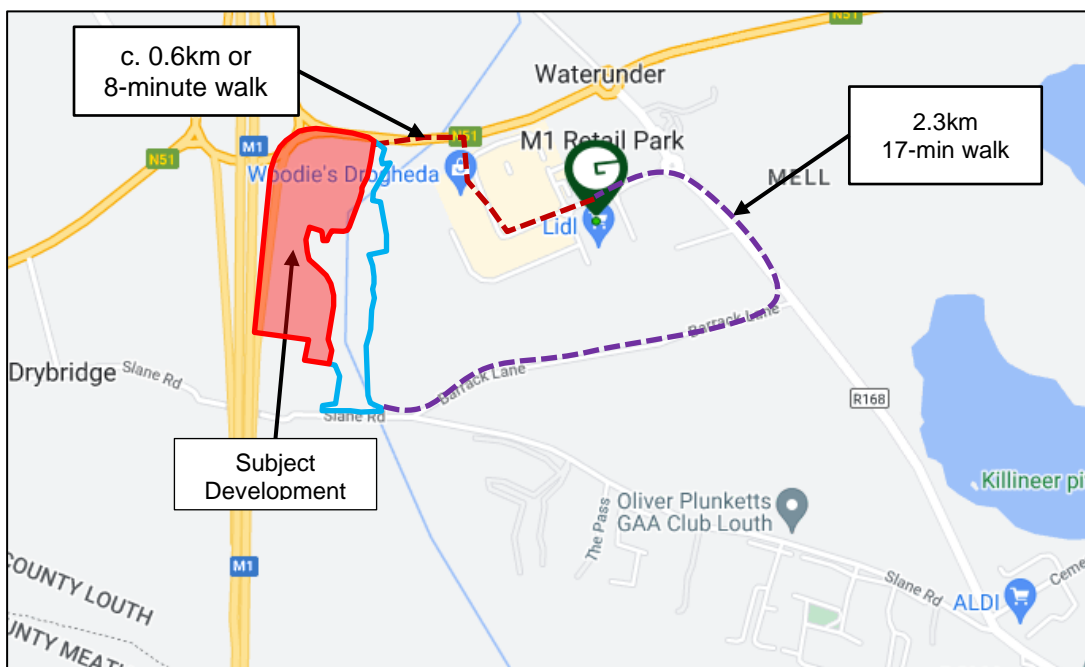


Figure 9 | Location of Bus Station (Source: google maps)

3.7 Existing Pedestrian and Cycle Infrastructure

The surrounding roads would not be considered adequate as they do not have any form of footway or cycleway on either side of the carriageway.

Slane Road has no pedestrian infrastructure from the existing Tullybrook development (to the east of the proposed development) to the access road for the proposed development.

Barrack Lane also has no footpath along its entire length, from Slane Road to the R168 (Trinity Street).

3.8 Proximity to Amenities

The town of Drogheda has several facilities (see **Figure 10**) which are within walking distance and others which are further afield but may take longer or can be reached by bicycle.

The closest is the M1 Retail Park, which is a shopping centre with a variety of facilities such as an electronics store, a grocery store, food outlet and others. Located at the entrance to M1 Retail Park is the

Bus Stop 135941 which is served by Bus Eireann Route 173 and 190, and by Local Link Route 188 (see **Section 3.4**).

M1 Retail Park is a 1,8km or 20-minute walk from the subject development walking by Slane Road / Barrack Lane and R168 (see **Figure 6**). This distance will be reduced when the pedestrian link parallel to the N51 will be built (see **Figure 13**), which will allow the M1 Retail Park to be reached from this development in less than 8 minutes.

The next figure shows the different amenities in the area around the subject development.

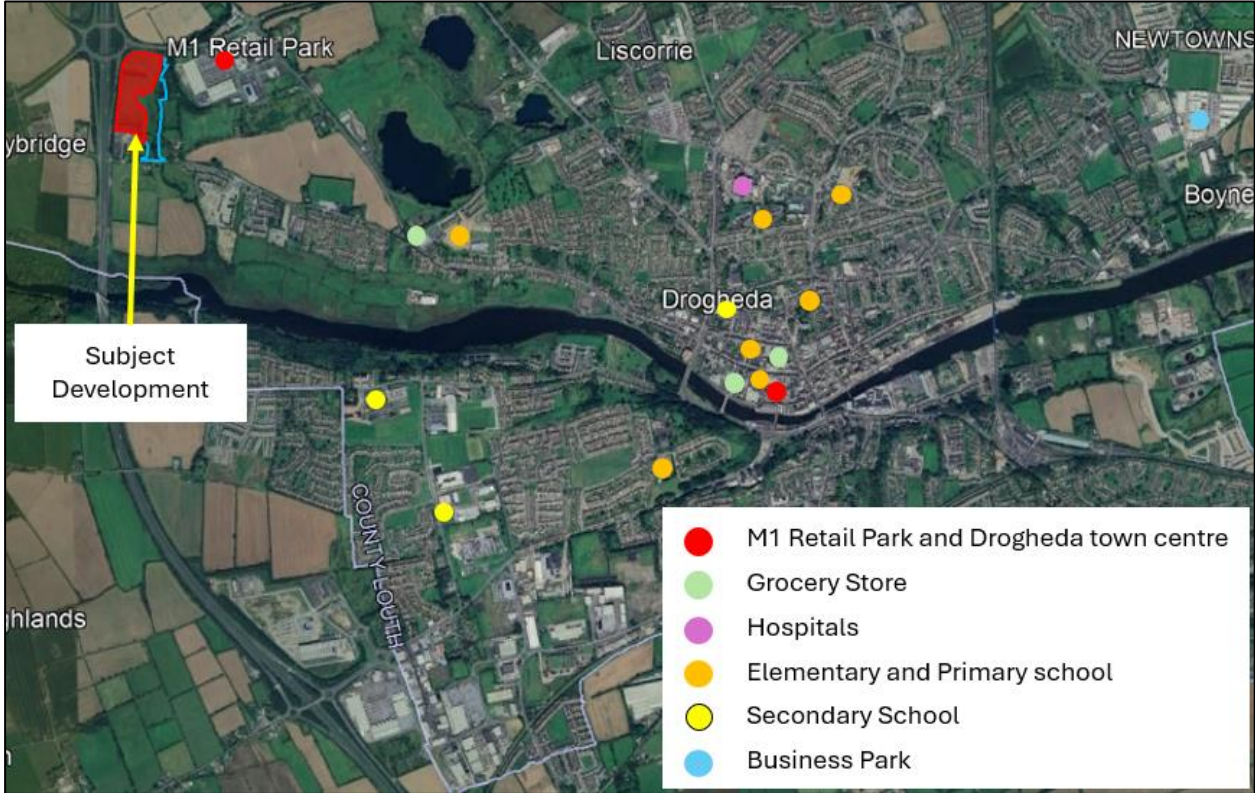


Figure 10 | Amenities (Source: google maps)

3.9 Proximity to Employment Areas

3.9.1 Dublin Airport

The site is approximately 40 km as the crow flies from the Dublin Airport, with an average travel time of 30-minutes by car.

There are two public transport to Dublin airports: Route 100X every hour and Route 101 every 20-30 minutes. The former takes 30 minutes and the latter 70 minutes to reach Dublin Airport.

3.9.2 M1 Retail Park

The development is located close to the M1 Retail Park area which provides a range of employment opportunities. The adjacent development to the north-west of the site is a shopping centre with a variety of facilities including an electronics store, food outlet and others.

3.9.3 Business Parks

To the east of Drogheda there is a business park with several businesses or employment opportunities (see **Figure 10** above). The site is located 5.7km from the subject development site and it takes 14 minutes by car or 20 minutes by cycle to reach this area. Walking is another option, and it takes 140 minutes to reach the business park from the subject development.

In terms of public transport, the route 173 can be used from the M1 Retail Park and takes approximately 30 minutes to arrive.

3.9.4 City Centre & Shopping District

Approximately 3km to the east of the development is the centre of Drogheda, which includes a number of small and medium-sized businesses such as discount stores, banks, food outlets, clothing stores, grocery stores and shopping mall centres.

The shopping mall centre is located approximately 3.1km to the east of the development, and it takes approximately 40 minutes by walking or 10 minutes by bicycle to reach this area. The M1 Retail Park is situated approximately 3.1km to the east of the development, and the route 190 can be used to reach it from there. This route takes approximately 20 minutes to complete.

4. Transportation Improvements

4.1 Permitted Transport Network

4.1.1 Road Access

The permitted development is served by a single main access junction located along the site frontage onto Slane Road, which is currently under construction as part of the Phase 1 of the permitted development (permitted development with 30 dwelling units). This is a priority junction and is designed in accordance with DMURS. The internal road layout for the permitted development includes local roads and shared surface home zones.

4.1.2 Pedestrian Network Upgrades

As part of the permitted development, 30-unit currently construction, it is proposed to provide new footpath along Slane Road.

The proposed new footpath extends west along Slane Road from the site entrance as far as the M1 underpass (approximately 110m), and to the east from the site entrance approximately 220m to connect to the existing footpath in front of the Tullybrook development, with additional footpath to be provided at the entrance to The Pass along Slane Road.

The proposed development includes the construction of a pedestrian and cycle link on the southbound side of the N51 (R168) to the M1 Retail Park.

This section was walked by representatives from the design team, along with Aaron Lynch and Patrick Rodgers from Louth County Council on 25 September 2023. During that site visit, the extent of footpaths that could be provided was agreed in principle.

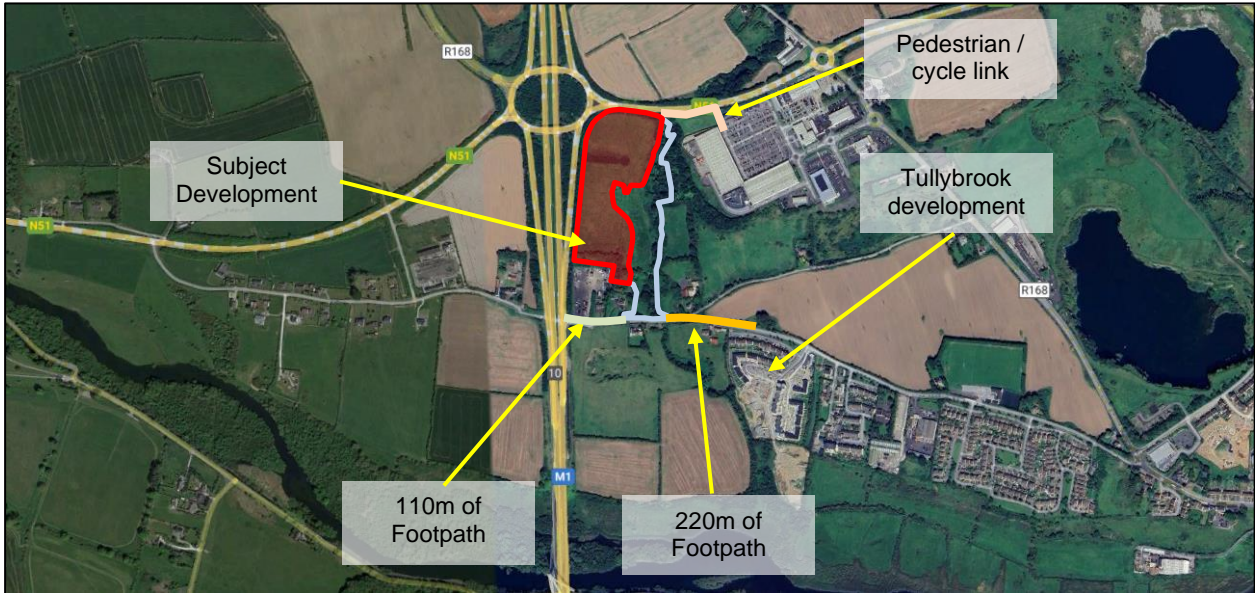


Figure 11 | Pedestrian Network Upgrades (Source: google maps)

4.2 Infrastructure, Cycle and Pedestrian

The Louth County Development Plan 2021-2027 (Section 7.8.4) outlines the objectives for road traffic and management. In the vicinity of the subject development, the Louth County Development Plan 2021-2027 has identified the following interventions as necessary:

- Old Slane Road: Widening to facilitate footpaths.
- Drogheda Cycleways: Implementation of elements of the Drogheda Cycle Strategy
- Leonards Cross: Road realignment.

The restricted nature of the existing Slane Road corridor prevents the provision of segregated cycle facilities or a shared path. Traffic surveys have shown that the 85% speed on Slane Road, adjacent to the development site, is in the order of 75km/h.

Considering that Slane Road is a single carriageway local road with no facilities for pedestrians or cyclists on either side of the road. The absence of footpaths and cycleways increases the vulnerability of users. Future developments will need to provide the necessary infrastructure to ensure a safe environment for pedestrians and cyclists. The future footpath proposed with the Subject Development is in line with the Louth County Development Plan.

On the other hand, the delivery of improvements Leonard's Cross junction (indicated in the Louth County Development Plan 2021-2027) would require the realignment of Slane Road to generate either a compliant priority-controlled stagger junction or a signalised crossroads junction. Both of these options would require land in private ownership outside of the control of the applicant.

4.3 Public Transport

4.3.1 DART

Drogheda Rail Station is located approximately 4300 metres east of the proposed development site (see **Figure 7**) and is part of the northern route of the future DART Expansion Programme which see the DART extended to locations along the east coast of Ireland such as Donabate, Rush and Lusk, Skerries, Balbriggan and finally on to Drogheda (see **Figure 12**).

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. It is expected that the new service will be in operation at Drogheda Railway Station within the next few years. According to the website, the latest updates are:

- Larnród Éireann has completed the second phase of the non-statutory public consultation on the 'Preferred Option' for the DART+ Coastal North project.
- The feedback and submissions received during this consultation will be thoroughly reviewed and assessed.
- Based on this feedback, a public consultation report will be prepared to support the development of the Railway Order (RO) application to be submitted to An Bord Pleanála.
- The intention is to lodge the Railway Order in summer 2024.

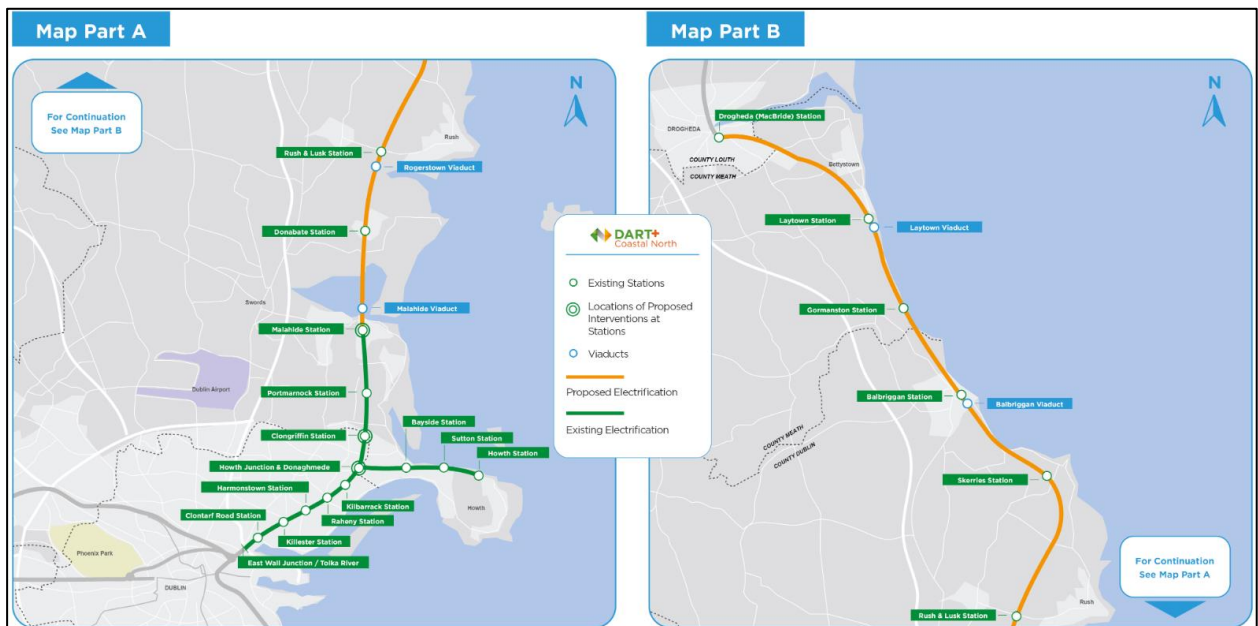


Figure 12 | Dart Expansion Programme (source DART+).

5. Proposed Development

5.1 Development description

5.1.1 Phase 1 (30 Units, Under Construction)

A previous proposal by the Applicant to develop the subject site received a decision to grant permission from An Bord Pleanála in February 2022 (reference no. ABP-311678-21 as amended by P. A. Ref. 2360368). Although that permission is for 237 no. units, only the first 30 no. units are under construction under that planning grant. The subject planning application proposes revisions to the remainder of the site, with the overall number of units remaining at 237.

As part of the Phase 1 30-unit works, the entrance road from Slane Road and the footpath upgrade works along Slane Road are to be carried out.

5.1.2 Phase 2 (Subject Application)

The proposed development of Phase 2 will comprise a total of 207 no. residential units to be developed on 4.8Ha site. The development incorporates a Creche and is developed to the north and west of the 30 units currently under construction.

The site is bordered to the west by the M1 motorway, to the north by the N51 (R168), to the south by Slane Road and to the east by a stream.

This report considers the impact of the proposed development in the context of the surrounding area.

The overall schedule of accommodation, including the permitted Phase 1 and the subject Phase 2, is tabulated below:

Description	1-Bed	2-Bed	3-Bed	4-Bed	Total Units m2
Proposed Development (unit.)	21	49	115	22	207
Creche (m2) (58 children and 11 Staff)					352.3
Total	21	49	142	25	237 unit 352.3 m2

Table 4 | *Schedule of Accommodation*

5.2 Pedestrian Facilities

The permitted development includes the provision of walking and cycling facilities shared path adjacent to N51 (R168) to connect the development with the M1 Retail Park.

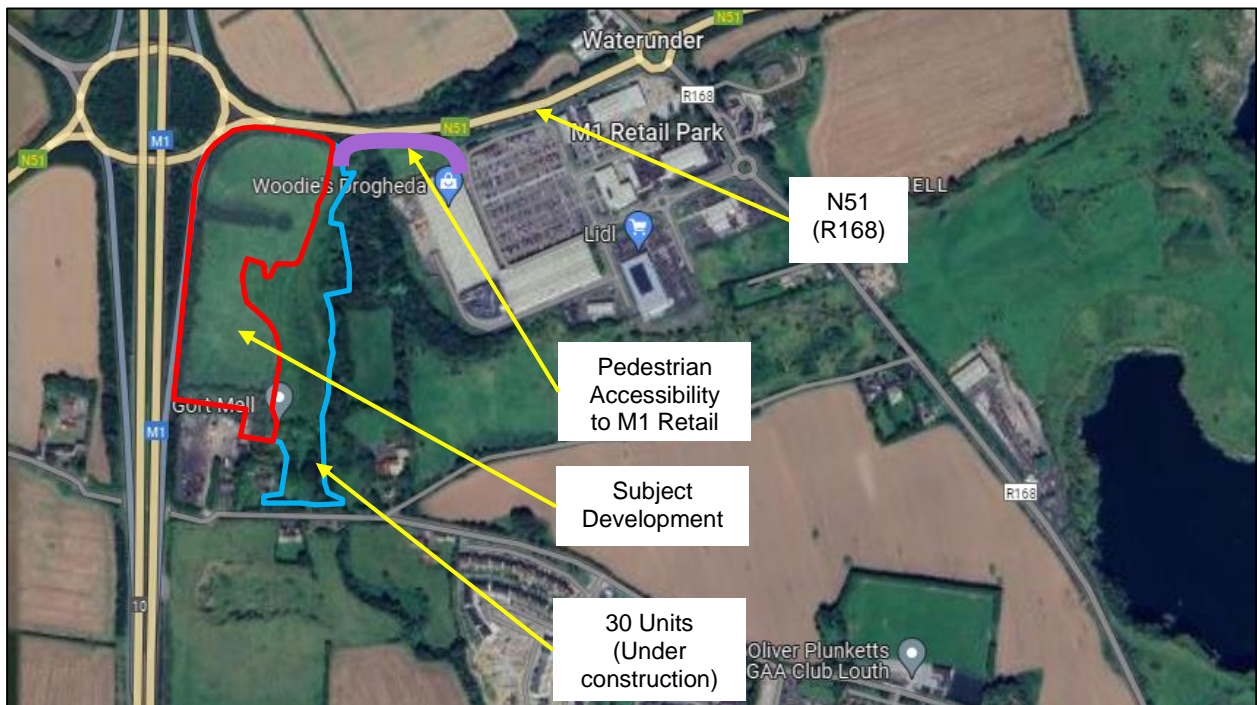


Figure 13 | Accessibility to M1 Retail Park.

The proposed improvements to the N51 (R168) include the provision of a 3m shared use path on the southern section of the N51 (R168) which will provide a link from the development to the M1 Retail Park. This route will provide a pedestrian and cycle link to a number of shops and services within the M1 Retail Park, as well as providing a direct route to bus stop 135941 (see **Figure 6**) and bus services operating from the Retail Park.

5.3 Internal Road Layout

The internal roads have been designed to comply with DMURS as required by the County Development Plan. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.

To generate a safer environment, shared use surfaces (vehicular and pedestrian) have been generated with a differentiated rolling surface (in texture and level) so that it is easily identifiable by the driver. This was done following section 4.3.4, where indicate:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish to the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* The shared areas have been raised from the remaining pavements using small ramps to start and end the shared areas.
- *Minimise the width of the vehicular carriageway and /or corner radii.* A reduction in the width of the carriageway has been implemented, from 5.50 m to 4.80 m.

All internal roads within the proposed development are designed for a speed limit of 30km/h. The speed limit on the shared road will be 20km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate.

The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

Sufficient parallel and perpendicular parking spaces have been reserved in accordance with local guidelines (refer to **Section 5.5** below.).

The following figure shows the layout of the development with the access points and connections with adjacent approved development.



Figure 14 | Proposed Site Access Points and Internal Road Layout

5.4 Site Access Points

The application proposes a revised site layout for the remainder of the site, with roads, drainage, watermains and other utilities to be linked to the infrastructure currently under construction as part of the first 30 no. units. The SHD received a decision to grant permission from An Bord Pleanála in February 2022 (reference no. ABP-311678-21 as amended by P. A. Ref. 2360368) and the first 30 no. units of the approved development are under construction.

The access point from the Slane Road is a priority T-junction and has been constructed as permitted.

The link between the first and the second part of the development is an internal road as shown on **Figure 14**.

5.5 Car Parking

To determine the appropriate amount of car parking spaces 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).
- Louth County Development Plan 2021-2027.

Details of the specific car parking assessment are set out in the Waterman Moylan Report No. 21-015r.006 *Traffic and Transport Assessment, section 8*, which is included in the documentation package.

A comparison of the standards presented above, the *Louth County Development Plan 2021-2027*, and the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* reveals a similar number of car parking spaces. However, the *Sustainable Urban Housing: The Design Standards for New Apartments (July 2023)* propose a reduced number of car parking spaces, which is not appropriate for the area where the subject development is proposed.

It is also important to note that the standards presented above do not consider the type of unit. This can be observed in that the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* standards considered 2 no. car parking spaces for all units, including 1-bed and 2-bed units, which could result in a high number of car parking spaces.

Consequently, for the current development, an average of 1 no. car parking space is proposed for the 1-bed and 2-bed units, with one visitor car parking space for every five units. With regard to the remaining 3-bed and 4-bed units, 2 no. car parking spaces are proposed for each unit.

The table below present the breakdown of the proposal.

Description	No. of Units	Proposed Car Parking	
		Per Unit	Total
1-Bed Duplexes	21	1 per unit plus 1 visitor space per 3 units	28
2-Bed Duplexes	21	1 per unit plus 1 visitor space per 3 units	28
2-Bed Houses	28	1 per unit	28
3-Bed Houses	115	2 per unit	230
4-Bed Houses	22	2 per unit	44
Crèche & Visitor	-	1 Additional Visitor Space, 9 Crèche Spaces	10
Total	207	-	368

Table 5 | Car Parking Spaces - Proposed

For the Subject Development is proposed a total of 368 no. car parking space, including 344 no. car parking spaces for resident, 15 no. car parking spaces for visitor and 9 no. car parking spaces for the creche.

The number of parking spaces appears to be adequate, given that the closed bus stop is situated at a distance of approximately 600 metres (or c. 8-minute walk) from the subject development (see **Figure 6**), with several bus services that cover the every hour during the day (see **Table 2**).

5.6 Cycle Parking

To determine the appropriate amount of cycle parking spaces 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).
- Louth County Development Plan 2021-2027.

Details of the specific cycle parking assessment are set out in the Waterman Moylan Report No. 21-015r.006 *Traffic and Transport Assessment, section 8*, which is included in the documentation package.

According to the different development plans seen above, for the present development, the *Louth County Development Plan 2021-2027 standards* is considered appropriate for the development.

The Table below breakdown the number of cycle parking spaces proposed:

Description	No. of Units	Proposed Bicycle Parking	
		Per Unit	Total
1-Bed Duplexes	21	1 per bedroom plus 1 visitor space per 2 units	32
2-Bed Duplexes	21	1 per bedroom plus 1 visitor space per 2 units	53
Houses	165	1 visitor space per 5 units	33
Total	207	-	117

Table 6 | Cycle Parking Spaces Proposed

For the Subject Development is proposed a total of 117 no. cycle parking space, including 63 no. cycle parking spaces for long stay and 54 no. cycle parking spaces for short stay. Note that cycle parking for the houses is provided in curtilage.

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, 26 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 below.

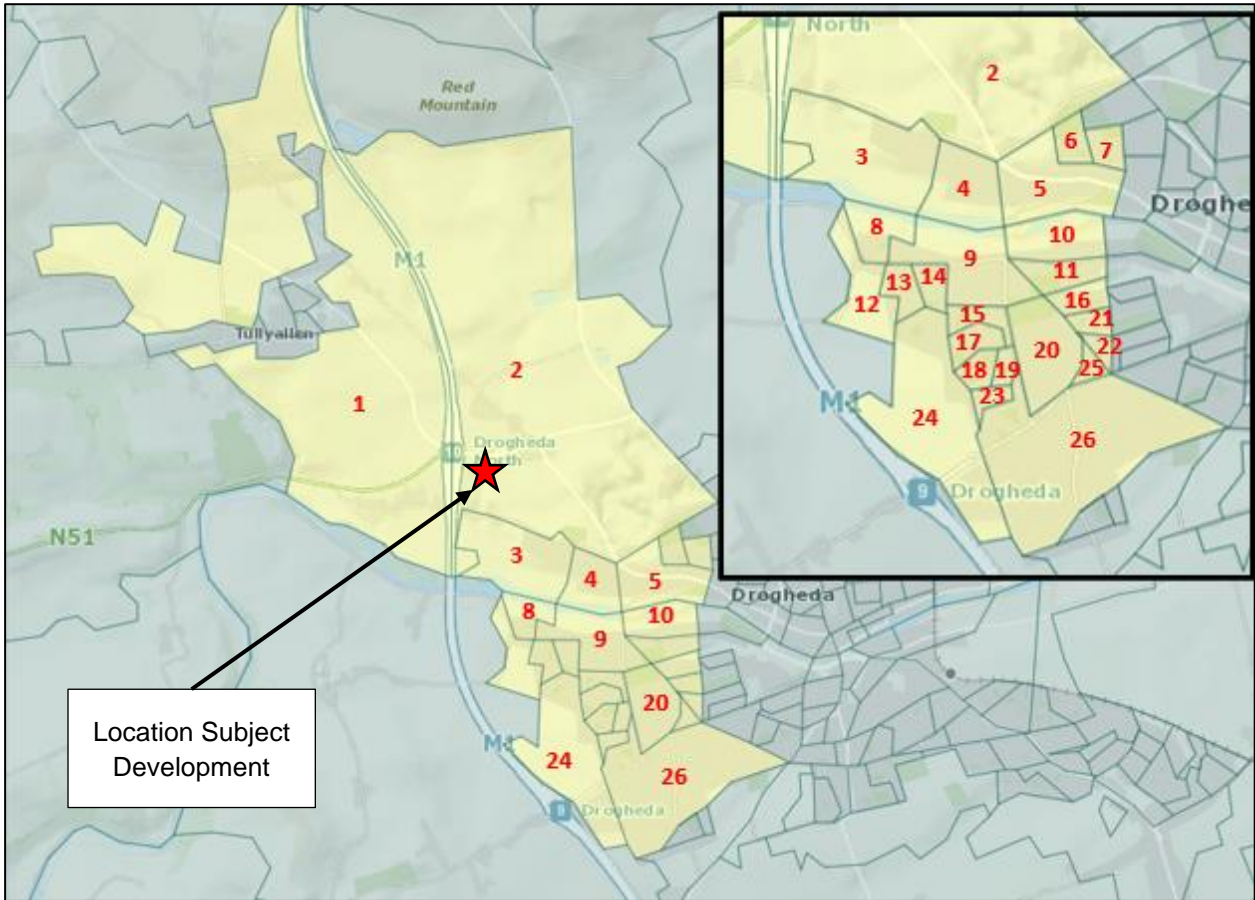


Figure 15 | Consulted Statistic Small Area (source: Census 2022)

The modal split in each year is detailed below, based on information from the 2016 and 2022 censuses.

Mode	Census 2016	Census 2022
Car	58.7%	60.2%
Public Transport	12.7%	13.4%
Walk	27.2%	24.5%
Cycle	1.4%	1.9%
Total	100%	100%

Table 7 | Surveyed Modal Split for the Journey to Work, School, or College – 2016 vs 2022.

The table shows an increase in the use of private cars, in the use of public transport and in the use of cycle from 2016 to 2022, and a decrease in the proportion of people walking. This suggests a shift in modal preference in the region from pedestrian to motorised systems. Although the increase in public transport is positive, the rise in private car usage is not.

The development's location is conveniently close to public services. The nearest bus stop is at the entrance to the M1 Retail Park, 1.3km or 17 minutes away. This bus stop is served by Bus Eireann routes 173 and 190 and Local Link route 188. Routes 173 and 190 provide fast access to Drogheda Centre in a 10-minute journey.

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 Target Modal Split

The 2030 target proposals for modal split for residents engaged on the journey to and from work, school or college are presented in the Table below:

Mode	Census 2022	Target 2030
Car	60.2%	54%
Public Transport	13.4%	15%
Walk	24.5%	27%
Cycle	1.9%	4%
Total	100%	100%

Table 8 | Target Modal Split for Residents Journey to Work, School or College in 2030.

The target set out in the previous table is to seek a reduction in the use of private vehicles by 10%, and an increase in each alternative means of transportation by approximately 10%. This target reduction in the use of private car and increase in the use of public transports have been based on the proposed local improvements on the public transport in the area.

6.3 Strategy

The objective of this travel plan is to enhance pedestrian mobility within 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 for short journeys from the subject development, particularly at peak times.
- (c) Promote the use of sustainable transport systems to and from the subject development.

(d) Promote the use of public transportation to reach their destinations.

The aim of these objectives is to encourage a greater number of people to walk, cycle or use public transport to and from the development rather than to travel by car.

In addition, this Travel Plan aims to provide guidance to all stakeholders involved, including the County Council, public transport providers, tenants, and owners of nearby developments, with the aim of promoting a sustainable transport network in and around the proposed development area to meet existing and future needs.

7. Travel Plan

7.1 Introduction

A Travel Plan will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport, and reducing dependency on the use of the private car.

It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Travel Plan is designed to address the typical day-to-day operational requirements at the site. It will be implemented and managed by the Transport Coordinator, who will be responsible for overseeing the implementation and management of the Travel Plan.

7.2 Transport Coordinator

The developer will appoint a mobility manager or management company to oversee the development. The latter will assign a senior member of their staff as the management company. The Transport Coordinator will represent the philosophy of the plan and act as a coordinator.

The Coordinator shall be appointed within two 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 made available.

The Coordinator's responsibilities with regard to 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 four months of appointment, the Coordinator 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.

It is also necessary to ascertain the residents' views on alternative modes of transport to the car, in order to identify the factors that would encourage them to switch to other modes. Furthermore, it is important to ascertain the extent of usage of car sharing schemes.

It should be noted that, 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. It is recommended that the aforementioned targets be agreed with the relevant planning and highway authorities or their agents within six months of the survey being carried out.

7.3 Action Plan

7.3.1 Walking

It is well documented that there are numerous benefits to walking to and from their destination on a daily basis. The subject development is situated in close proximity to several business parks, as well as educational establishments at various levels, and primary and specialised medical services, which can be reached within a 20-minute walk, see **Figure 4** and **Figure 10** above.

It is proposed that residents be encouraged to reduce the use of the car for short journeys and indeed choose to walk to the nearest train station, bus stops, grocery store, and to commute to their place of work, school, or college. For that, the connection of footpaths within the Subject Development and the footpath existing on Slane Road (near to Tullybook development) as can be seen in **Figure 11**.

The Transport Coordinator will provide maps of the local area, which will show walking routes, local facilities, and distances with health information. This information will be displayed in strategic locations to help people understand the importance of choosing this mode of transport before the car.

This communication tool will be developed to encourage residents to meet and walk together, fostering a sense of community between them. Furthermore, children enrolled in local schools will be encouraged to walk to school on a daily basis, thus reducing the number of private vehicles on the road.

7.3.2 Cycling and cycle parking

Cycling is an effective mode of transport, promoting independence and sustainable travel and allowing for shorter distances to various facilities.

The subject development is located in close proximity to several grocery store, as well as educational facilities at various levels and medical services, which can be reached within a 10-minute cycle, as shown in **Figure 5** and **Figure 10** above.

This mode of transport is particularly suited to those whose places of employment are within a 5km radius of the development and who require access to Dublin City or other areas where rail connections can be made. The use of a bicycle is optimal for reaching the train station in 16-minute cycle.

In order to facilitate the storage and maintenance of bicycles in the area, the Subject Development will provide a total of 554 permanent bicycle parking spaces (long stay) for the residential units. The number of cycle spaces is considered to be appropriate for the development but can be increased if there is demand. In addition, the Subject Development will provide 111 cycle parking spaces for visitors (short stay).

The Transport Coordinator will provide maps of the local area, indicating cycle routes, local facilities, and distances with health information. This information will be displayed in strategic locations to facilitate understanding of the importance of choosing this mode of transport over the car. Furthermore, the Transport Coordinator will inform residents of future plans for the development of cycle routes in the area and of various government campaigns to encourage cycling.

If there is a genuine interest in bicycle maintenance, public courses on the use, maintenance, repair, and improvement of bicycles may be proposed.

Additionally, residents are encouraged to avail themselves of the government's Cycle to Work scheme, which may be available through the local authority. Additionally, a fleet of hire bikes may be provided, which can be used to attend meetings or to test cycling to and from work before making a purchase.

7.3.3 Car for individual use, shared use, and parking

Every day, thousands of commuters drive to work on the same routes to the same destinations at the same time as their colleagues. If every driver carried another driver, there would be 50% fewer cars on the road at peak times. There are numerous advantages to utilising sharing services for commuting purposes, including a reduction in carbon emissions, fuel costs and parking fees, as well as a reduction in congestion and journey times due to a reduction in the number of vehicles on the road. Additionally, the experience of the journey is enhanced due to a reduction in congestion and the presence of company.

Carsharing is a particularly appealing travel option for those residing in areas with long distances or lacking in communication with public transport. From the community, the Transport Coordinator can be established that utilise local communication channels (such as billboards, email groups, meeting areas, etc.) to facilitate communication between different drivers, thus enabling the establishment of these vehicle sharing schemes.

From the company, the most effective means of encouraging people to carshare is to allocate dedicated parking spaces, in prime locations, for carsharers only.

In order to prevent the proliferation of automobile ownership, the Subject Development proposes a limited number of parking spaces for vehicles, as indicated in **Section 5.5**. This indicates that 368 no. car parking spaces are proposed, with 344 no. car parking spaces for residents and 15 no. car parking spaces for visitors, with a ratio of 1.7 parking spaces for each house.

The Transport Coordinator will be responsible for the management of inappropriate parking within the development.

7.3.4 Strategy for public transport use

(1) Introduction

The utilisation of public transport confers a multitude of advantages, both individual and social. Among these benefits may be enumerated the following:

- Pollution reduction: it can be observed that vehicles used for public transport are considerably less polluting than private vehicles in terms of the emission of grams of CO₂ per passenger and kilometre travelled. In particular, the train is positioned as the most ecological means of (motorised) transport, with an average of 14 grams of CO₂ emissions per kilometre per passenger. This is followed by the bus, with 68 grams of CO₂ emissions per passenger compared to the 157.5 grams emitted by each private car. Therefore, by travelling by public transport, we will choose the most ecological alternative, reducing thousands of tons of CO₂ into the atmosphere.
- Reduction of noise pollution: As with air pollution, noise pollution can be mitigated by augmenting the utilisation of public transport.
- Reduction of congestion in cities: The overuse of vehicles results in the daily collapse of cities, particularly during peak hours. This phenomenon transforms cities into dirty, noisy, and grey environments. In such a manner, public transport represents an optimal alternative to enhance traffic flow by reducing delays and traffic jams, thereby achieving superior urban mobility.

- Most liveable cities: Increasing the use of public transport would benefit everyone. Improve cities in many ways. Greener and greener cities, with less congestion, less pollution, and less greenhouse gas emissions.
- Economical: The costs associated with a private vehicle can be four times those of public transportation. The initial cost of a car is significantly higher than the sum paid for it. Furthermore, there are additional expenses such as fuel, maintenance, MOT, insurance, tolls, and other periodic costs. This renders public transport a more economical mode of transportation in both the short and long term.
- Time saving: The act of driving can be fraught with unexpected traffic jams or the necessity to search for parking, both of which can result in the loss of valuable time. Conversely, the use of public transport ensures that the scheduled time of arrival at the destination is maintained, thereby obviating the need for any further complications or stress.
- The opportunity to engage in other activities: The journey may be utilised to read, listen to music, catch up with friends, engage in conversation or simply to reflect. Bus or metro journeys are conducive to a variety of activities on a daily basis.
- Guarantee the mobility of groups with less access: This method of transportation ensures the possibility of travelling to young people, older people or people with reduced mobility who are unable to use or do not have their own vehicle.
- Accessible to the entire population: In addition to the aforementioned advantages, it is imperative to highlight the accessibility and subsidised prices that public transport offers, thereby ensuring its accessibility to the entire population. This is particularly important when considering the sectors of society at risk of social exclusion.

Considering the benefits described above, it is important to try to migrate for the use of private vehicles to public transport, especially when the destination is well connected with public service. This section proposes a series of measures that could increase the modal split in favour of public transport.

(2) Promote Tax Saver Commuter tickets

The TaxSaver Commuter Ticket Scheme is a cost-reduction initiative for public transport. It offers employers the opportunity to make PRSI savings of up to 10.75%. Employees can also benefit from savings on their travel costs, with savings of between 28.5% and 52% possible due to tax, PRSI and USC savings. The ticket covers bus, rail, and the Luas tram system.

The scheme is open to employees who wish to participate. They can discuss the matter with their employer, who will then apply and purchase the ticket on their behalf.

The TaxSaver scheme is managed in conjunction with the Revenue Commissioners by the following transport providers:

- Dublin Bus
- Bus Éireann
- Luas
- Irish Rail
- Approved transport providers

Employees may obtain tickets as part of their salary package (salary sacrifice) in lieu of an annual cash bonus or as a benefit-in-kind. TaxSaver tickets are not subject to tax, PRSI or USC. It is important to note

that employees are only liable to pay tax, PRSI, and USC on the portion of their salary that represents the actual remuneration. In addition, the employer is also responsible for calculating PRSI on the same basis.

(3) Update travel information

The Transport Coordinator will provide maps of the local area, indicating the nearest bus stop and train stations and the distance between the Subject Development and these points. Additionally, the Transport Coordinator will provide updated local train and bus maps and timetables.

This information will be displayed in strategic locations to facilitate understanding of the importance of choosing this mode of transport over the car. Furthermore, the Transport Coordinator will inform residents of future plans for the development of public transport routes in the area.

Residents of the area will be informed about online public transportation information systems, their use and the advantages that this entails.

(4) Monitoring of the Public Transport service

It is the responsibility of the Transport Coordinator to conduct regular assessments of the public transport service in order to ascertain the quality of the service provided. In order to ensure the provision of high-quality public transport services, the Coordinator must consider a number of factors, including fare, travel time, vehicle conditions, and frequency.

The Coordinator may also engage in lobbying activities with the public transport operators in order to ensure the continued provision of a high level of service on the public transport routes serving the development.

7.4 Monitoring of the Travel Plan

The monitoring and review of the Plan will be the responsibility of the Transport Coordinator. The travel survey will establish the initial modal split of travel by residents. Following the completion and analysis of the travel survey, the Travel Coordinator will agree annual targets with the main stakeholders (the developer, the occupiers, the Local Authority, or its agents, etc.) for increasing the percentage of non-car modes.

It is recommended that the Transport Coordinator meet with the stakeholders, officers of the Local Authorities or its agents within six months of the occupation of the building(s) and thereafter every twelve months to assess and review progress of the Plan and agree objectives for the next twelve months.

As a consequence of the evaluation, the following potential outcomes may emerge:

- The objectives have been achieved and no further intervention is deemed necessary to ensure alignment with existing local development plans.
- The objectives have not been fully achieved, necessitating the implementation of corrective measures that, due to their scale, can be managed by the Transport Coordinator.
- Large measures: the results are found to be significantly divergent from the stated objectives, which may necessitate the engagement of external consultants to develop the requisite mobility studies and implement the measures deemed necessary to realign the development with the originally stated objectives.

It is recommended that the Transport Coordinator prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents an annual Monitoring Report.

7.5 Marketing and Implementation

As part of the implementation of this plan, the Transport Coordinator will provide all new residents at the site with a travel pack. The pack will include the following:

- (a) The travel plans.
- (b) Public transport information, such as bus and rail routes and frequencies.
- (c) Benefits of the travel plan for residents and visitors.
- (d) Details of tax incentives available, such as the Bike to Work Scheme, the Tax Saver Scheme for public transport tickets, etc.
- (e) A travel survey form.
- (f) Details of pedestrian facilities.

Furthermore, the document will include details of the bicycle facilities available, as well as information about the car-sharing scheme.

8. Conclusion

This travel plan has been prepared in support of a planning application for a residential development on lands at Drogheda, County Louth. The document focuses on how residents could be encouraged to use sustainable means of transport to and from the site and to minimise the number of residents who will choose to drive to commute.

The implementation of the strategy proposed in this document, such as the provision of secure cycle parking spaces, up-to-date information on public transport routes, information about the bike to work scheme to all residents, and car sharing schemes, will encourage residents to reduce their dependency on the individual car and increase the use of green modes of transport.

These measures will not only benefit the residents but will also mitigate the negative impacts of the transport network once the proposed development has been complete.

UK and Ireland Office Locations

