

Appendix 1: Transport Modal Shift

Modal Shift Principle	Volume 1 Written Statement		Volume 2 Settlement Plans
Compact Growth	Chapter	Relevant Policy/Objective/Actions Paraphrased	<p>Town Plans</p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> Strategic Aim to reinforce the town centre as the heart of the town by avoiding undesirable and inefficient sprawl; by consolidating new development within the built-up footprint of the town, through targeting a significant proportion of future development on infill/brownfield/underutilised/vacant sites; by delivering sustainable re-use and regeneration outcomes; and by extending out sequentially subject to available infrastructure. Objective to encourage the appropriate redevelopment of brownfield and infill sites for mixed uses within the existing built-up footprint of the town. Objective to facilitate the re-use and development of existing vacant and underutilised buildings and sites for town centre uses to create a compact, vibrant town centre. <p>Villages</p> <p>Each Village Plan has an objective to encourage the development of infill sites to create a compact, vibrant village.</p>
	Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy	<p>Section 2.1.4 - ‘Principles of Growth’ including compact growth, by targeting at least 30% of all new homes that are proposed in settlements within their existing built-up footprints, with a focus on infill / brownfield lands, rather than continually sprawling outwards.</p> <p>CSP-02 – compact growth of towns and villages and that development proceeds sequentially.</p> <p>SSP-02 – 30% of all new homes in settlements to be in the built up footprint in an effort to make them more compact and reduce unsustainable urban sprawl.</p> <p>SSP-07 - require sustainable, compact, sequential growth and urban regeneration in Tullamore.</p> <p>HP-17 - encourage the compact growth of settlements and support permeability and sustainable mobility with priority for pedestrians and cyclists.</p>	
	Chapter 3: Climate Action and Energy	<p>Table 3.2 - Decarbonisation Actions and Projects - including compact growth of settlements, reduce sprawl, higher densities, reuse buildings.</p>	
Chapter 7: Retail and Town Centre Strategy, and Regeneration	<p>RP-01 - making better use of under-utilised land and buildings through compact growth.</p> <p>RP-14 - work in conjunction with the Land Development Agency in co-ordinating and developing strategic publically owned land banks suitable for</p>		

		housing provision in order to contribute towards achieving compact growth. RP-11 - Requirement for masterplans on Opportunity Sites to incorporate a compact form and higher densities.	
	Chapter 8: Sustainable Transport Strategy	SMAP-08 - promote more compact development forms that reduce overall demand for private transport and private transport infrastructure and support proposals that encourage modal shift towards sustainable travel modes.	
	Chapter 13: Development Management Standards	Section 13.2 - outlines principles that Development Management Standards are based on – including compact growth and building heights.	
Implementing DMURs and Promoting Permeability	Chapter 8 Sustainable Transport Strategy	SMAP-03 - reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and TII publications and subsequently a shift to environmentally sustainable modes of transport.	<p>Town Plans</p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> • Strategic Aim to ‘promote permeable, healthy sustainable communities that focus on place making and a sense of well-being to ensure each settlement is an attractive place to live and work.’ • Objective promoting a high level of permeability for walking and cycling in town centre; • Objective to improve the walking and cycling infrastructure in the town; and • Objective to provide walking and walking connections with green infrastructure within and in certain towns the Grand Canal Greenway. • Objective to facilitate the redevelopment of Opportunity Sites. As part of the requirements to develop these sites, adequate provision for pedestrians and cyclists within the site and externally with linkages with main thoroughfares in accordance with Section 3 ‘Best Practice Principles for Maintaining and Providing Permeability’ from “Permeability Best Practice Guide” (NTA, 2015).
	Chapter 13: Development Management Standards	Section 13.2 - outlines principles that Development Management Standards are based on, including Permeability and Sustainable Mobility. DMS-07 - requires a Design Statement to show how residential development in excess of 10 units complies with DMURS. Section 13.2.4 - states that DMURS applies to all developments within the 60kph zone or less.	
	Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy	Section 2.1.4 - ‘Principles of Growth’ including “reducing car dependency, promoting sustainable mobility and regional accessibility, and integrating transportation and land use”.	
	Chapter 3: Climate	Table 3.2 - Decarbonisation Actions and Projects – including	All land zoned in Settlement Plans (Towns and Villages) are based on five principles as laid out

Integrated Transportation and Land Use	Action and Energy	integrated transportation and land use planning.	in Section 12.2 Volume 1 'Zoning Principles' one of which is to: "Ensure alignment of zoning with availability of services, investment in infrastructure and the provision of employment, together with supporting amenities and services."
	Chapter 8: Sustainable Transport Strategy	<p>SMAP-05 - promote the integration of land use and transport planning.</p> <p>SMAO-02 - prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to prepare Local Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlinton subject to the provision of funding and agreement with statutory agencies.</p> <p>SMAP-06 - Larger-scale, trip intensive developments, such as high employee dense offices and retail, should in the first instance be focused into central urban locations and developed in a sequential manner and may be subject to Mobility Management / Travel Planning.</p> <p>SMAO-03 - specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p> <p>SMAP-07 - All proposed major employment developments and schools shall be subject to Travel Plans in a manner consistent with NTA Guidance.</p>	
	Chapter 3: Climate Action and Energy	<p>CAEP-22 - improve walking and cycling connectivity within settlements and in particular with schools, town centres and employment areas... improve on the existing level of infrastructure and facilities for walking and cycling.</p> <p>CAEO-13 - prepare Mobility Management and Travel Plans for Tullamore and Edenderry to</p>	

		bring about behaviour change and more sustainable transport use.	
Walking and Cycling	Chapter 4: Biodiversity and Landscape	<p>BLP-16 - support the provision of outdoor pursuits, walking and cycling routes through the county's peatlands and network of industrial railways.</p> <p>BLP-30 - integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes.</p>	<p>Town Plans</p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> • Strategic Aim to provide ecological connectivity and walking and cycling infrastructure throughout the town which links all the Green Infrastructure available to residents • Objective to improve the walking and cycling infrastructure in the town; and • Objective to provide walking and walking connections with green infrastructure within and in certain towns the Grand Canal Greenway. <p>Village Plans</p> <p>Village Plans have a range of specific objectives relating to the provision of walking and cycling links between the villages and natural amenities in the area.</p> <p>Sráid Plans</p> <p>A number of sráid plans have objectives to improve connectivity with proximate cycle routes / greenways.</p>
	Chapter 7: Retail and Town Centre, and Regeneration	<p>Section 7.2.4 - Movement and Access Requirements for Opportunity Sites include:</p> <ul style="list-style-type: none"> • Design for an alternative to the car (for example, walking, cycling, public transport) and enhance accessibility and connectivity, by prioritising cycling and walking as active sustainable transport modes; • Provide an integrated, safe, convenient, direct and comfortable network of routes for walking and cycling; • Provide bicycle parking and charging point infrastructure for electric vehicles; • Movement and access should also be informed by future strategies / plans relating to transportation. 	
	Chapter 8: Sustainable Transport Strategy	<p>SMAP-04 - continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.</p> <p>SMAO-03 - specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p>	

		<p>SMAO-04 – improve baseline modal share figures in particular a reduction on the percentage usage of the car including improvement of rural accessibility through rural transport systems, improvements in inter-settlement and intra-settlement accessibility and improvements by LTPs all in conjunction with setting modal share targets.</p> <p>SMAO-06 - implement Connecting People Connecting Places: A Strategy for Walking and Cycling in Offaly September 2015.</p> <p>SMAO-07 - cycle lanes shall be designed and maintained in accordance with the National Cycle Manual by the NTA.</p> <p>SMAO-08 - collaborate with Bord na Móna and Coillte in the development of the ‘Major Cycling Destination in the Midlands of Ireland – Feasibility Study 2016’ and to pursue the development of greenway links to adjoining counties.</p> <p>SMAP-11 - prioritise the need for people to be physically active in their daily lives; to improve permeability and to promote walking and cycling in the design of streets and public spaces as an alternative and sustainable mode of transport; and to support safer walking and cycling routes to schools under the Green Schools Initiative subject to appropriate environmental assessments, including Habitats Directive Assessment.</p> <p>SMAP-12 - support the pedestrianisation and permeability of town and village centres where appropriate, in order to create accessible, attractive, vibrant and safe places. In doing this the Council will strive to support the;</p> <p>(i) Provision of ‘cycle friendly’</p>	
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		<p>towns and villages;</p> <p>(ii) Provision of key cycling routes through larger towns;</p> <p>(iii) Potential for a walking and cycling route around Tullamore incorporating the Grand Canal, the banks of the Tullamore river and inside the barriers of the Tullamore by-pass.</p> <p>SMAP-13 - continued development of walking and cycling routes including greenways, blueways and peatways.</p> <p>SMAP-15 - be supportive of exploring opportunities for the provision of cycle lanes along the N80, preferably off road cycle tracks separated from vehicular traffic where feasible, subject to adhering to road safety standards and complying with Transport Infrastructure Ireland's Guidelines Publications, safeguarding the strategic function of the N80 and the undertaking of a safety audit.</p>	
	<p>Chapter 13: Development Management Standards</p>	<p>DMS-21 - In greenfield sites, public open space shall be provided within 150 metres walking distance of every house in a new residential development.</p>	
	<p>Chapter 9: Social Inclusion, Community and Cultural Development</p>	<p>SICCDP-34 - ensure the integration of safe and convenient alternatives to the car into the design of our communities by prioritising walking and cycling accessibility to both existing and proposed developments.</p>	

	Chapter 2: Core Strategy	Section 2.1.4 - 'Principles of Growth'- including 'moving towards self-sustaining rather than long distance commuter driven activity.'	
Parking	Chapter 8: Sustainable Transport Strategy	<p>SMAP-02 - support the growth in the use of electric vehicles, autonomous vehicles and fuel cell vehicles; prioritise car parking spaces for these vehicles; and facilitate the provision of battery charging infrastructure and refuelling infrastructure for these vehicles where considered appropriate.</p> <p>SMAP-14 - support the provision of secure cycle parking facilities in the public realm of towns and villages, at all public service destinations and in other developments.</p> <p>SMAP-10 - allow for the reduction in car parking standards in suitable town centre locations in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p>	<p>Town Plans have an objective to;</p> <ul style="list-style-type: none"> • identify car parks and other appropriate locations for the provision of battery charging infrastructure for electric cars; • provide adequate, secure and sheltered bicycle parking facilities at appropriate locations: (i) in the town centre (ii) at employment areas and (iii) adjacent to heritage, community and amenity destinations; • have particular regard to the needs and access for people with disabilities. The further provision of cycle parking as part of development and public realm proposals will be required.
	Chapter 13: Development Management Standards	<p>DMS-99 - sets out the minimum cycle parking standards to be provided for different classifications of developments.</p> <p>DMS-100 - sets out cycle parking dimensions including:</p> <ul style="list-style-type: none"> • Cycle parking to be provided shall be sheltered for retail, other commercial, and enterprise and employment uses; • In residential developments without private gardens or wholly dependent on balconies for private open space, covered secure bicycle stands should be provided in private communal areas. 	

		<ul style="list-style-type: none">• It may be a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.• All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4m to facilitate access by cyclists.• Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments. <p>DMS-102 - sets out maximum car parking provisions for different classifications of developments.</p> <p>DMS-103 - makes provision for car free developments on suitable small-scale sites within or adjacent to town centres which have high levels of public transport accessibility, have convenient and safe access to local shops and community facilities.</p>	
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		<p>DMS-104 - requires that a minimum of 10% of the proposed car parking spaces required for the category of development listed in car parking standards contained in DMO-102 shall be provided with electrical connection points, to allow for functional electric vehicle charging.</p>	
<p>Trails / Greenways / Peatways for Walking / Cycling</p>	<p>Chapter 6: Tourism and Recreational Development</p>	<p>TRO-14 - implement 'A Strategy for Walking and Cycling in Offaly; Connecting People Connecting Places' (2015).</p> <p>TRO-15 - implement the 'Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland' (2016) in conjunction with Bord na Móna, Coillte, Waterways Ireland, the Office of Public Works and the Product Development Group, in accordance with the Offaly Tourism Statement of Strategy 2017-2022.</p> <p>TRO-17 - protect potential greenway, blueway and peatway routes (i) along and in proximity to abandoned rail lines and (ii) routes identified in Figure 6.13 'Midlands Cycling Destination, Offaly Network Map' from inappropriate development that could compromise the delivery of a cycling or walking route in the future.</p> <p>TRP-16 - support the extension of greenways, blueways, peatways and trails within the county and the integration and linkage of them with other existing / proposed greenways, blueways, peatways and trails both within and outside County Offaly.</p> <p>TRP-17 - promote the provision of appropriate infrastructural requirements to meet the needs of greenways, blueways, and peatways and other pedestrian / cycling trails such as high quality signage, bicycle stands, service facilities, seating and if necessary, car parking (all</p>	<p>A number of settlement plans address the provision or extension of trails and greenways.</p>

		<p>with regard to Department of Transport, Tourism and Sport’s ‘Greenways and Cycle Routes Ancillary Infrastructure Guidelines’), and the provision of visitor interpretation along these routes such as storyboards, artworks and other media to create a greater sense of place, connecting and immersing visitors in the local heritage and stories.</p> <p>TRP-19 - further investigate the potential of and opportunities for the development of existing and new trails in County Offaly to include a mixture of walking, cycling and driving trails, for the provision of appropriate services along these trails, and for the development of linkages between these trails and key tourism assets both within Offaly and adjoining counties. An example includes Derryounce Experience Lake and Trails and its potential linkage to the People’s Park in Portarlinton (with potential for Portarlinton as a trailhead) and the wider linkages to the Mount Lucas windfarm. The Council will only support such developments where it is demonstrated that no significant environmental effects would arise as a consequence of their construction or operation.</p> <p>TRP-20 - promote and facilitate the continued development of the Slieve Bloom Mountains bike trail as a key tourism asset for the county and as part of the tourism offer on the Slieve Bloom Mountains, in conjunction with Laois County Council. In addition, it is the Council policy to (i) promote the further development of walking trails on the mountains, (ii) connect to and develop Kinnitty as a service hub for the area and (iii) promote and facilitate links to / from other existing and proposed</p>	
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		<p>greenways, blueways and peatways.</p> <p>TRP-22 - promote the 'Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland' (2016) in conjunction with Bord na Móna and Coillte in accordance with 'Outdoor Recreation Plan for Public Lands and Waters in Ireland' 2017-2021 and in particular to recognise Tullamore as a hub in this respect.</p> <p>TRP-23 - support Fáilte Ireland in the making of 'The Beara Breifne Way Tourism Activation Plan' which will identify a number of towns as walking hubs along a trail which extends from Cork to Cavan through Offaly.</p>	
<p>Public Transport</p>	<p>Chapter 8: Sustainable Transport Strategy</p>	<p>SMAO-02 - prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to prepare a Local Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlinton subject to the provision of funding and agreement with statutory agencies.</p> <p>SMAO-09 - safeguard all existing rail infrastructure, to encourage the re-opening of rail stations, and to preserve disused stations / halts and tracks, appropriate to future strategic county public transport needs.</p> <p>SMAP-09 - encourage better integration of transport services with the aim of reducing car trips by encouraging and fostering improved consultation and co-operation between both public and private providers of transport services operating in the county and in the midland</p>	<p>Each Town Plan contains measures to ensure that all development in the Plan Area will contribute positively towards reduced energy consumption and the associated carbon footprint. One of these measures is to;</p> <p>"Prioritise sustainable mobility i.e. public transport, walking and cycling and integrate land use and transportation in order to reduce travel demand."</p> <p>A number of specific objectives in each Town Plan represent this measure.</p> <p>A number of Settlement Plans have an objective to support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent programmes.</p>

		<p>region, including all providers of bus and rail services.</p> <p>SMAP-16 - co-operate with and encourage Iarnród Éireann to (i) secure the upgrading of the existing rail linkages between Athlone, Clara, Tullamore and Portarlinton (ii) improve the frequency of trains between Athlone and Dublin and (iii) ensure that train stations in County Offaly are manned and have frequent services.</p> <p>SMAP-17 - promote and facilitate, in co-operation with the Department of Transport, Tourism and Sport, Iarnród Éireann and adjoining local authorities, the provision of a second rail line between Portarlinton and Athlone. In conjunction with this there is an opportunity for:</p> <ul style="list-style-type: none"> • Tullamore Train Station and adjoining lands to be developed as a transport (bus/rail) node with possible integration of local bus services to serve the town and catchment area; and • Clara Train Station and adjoining lands to be developed as a transport (bus/rail) node with possible integration of local bus services to serve the town and catchment area. <p>SMAP-18 - support the reopening of Geashill Train Station.</p> <p>SMAP-20 - support and facilitate the operation of existing bus services and to facilitate the provisions of improved facilities and services for bus users in towns and villages including the provision of set down areas for coaches and bus shelters at all bus stops where feasible.</p> <p>SMAP-21 - support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent</p>	
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		<p>programmes including 'Connecting Ireland Rural Mobility Plan' which provides for social and economic connectivity between settlements and rural areas.</p> <p>SMAP-19 - support and develop public transport routes throughout the county through collaboration with the National Transport Authority and other relevant statutory bodies.</p>	
Reduce outward commuting	Chapter 5: Economic Development Strategy	<p>ENTP-31 - support remote working opportunities from home and innovative designated hub/ co-working spaces, in the interests of mitigating long commuting times.</p> <p>ENTP-32 - encourage home-based employment including the provision of small-scale individual enterprises.</p> <p>ENTP-33 - support local employment creation where it can mitigate against long distance commuting.</p>	Town Plans Many of the Plans identify key opportunity sites with the potential for mixed use developments incorporating employment uses which would help reduce outward commuting.
	Chapter 9: Social Inclusion, Community and Cultural Development	SICCDP-24 - support and facilitate the establishment of co-working/ remote working hubs and creative hubs as either standalone facilities themselves or ancillary to public buildings, libraries and community centres or in towns and village centres.	