

# Appendix G

## Trim Local Transport Plan



# **Trim Local Transport Plan 2014 - 2020**



## **1 Introduction**

This Local Transport Plan for Trim Town & Environs has been developed following the requirement to prepare a Local Transport Plan for all Development Plans and Local Area Plans for Designated Towns and Designated Districts identified in the National Transport Authority's (NTA) Draft Transport Strategy for the Greater Dublin Area 2011 – 2030 (Chapter 8, Measure LU3). Trim is a designated town in the Draft NTA Transport Strategy. Planning Objective TRAN SO1 of the Meath County Development Plan 2013 – 2019 also requires a Transport Plan to be prepared for Trim.

### **1.1 Background & Analysis**

#### **1.1.1 Residential Population**

The 2011 Census of Population indicates that Trim Town and Environs had a population of 8,268 persons. This is a 20% increase on the 2006 census which in turn had seen a 16% increase in population since the 2002 census. This current Draft Development Plan is planning for an increase of potentially 518 additional residential units over the life of the development plan. This figure is in addition to the 912 residential units with extant planning permissions. The average household size for Trim Town & Environs in 2011 was 2.8. Applying this average household size and taking into account the core strategy allocation (518 units) and the number of extant permissions (912), it is estimated that the target population for Trim Town & Environs over the plan period shall be 12,272 persons (an increase of 4,004 persons on Census 2011).

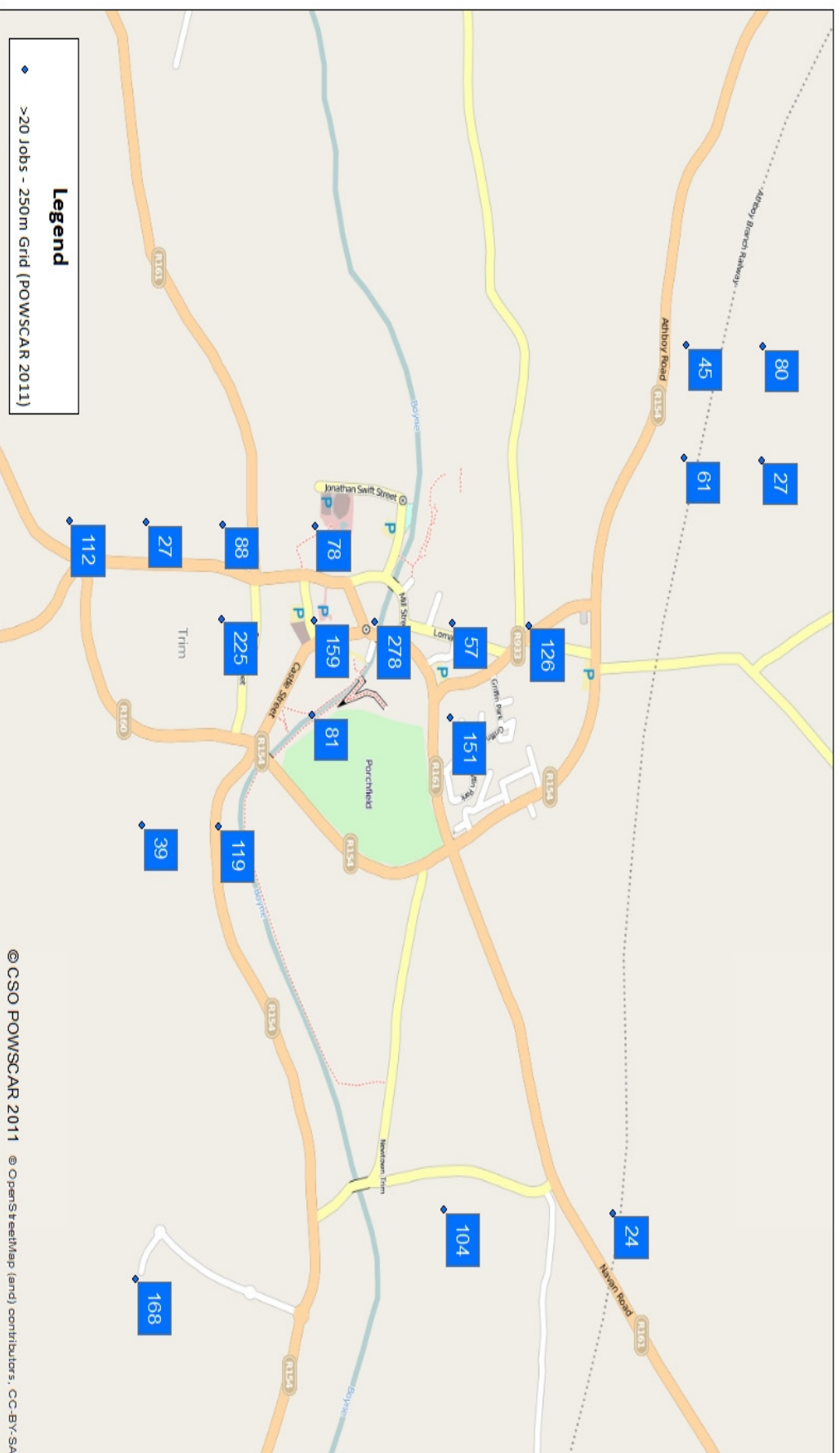
#### **1.1.2 Employment**

In addition to the predicted growth in the population of Trim there will also be a commensurate increase in the amount of land zoned for other purposes over the life of the new Trim Development Plan 2014 to 2020. The area of community and industrial is predicted to rise and, once developed, this zoned land will affect travel demand and influence on how people will wish to travel in the future.

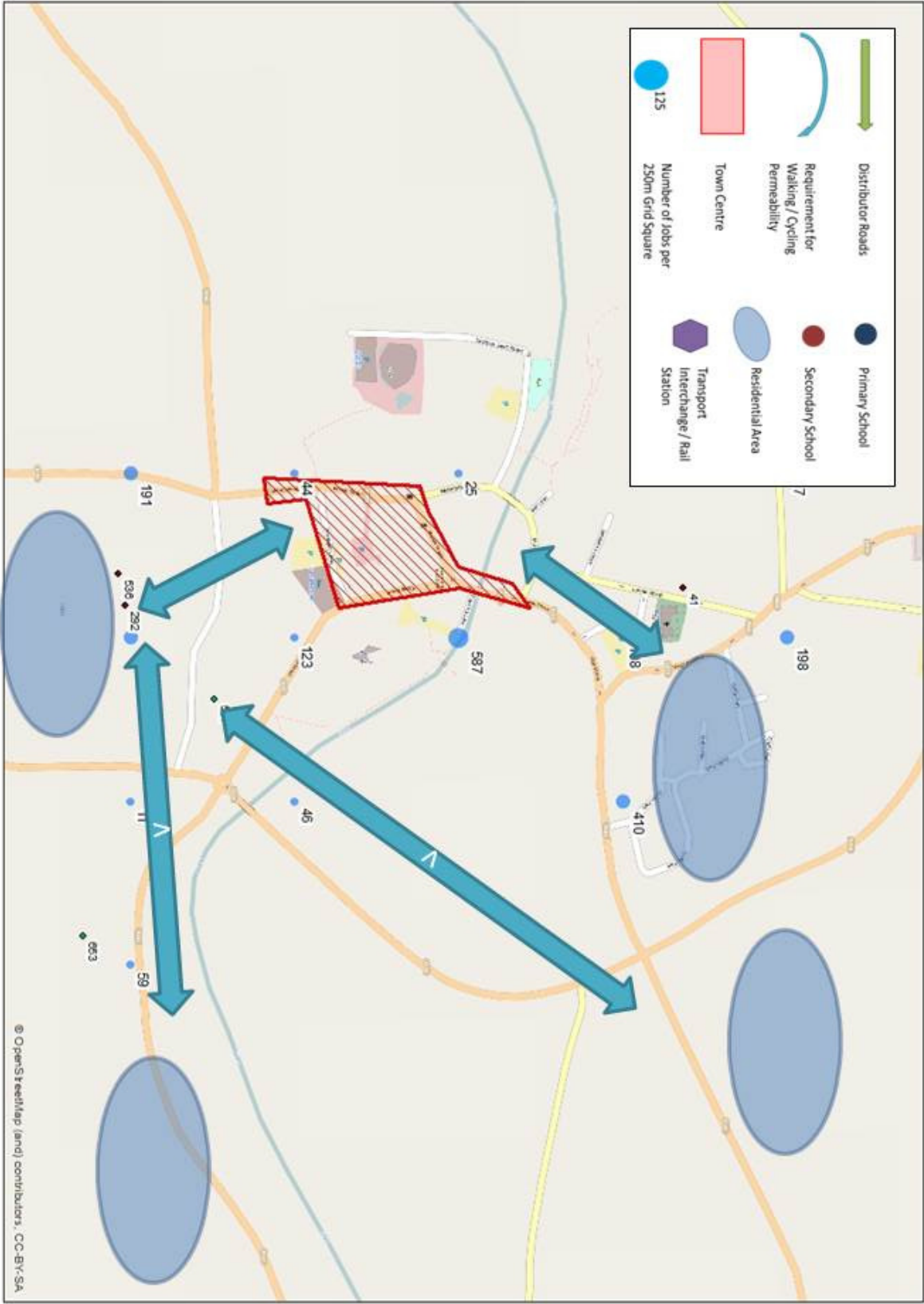
Figure 1.1 overleaf gives an indication of the location of all jobs (greater than 20 or more) on a 250m grid basis. The town centre is the core employment area of Trim; it provides the location of the majority of jobs provided for in Trim Town and Environs which totaled 3,297 jobs in 2011. Trim has benefited from the Government's decentralization programme with the new national headquarters offices of the OPW located to the west of Emmet Street on the lands designated for town centre expansion. The Knightsbrook and Trim Castle Hotels provide significant employment in the town. The Scurloghstown Business Park along the Dublin road provides 168 jobs and the Oaktree Business Park provides 213 jobs. Another significant employment cluster is the area where the schools and St. Joseph's Community Nursing Home are situated around Patrick Street.

Figure 1.2 is a schematic diagram of Trim showing the spatial relationship between the main residential areas in the town and the town centre, employment locations and schools. This diagram gives a sense of the travel demand within Trim, showing where people are travelling from and where they want to get to.





**Figure 1.1.1 - Location of Trim jobs in 250m grid >20 jobs (POW/SCAR 2011)**



H Figure 1.2 - Schematic Diagram of Trim Showing Trip Generators and Attractors

### 1.1.3 How the Population of Trim Travel to Work and School

This section of the report looks at information from the censuses of 2006 and 2011, and also 'CSO POWCAR' to examine how people working and going to school travel. CSO POWCAR is an acronym used to describe data from the Central Statistics Office (CSO) for 'Place of Work Census of Anonymised Records'. As part of the Census 2006 processing programme, the place of work details of all employed persons who undertook a journey to work were geo-coded. A detailed file containing the demographic and socio-economic characteristics of these workers along with information on the origin and destination of their journeys to work has been made available for analysis by interested parties. The POWCAR information is only available under strict conditions to bona fide researchers who are approved by CSO. In 2011 the POWCAR data was expanded to include information on educational trips. Accordingly, the acronym was amended to POWSCAR.

Tables 1.1 and 1.2 below contain information from the 2006 and 2011 Censuses on how the population of Trim travels to work and school.

	On								Mainly from home	Not Stated	Total	
	Foot	Bicycle	Bus	Train	Motorcycle	Car Driver	Car Passenger	Van				Other
Pop 15+ at Work	348	22	150	4	10	1945	255	243	2	84	27	3090
	11.3%	0.7%	4.9%	0.1%	0.3%	62.9%	8.3%	7.9%	0.1%	2.7%	0.9%	
School Children 5 - 12 y.o.	195	4	196	0	0	0	407	3	0	11	17	833
	23.4%	0.5%	23.5%	0.0%	0.0%	0.0%	48.9%	0.4%	0.0%	1.3%	2.0%	
Students 13 – 18 y.o.	221	14	90	0	2	4	139	0	2	5	5	482
	45.9%	2.9%	18.7%	0.0%	0.4%	0.8%	28.8%	0.0%	0.4%	1.0%	1.0%	
Students 19 y.o. +	12	2	63	1	0	21	7	1	0	1	3	111
	10.8%	1.8%	56.8%	0.9%	0.0%	18.9%	6.3%	0.9%	0.0%	0.9%	2.7%	
Total	776	42	499	5	12	1970	808	247	4	101	52	4516
	17.2%	0.9%	11.0%	0.1%	0.3%	43.6%	17.9%	5.5%	0.1%	2.2%	1.2%	

Table 1.1 - 2006 CSO Data on Travel to Work and School

The 2011 Census data demonstrates a number of interesting facts about the resident population and their travel patterns.

	On Foot	Bicycle	Bus	Train	Motorcycle	Car Driver	Car Passenger	Van	Other	Work Mainly from home	Not Stated	
<b>Pop 15+ at Work</b>	357	27	132	16	11	2121	143	197	8	57	77	3146
	11.3%	0.9%	4.2%	0.5%	0.3%	67.4%	4.5%	6.3%	0.3%	1.8%	2.4%	
<b>School Children 5 - 12 y.o.</b>	256	12	126	0	0	0	566	4	0	0	22	986
	26.0%	1.2%	12.8%	0.0%	0.0%	0.0%	57.4%	0.4%	0.0%	0.0%	2.2%	
<b>Students 13 – 18 y.o.</b>	289	5	89	2	0	4	182	1	0	0	6	578
	50.0%	0.9%	15.4%	0.3%	0.0%	0.7%	31.5%	0.2%	0.0%	0.0%	1.0%	
<b>Students 19 y.o. +</b>	30	2	95	1	0	88	19	2	1	2	9	249
	12.0%	0.8%	38.2%	0.4%	0.0%	35.3%	7.6%	0.8%	0.4%	0.8%	3.6%	
<b>Total</b>	932	46	442	19	11	2213	910	204	9	59	114	4959
	18.8%	0.9%	8.9%	0.4%	0.2%	44.6%	18.4%	4.1%	0.2%	1.2%	2.3%	

**Table 1.2 - 2011 CSO Data on Travel to Work and School**

It follows that, as there has been an increase in the population of Trim between 2006 and 2011, the numbers travelling to work and school have increased over that time period. Despite the economic downturn the number of people travelling to employment has risen by approximately 1.8%. There has been a much larger increase in the numbers travelling to schools and colleges, which has increased by approximately 27%. The trends evident in the tables above present a consistent pattern where private car/van is the predominate mode of travel choice (67%) for employment and education trips for the population of Trim. In 2011, walking at 18.8% is the second most popular mode of transport to work, school or college followed by bus at 8.9%. Interestingly, the share of persons using bus to travel to work, school or college has reduced in the intervening 5 year period by approximately 2.1% , while the number of people walking increased by 1.6%.

It is noted that other than a small rise in the percentage of car drivers and fall in the percentage of car passengers, there has not been significant changes in the modal percentages of the Trim population of 15 years plus travelling to work. It might have been expected that, given the rises in fuel prices, more people would be looking to car share, and that there might have been a rise in the proportion of car passengers. This does not appear to be the case in Trim.

The percentage of 5 – 12 year olds who were driven to school in 2011 has increased significantly to 57.4% between 2006 and 2011. This is a relatively high percentage which is replicated in other locations across the County in this age group of pupils. The rise in the percentage of this cohort of students, who are being driven to school, coincides with a significant fall in those taking the bus (23.5% in 2006 falling to 12.8% in 2011). More positively, it is noted that there has been a small rise in the numbers of 5 – 12 year olds walking and cycling to school.

At the time of writing the 2011 CSO data on the distance travelled to work and school was not available. It would be interesting to compare the percentages within 2km of their place of work or school with the percentages that choose to walk. Similarly, because of the low numbers of people who cycle and the potential to increase this mode share, it would be worthwhile gauging how many people live within 9km of their work or school. In 2006, the percentages living within 2km of their place of work or school was 14.7% while the overall percentage who travelled on foot was 17.2%. This suggests that the portion of the population who walked was higher than you might expect, and that a proportion of people outwith the 2km distance commuted on foot. The same cannot be said of cycling. In 2006, 39.3% of the population lived within 9km of their place of work or education. The overall percentage that cycled was less than 1% in 2006. These figures indicate that there was scope to increase this figure significantly, and it is considered likely that this remains the case.

The level of commuting to work to locations outside of Trim Town & Environs has slightly decreased between 2006 & 2011. This is best highlighted by the distance which people travel and the time that they leave their homes. In 2006, 23% of persons began their travel to work from 7am – 8.30am. This figure slightly decreased to 21% in the 2011 census.

#### **1.1.4 Trips to and from Trim**

The 2011 Census of Population CSO POWSCAR data provides a significant insight into workplace travel trips for the local population both to and from Trim. This is illustrated in tables 1.3 and 1.4 below and on the corresponding geographical representation of this information as shown on figures Map Nos. 6a and 6b in Appendix A. The data indicates that internal trips are by far the most common trip generators with an average of 1696 trips per day out of Trim and an average of 1676 trips to Trim per day. Commutes to Dublin City and the Greater Dublin catchment area are the next largest trip generators. Trips being generated from Trim to Navan (526) is considerably higher than the opposing direction of Navan Rural to Trim (314) which is not surprising taking into account the county town status of Navan, the employment opportunities contained therein (approximately 9,000 jobs) and the relatively short travel time between both towns.

Section 2 of this plan sets out details of the bus services to and from Trim. There are two main regular bus services, the 111 linking Trim with Athboy and Dublin and the 188 linking Trim with Navan, Slane and Drogheda. It can be seen from Map Nos. 6a and 6b that there are trips emanating from rural villages and areas west and south west of Trim which is not served by a regular bus service. It would appear that there are limited options for those travelling from these areas to Trim. Cycling may be an option for some and efforts should be made to promote car sharing in the locality.

#### **CSO 2011 POWSCAR DATA Employment Trips**



POWSCAR (ED_Label)	Total	%
Trim Rural	428	16.3%
Trim Urban	420	16.0%
Navan Rural	134	5.1%
Navan Urban	129	4.9%
The Ward	81	3.1%
Kilmessan	59	2.2%
Galtrim	44	1.7%
Blanchardstown-Coolmine	43	1.6%
Blanchardstown-Tyrelstown	31	1.2%
North City	28	1.1%
South Dock	28	1.1%
Blanchardstown-Abbotstown	27	1.0%
Dunboyne	27	1.0%
Maynooth	26	1.0%
Dunshaughlin	26	1.0%
Summerhill	26	1.0%
Airport	25	1.0%
Leixlip	23	0.9%
Athboy	22	0.8%
Other Dublin City EDs <20	359	13.7%
Other South Dublin EDs <20	121	4.6%
Other Fingal EDs <20	97	3.7%
Other Kildare EDs <20	68	2.6%
Other Meath Rural EDs <20	218	8.3%
Other locations EDs <20	134	5.1%
<b>Total</b>	<b>2624</b>	<b>100%</b>

Residence_ED_Label	Total	%
Trim Rural	664	32.5%
Trim Urban	174	8.5%
Navan Rural	157	7.7%
Ballyconnell	50	2.4%
Kildalky	46	2.3%
Killaconnigan	41	2.0%
Athboy	37	1.8%
Rathmolyon	36	1.8%
Summerhill	32	1.6%
Laracor	27	1.3%
Ceannanus M <sub>sr</sub> (Kells) Rural	26	1.3%
Grennanstown	26	1.3%
Kilmessan	25	1.2%
Galtrim	22	1.1%
Castlerickard	21	1.0%
Other <20 Trips	657	32.2%
<b>Total</b>	<b>2041</b>	<b>100.0%</b>

Table 1.4 - 2011 CSO POWSCAR Employment Trips – Trim as Destination

Table 1.3 - 2011 CSO POWSCAR Employment Trips – Trim as Origin

	Bicycle	Bus, minibus or coach	Driving a car	Motor cycle or scooter	Not stated	On foot	Other, including lorry	Passenger in a car	Train, DART or LUAS	Van	Total
<b><u>Trim as Origin</u></b>											
Employment Trips %	24 1%	121 5%	1,760 70%	10 0%	14 1%	336 13%	4 0%	117 5%	17 1%	100 4%	2,503 100%
Education Trips %	19 1%	312 17%	97 5%	- 0%	37 2%	594 32%	1 0%	777 42%	3 0%	7 0%	1,847 100%
Total Origin %	43 1%	433 10%	1,857 43%	10 0%	51 1%	930 21%	5 0%	894 21%	20 0%	107 2%	4,350 100%
<b><u>Trim as Destination</u></b>											
Employment Trips %	23 1.1%	20 1.0%	1489 73.0%	3 0.1%	11 0.5%	319 15.6%	7 0.3%	74 3.6%	0 0.0%	95 4.7%	2041 100.0%
Education Trips %	17 0.8%	573 26.3%	11 0.5%	0 0.0%	18 0.8%	541 24.8%	0 0.0%	1016 46.6%	1 0.0%	2 0.1%	2179 100.0%
Total Destination %	40 0.9%	593 14.1%	1500 35.5%	3 0.1%	29 0.7%	860 20.4%	7 0.2%	1090 25.8%	1 0.0%	97 2.3%	4220 100.0%
All trips %	83 1.0%	1,026 12.0%	3,357 39.2%	13 0.2%	80 0.9%	1,790 20.9%	12 0.1%	1,984 23.2%	21 0.2%	204 2.4%	8,570 100.0%

Table 1.5 - 2011 POWSCAR Daily Trips to and from Trim

Table 1.5 assists in aiding the understanding of the modes of transport used by people travelling to and from Trim. Travel by car to Trim for employment purposes remains the preferred mode at 73%, with walking next at 15.6%. It is anticipated that further improvements to footpaths and cycleways in Trim will result in a corresponding rise in the numbers walking and cycling over the life time of the plan. Cycling as a mode of travel to work and school remains disappointingly low. Similar trends are evident for those travelling out of Trim for employment; car is once again the most used (70%) and walking next at 13%. While the car also remains the primary mode for educational trips, walking is the next most common, and efforts will be made to close the gap between the two by providing additional walking and cycle friendly measures where possible.

## 2 Transport Infrastructure

Trim functions as a major transportation node in County Meath. Although not served by a national primary road, Trim is served by a number of good quality regional roads including the R154 Athboy - Dublin Road which links to the N3 national primary route, the R161 Navan – Kinnegad Road, the R160 Trim – Longwood Road, and the R158 Trim – Summerhill – Kilcock Road. Trim is heavily reliant on the local road network for public and private transport as well as the movement of commercial goods.

The main public transport services in Trim are related to the demand for commuter trips towards Dublin and Navan. Bus Eireann operates a commuter daily service, route 111 which links Trim to Dublin and Trim to Athboy. This is a quite intensive service with 21 buses travelling from Trim to Dublin and 21 buses travelling from Dublin to Trim. Bus Eireann also operates an extensive service on route 188 between Trim, Navan, Slane and Drogheda between Mondays to Saturday (with reduced services on Sundays).

Flexibus rural transport service, Meath's Accessible Transport Project, also services Trim as follows:

Service	Route	Frequency
111	Summerhill to Trim/Navan	Weekly (Fri) (one Service)
114	Longwood – Trim/Navan	Weekly (Thur) (one service)
220	Kilmessan (via Bective, Trim, Scurlughstown & Dunsany) Weekly (Tuesday) (one service)	
350A	Trim Dunboyne Ratoath Ashbourne	Weekdays (Fri) (one service)

Taxi/Hackney services are also available in Trim; however there is no designated taxi rank in the town.

A traffic management study was carried out by SIAS/O'Connor Sutton Cronin in 2003, and this has informed how traffic should be managed in Trim, including the measures that led to the introduction of a one way system in the town centre. It also identified other road objectives which are discussed later in this report in the context of the wider development outlook.

## 2.1 Aims of the Transport Plan

This Transport Plan aims to address the key issues outlined above and meet the Local Transport Plan [LTP] objectives. It has six fundamental objectives set out as follows:

1. To promote sustainable transport and make travel safer by ensuring that pedestrians and cyclists are afforded higher priority than motorised vehicles.
2. To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport.
3. To maintain and operate efficient transport networks.
4. To create a transport system that is accessible to all.
5. To provide a transport system that supports the economy, the tourist offer and the growing population of the town and wider environs.
6. To compliment and enhance the built and natural environment.

Transport Objective	Theme	Plan Measures
1. To promote sustainable transport and make travel safer by ensuring that pedestrians and cyclists are afforded higher priority than motorised vehicles.	<ul style="list-style-type: none"> <li>• Reduce road accidents and improve personal safety for all transport users in Trim.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement safety improvements to benefit all travel modes. This includes safer routes to schools.</li> </ul>
2. To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport.	<ul style="list-style-type: none"> <li>• To ease interchange between modes of transport.</li> <li>• Help improve the health and well being of people across the whole community.</li> <li>• Reduce the adverse impacts of traffic in the town.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement schemes that provide for easy interchange between and encourage use of sustainable modes of transport.</li> <li>• Upgrade and implement new walking and cycling routes linking residential areas with the town centre, educational cluster, sports facilities and clusters of employment.</li> <li>• Public transport improvements.</li> <li>• Consider installation of cycle parking facilities at agreed locations.</li> </ul>

<b>3. To maintain and operate efficient transport networks.</b>	<ul style="list-style-type: none"> <li>• Improve path, cycle and road condition.</li> <li>• Reduce congestion and unnecessary delays on roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade road conditions to include provision for cyclists.</li> <li>• Agree footpath improvements program.</li> <li>• Traffic Management Improvements.</li> </ul>
<b>4. To create a transport system that is accessible to all.</b>	<ul style="list-style-type: none"> <li>• Maximise accessibility to jobs and services.</li> </ul>	<ul style="list-style-type: none"> <li>• Walking and cycling route improvements.</li> <li>• Public transport infrastructure improvements.</li> </ul>
<b>5. To provide a transport system that meets the needs of the economy.</b>	<ul style="list-style-type: none"> <li>• Support and enhance the economy of the town.</li> <li>• Increase the tourist offer</li> <li>• Increase accessibility to and from, and within the town.</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion and implementation of walking and cycling routes particularly the Boyne Greenway</li> <li>• Consider traffic management measures which could assist in reducing public transport journey times.</li> </ul>
<b>6. To compliment and enhance the built and natural environment</b>	<ul style="list-style-type: none"> <li>• Reduce impact of transport systems on the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion and implementation of walking, cycling and other sustainable forms of transport.</li> <li>• Increase cycle parking availability at town centre locations and work places where a demand exists.</li> </ul>

### **3 Transport Networks**

#### **3.1 Introduction**

This section of the transport plan discusses transport issues relevant to Bus Services, Road Safety, Walking and Cycling and Car Parking. It should be noted that the Town Centre Local Area Plan 2004 also set out strategies related to these under the following headings:

- Traffic Management
- Parking Management and Public Transport
- Pedestrian Movement

These strategies provided details of a phased approach to various transport related elements required to be undertaken as part of the Town Centre Local Area Plan. When developed, these would form a coherent and integrated development framework for Trim town centre inclusive of the area identified for town centre expansion. It was envisaged that each strategy would be carried out in 3 phases reflecting what was realistic to deliver in the short, medium and longer terms.. This Transportation Plan has reviewed each strategy and retained the elements which could be considered for inclusion in the draft Trim Development Plan 2014 – 2020. These are included in the relevant sections of the remainder of section 3 of this plan and in section 4 dealing with the road network.

#### **3.2 Bus Services**

The public bus service provided by Bus Éireann is an important mode of transport serving the town as it enables some people to access facilities and services that they may not otherwise be able to use. The No. 111 bus service in particular offers strategic & regular bus connections between Trim and Dublin City, in addition to the town of Athboy. Given that there is no rail link serving this area of the county, the frequency of the bus service to the city and areas of employment is of high importance. The current services operate at half hourly frequencies during the peak business hours in the day, with 2no. Services per day collecting at Trim Castle bus stop for Dublin bound commuters and the remainder serving the ring road bus stops. Bus Éireann also operates the 188 service between Trim, Navan, Slane and Drogheda on approximately a two-hour frequency between Mondays and Saturdays. There is a limited service available on this route on Sundays. There is no local bus service operating in Trim given the size of population that would be required to support and sustain such a service.



It was noted in section 1.1.4 that there are trips emanating from rural villages and areas west and south west of Trim which are not served by a regular bus service. The numbers travelling from these areas for employment purposes would appear to be too small to sustain a viable bus service. Employment clusters such as the Oaktree Business Park are served by a bus service but employment clusters on the south west of the town are less accessible by bus.

Map No 4 in Appendix A, illustrates the route of the 111/188Bus Service through Trim Town. In addition, the map identifies existing bus stop facilities and locations where additional stops are proposed. The location of existing bus stops relative to the residential areas would appear to show that significant sections of the town are not within easy walking distance of the current stops. For example, this is particularly true of the Knightsbrook area in relation to the Navan Bus service. A combination of improvements to bus services, additional stops and enhanced infrastructure will help to increase further bus patronage levels.

Improvements to the local bus infrastructure to serve Trim include the following:

1. To build upon the work carried out to improve bus facilities across the county, including Trim and to identify further requirements for the upgrade of existing bus stops which lack basic facilities such as timetable information, shelters and hard standings.
2. Provision of a new bus park & ride facility to serve the town and wider area at Scurloghstown junction at a sustainable location and subject to appropriate environmental assessment, including Appropriate Assessment, where relevant in co-operation with the National Transport Authority and Bus Éireann.
3. Provision of a new Trim bound bus bay at Knightsbrook and upgrade of Dublin bound bus bays. Provision of additional stops on the R161 Trim Navan Road
4. Consideration should also be given to how the 188 and the 111 services could be better synchronised to facilitate the interchange of passengers from within the town between routes e.g. Can services be amended to make it easier for those in Knightsbrook wanting to travel to Navan but not on the route, to catch the 111 into town to change buses for an onward journey using the 188 service.

### **3.2.1 Town Centre Public Transport**

It is an objective to support the development of a sustainable co-ordinated public transport service for Trim. It proposed that this would be implemented through the following actions:

- Develop a public and private transport hub, within the 'Town Centre Expansion Area' (Mark J on Map No. 5 in Appendix A), in close proximity to both the 'Historic Core', and to any new shopping centre and major long stay parking area, which incorporates local public bus interchange for 20 buses including tourist buses, commuter park and ride and cycle storage facilities, in tandem with development of Town Centre Expansion Area. This development will be subject to appropriate assessment, environmental assessment as appropriate and will include a detailed landscape plan to ensure this development is adequately screened.

### **3.3 Road Safety**

Road Safety goes beyond reducing the number of casualties, important though as this is. Safer roads encourage people to use other more sustainable forms of transport than the car for appropriate journeys and contribute towards making the town more attractive to all those needing to travel.

To help achieve the Local Transport Plan objectives, there is a need for a comprehensive range of road safety measures. Information has been gathered from Garda road accident reports in Trim town between the period 2005 and 2010 in order to identify the most problematic areas requiring specific road safety improvements, particularly for vulnerable road users such as pedestrians and pedal cyclists. The analysis of Garda Accident Reports in Trim (2005-2010) indicates that there were 3 no minor injuries, 42 no. serious injuries and 1 no. fatal accident recorded. Map No.1 in Appendix A illustrates the location of each accident type. Arising from the accident data, there appear to be two junctions/narrow sections of road which stand out as being more prone to accidents.

The measures set out below have been chosen because, taken collectively, they will have a greater impact in reducing accidents and will complement other initiatives that promote sustainable transport and safer communities.

#### Traffic Management Measures

The following improvements are proposed as objectives of this plan

1. To reconfigure the junctions where recurring accidents have occurred to make them more pedestrian friendly and to reduce the width of the carriageway to be crossed by pedestrians.
2. To investigate realignment and road widening schemes to incorporate cycling and pedestrian facilities to current standards at the Boyne school and the Dublin Road.
3. To investigate feasibility of a school bus facility for set down and collection of pupils on the ring road in the vicinity of local schools, including provision of a centralised school bus collection area off the ring road.
4. To investigate the feasibility of a short-term HGV ban for Patrick Street until the RT5 link is constructed.
5. To provide and upgrade pedestrian crossings at locations where recurring accidents have occurred involving pedestrians and at locations where there is significant risk to pedestrian safety.
6. Upgrade of pedestrian facilities at Newtown Bridge subject to Appropriate Assessment, Environmental Assessment and consultation with NPWS and IFI.

### 3.4 Walking and Cycling

Increasing the opportunities for walking and cycling represents a key part of the Local Transport Plan's objectives for sustainable travel. Table 1.4 giving details of the 2011 POWSCAR data base for Trim, indicates that walking is the second most popular mode of travel for all employment and education trips emanating and terminating in the Town. This is indicated to be 20.9%, second only to the private car usage. Of significant concern are the low numbers of those cycling to work and school which is around 1.0%. This is a disappointing figure replicated across other urban centres in County Meath. A key aspiration of this Transport Plan will be to put in place initiatives/objectives that will decrease private car usage within the town for short distance trips, and replace them with walking and cycling trips.



The Traffic Management Study that was prepared for Trim town in 2003 made key recommendations in relation to Pedestrians and Cyclists. Properly signed secure cycle parking facilities should also be installed at key locations in the town to ensure that those wishing to cycle short journeys for work, shopping and leisure are catered for. Cycle parking is also important for cycle tourists who may wish to stop in Trim and lock their bicycles while they spend time around the town.

To achieve the broad objective to increase the modal split for walking and cycling in Trim, a number of sub-objectives to provide for a high level of service for these modes are required. These relate to infrastructure, service patterns and information. To attract investment from the NTA, proposals will have to be targeted at those locations where these modes have not reached their full potential or where there is an infrastructural deficiency.

Trim has a high quality public realm which could be further complimented by improvements to walking and cycling facilities on the periphery and serving the school cluster to the south of the town.

This plan proposes the following schemes to improve walking and cycling in Trim:

- Pedestrian facilities/ junction upgrades in the town centre (see also sections 3.4.1 & 3.4.2);
- Upgrade pedestrian/cycle facilities on ring road;
- Traffic calming/ HGV management in town centre;
- Pedestrian/ cycle improvements to roundabout on Castle Street;
- Upgrade of pedestrian facilities on the main arterial roads into the town including the Dublin and Navan Roads; and
- Pedestrian permeability schemes.

In relation to walking facilities, existing walking routes between the outer residential areas of the town and the town centre core business area and schools should be improved and formalised, as much as feasible. And the following walking and cycling objectives are to be included (refer to Map No. 2 in Appendix A):

- Upgrade of existing pedestrian routes within the town to current standards and to accommodate cyclists and improve permeability.
- Provide a pedestrian & cyclist access between Pinebrook on the Kildalkey road and Pine brook and Swiftcourt on the Athboy road
- To upgrade the existing Linear park walk to current standards for pedestrian & cyclists and provide links with Avondale & Eldergrove
- Provide a pedestrian bridge at Newtown bridge subject to Appropriate Assessment, Environmental Assessment and consultation with NPWS and IFI
- Provide a footpath on the Newtown road
- To upgrade the existing footpath to current standards on the Porche field to facilitate cyclists.
- Join the existing cycle network on the ring road to the Navan road.
- Upgrade the existing one way cycle ways on the ring road to two way.
- Provide a safe cycle network to current standards on the Dublin road from Knightsbrook to the Ring road to include the widening of a section of road at the Boyne school and connecting to the new upgraded network on the ring through the Maudlins cul de sac and Norman Pratt Park.
- Upgrade the existing pedestrian crossing on the ring road to accommodate periodical heavy pedestrian use at school times
- Provide a central School bus parking area

In relation to the objectives relating to providing cycling facilities along the Dublin Road, Maudlin Lane and in the vicinity of the Dublin Road Roundabout, the final design should endeavour to segregate vulnerable road users from HGVs having regard to the proposals for managing HGVs in Trim.

Generally, the condition of existing footpaths in Trim is good and this should be maintained to facilitate pedestrians and encourage walking activity. There is a well defined walking loop in Trim along the Dublin Road, Newtown Bridge and Lackanash Road which includes the Porche Field walk. This requires to be upgraded to current standards to accommodate walking and cycling. Ultimately this would connect to the Boyne Greenway between Trim – Navan and Drogheda and Trim Castle. The provision of a new footpath, together with upgrades of existing sections along the Newtown Road, is also considered to be a worthwhile objective.

It is considered that the existing cycle lanes along the ring road should be connected and upgraded to a two-way standard in line with the guidance set out in the National Cycle Manual.

To improve access to the town, measures to improve permeability through existing housing developments should be pursued particularly from developments which could potentially access the Linear Park walk.

### 3.4.1 Town Centre Pedestrian and Walking

The previous section contains objectives which are also broadly consistent with the Pedestrian Movement Strategy in the Town Centre LAP 2004, which recognized that the provision of a good network of pedestrian paths to enable safe and easy movements between all parts of the town was necessary for Trim to function in a compact and sustainable manner. It also contained the following policy:

*To develop a network of attractive, safe and practical pedestrian paths within the town, which will provide a viable alternative to car use for short and medium distance travel; this will increase the amenity of Trim, and encourage recreational walking and a modal shift from the use of cars.*

In addition to this policy the following (slightly amended) actions and objectives were also included in the above LAP:

It is an objective of this plan to install a network of new formal pedestrian walkways, with appropriate materials, lighting and pedestrian crossings. The design and treatment of all pathways including any that traverse the line of the Medieval Town Wall shall be discussed in detail and agreed with the National Monuments Service of the Department of Arts, Heritage and the Gaeltacht, as pathways may impact on sub-surface archaeological remains. It may be necessary to omit pathways or redesign pathways at certain locations in the interests of the protection of the archaeological heritage and natural heritage. Implementation will be through the following actions:

- Pedestrian priority access way running to west of the Medieval Town Wall and Ditch, to the rear of Emmett Street.
- Pedestrian pathway in the form of a new civic area, created by the demolition of up to three buildings which will provide a direct pedestrian connection between Market Street and the historic core of Trim and the Town Centre Expansion Area, in tandem with development of Town Centre Expansion Area
- Investigate the possibility of providing pedestrian linkages along the River Boyne between Oldbridge to Watergate Bridge, along the southern bank, with possible linkages through to Market Street, and from Oldbridge along the northern bank of the river, to the Boyne Walkway
- Investigate the possibility of providing pedestrian links giving access from High Street / Navan Gate Street to the Porch Field and Yellow Steeple, linking to Abbey Lane and to the path following the River Boyne.
- Pedestrian link through Town Centre Expansion Area to GAA club. The pedestrian route is indicative only; if the opportunity arises elsewhere to develop a pedestrian link this will be investigated and assessed on its merits. There are other opportunities to develop pedestrian linkages other than those shown on Map 5 or referred to above. The Planning Authority will encourage the provision of additional linkages subject to these linkages not adversely impacting upon archaeological remains and the upstanding remains of the Town Wall in particular.
- All new walk and cycleways will be subject to Appropriate Assessment, Environmental Assessment as necessary, and consultation with NPWS and IFI.

The above works were to be carried out as part of Phase 1 of Town Centre Expansion Area, and to be achieved through redevelopment. All the above schemes should be included as objectives in this Plan.

### 3.4.2 Commuter and Recreational Walkways

The Town Centre Local Area Plan 2004 also endorsed upgrading the quality of the general pedestrian network. This included providing signed pedestrian links to important recreational, community and tourist uses located outside the boundaries of the area including the Porche Fields and Newtown Trim Monuments and future large community uses such as the approved medical/retirement complex located adjoining the Longwood Road, the GAA Recreational Facility, and to large residential areas surrounding the town centre.

This objective was to be implemented by:

- Upgrading existing commuter footpaths.
- Ensuring all new roads provide adequate footpath provision.
- Developing new semi-formal recreational walkways.



These remain relevant and are considered to be consistent with the aims set out in section 3.4.1 above.

### 3.5 Car Parking

Trim has ample paid on-street parking provision as well as a number of off-street car parks within the town. On street parking is provided in the form of short and long stay parking in the Council grounds on Wellington Street and Towerview Car park.

Car parking and loading bay provision for new developments will be required in accordance with the standards outlined in the Meath County Development Plan 2013-2019. It is noted that the Trim Development Plan 2008 – 2014 stated that ‘Extensive areas of surface car parking will be discouraged and alternative options will be encouraged including underground and multi-storey parking’. As previously indicated in section 3.2, there is considered to be a need for an additional Park and Ride facility on the Dublin Road at the Scurloghstown junction.

It is not considered necessary to increase the existing level of car parking in Trim over the life of this Development Plan, except as required in accordance with development objectives in the interests of proper planning and sustainable development.

#### 3.5.1 Town Centre Car Parking

The Parking Management and Public Transport Strategy in Town Centre Local Area Plan 2004, contained the following policy:

*To efficiently manage the use of public car parking facilities and improve public transport, in order to enhance the vitality of Trim's primary shopping streets and Trim's tourist appeal. To efficiently manage school bus transportation parking in order to provide a safe central collection and drop of area for area school children.*

It was considered that the increased car parking demand to be generated by the expansion of the centre of Trim, the projected population growth and the growing importance of Trim as a tourist centre would require management to maintain the amenity of Trim as a place to live, work, shop visit and enjoy whilst ensuring ease of access and an improved public transport system.

The following medium to long term objectives were included in the Town Centre LAP (see Map No. 5 in Appendix A) and these should be retained in this Plan.

To develop a network of longer term car parking areas generally located outside the historic town centre which do not detract from the visual appearance of the town centre and high amenity areas of the town, particularly the setting of the Castle and Porch Field:

- To identify a location for a car park to cater for recreational uses (Location G see Map 5) subject to a detailed landscape and visual impact assessment to ensure that it will not impact on the Porch Field High Amenity area of the town.
- Identify an adequate central school bus parking area on the ring road at the location of the existing pedestrian crossing at the junction of Patrick Street and The Maudlins (Location H see Map 5)
- A multi-storey car park built in conjunction with any major shopping centre development (Location I see Map 5).

## 4.0 Roads

### 4.1 Existing and Proposed Road Network

As previously mentioned Trim functions as a major transportation node in County Meath and is heavily reliant on the local road network for public and private transport as well as the movement of commercial goods.

Over the last decade, the existing and proposed Road Network Hierarchy for Trim was understood to comprise of 4 integrated elements as follows:

- DOOR, M3, M4 and Regional Roads
- Local Distributor Roads
- Other Radial Roads
- Local Road Network

These were, for the most part, illustrated on the Zoning and Objectives Map No.1, in the Trim Development Plan 2008 – 2014. They are described further below.

#### 4.1.1 Leinster Orbital Route (LOR) (Formally known as the Dublin Outer Orbital Route (DOOR))

The proposal to develop an outer orbital route of Dublin is included as a key objective of the Regional Planning Guidelines (RPGs) for the Greater Dublin Area (2004-2016) and was also identified in previous strategies. Its importance is given more prominence within the context of the sustainable regional planning strategy and the importance attached to providing accessibility and connectivity between large growth towns in the Hinterland Area.

The RPGs identified a need for a Dublin Outer Orbital Route within the vicinity of urban areas such as Drogheda, Navan, Trim, Kilcock and Naas. In March 2007, The Leinster Orbital Route Feasibility Study was finalised on behalf of the NRA by consultants Roughan & O'Donovan - Faber Maunsell Alliance. The report sets out a description of the process by which the LOR corridor was identified and builds on an earlier 2001 study, looking in particular at the costs and benefits of such a route. The Constraints Study section of the 2007 report states, in relation to Trim, that:

*'Between Navan and Trim the route will stay several kilometres north of the River Boyne Valley so as to avoid important cultural heritage sites and landscape constraints along the river corridor. At Trim there are two route options available. One option is to pass north and west of the town where there are no major*

*constraints as the route crosses predominantly agricultural landscape consisting of medium to large land parcels with some value from hedgerows. Alternatively, the route could turn south and pass east of Trim, but this route would need to keep about 3km downstream of the town so as to avoid several historical sites along the banks of the River Boyne.*

It was considered that one of the impacts of the Leinster Orbital Route would be that it would make it easier to market the potential of large towns such as Trim as major economic investment locations, and fulfil the aims of bringing jobs closer to the hinterland population, reducing unsustainable commuting growth, and delivering job and increased service access in peripheral areas. The latest policy pronouncement on the LOR is the NTA's Draft Transportation Strategy 2030 which recommends the finalisation of a preferred route corridor and its protection from development intrusion. However, it is acknowledged that the full development of the proposal is unlikely to be required during the Draft 2030 Strategy period and, accordingly, it is recommended that an incremental approach to its delivery is adopted. It also recommends that the most deficient sections on the existing road network should be targeted for investment in terms of road accident records, or congestion. The County Development Plan 2013 – 2019 acknowledges this position and includes policy to support and facilitate the development of the LOR.

#### **4.1.2 M3 Motorway**

The M3 Motorway, opened in June 2010, has significantly improved road transport connections between the North West and the East of the country. The former N3 (now R147) was struggling to cope with the hugely increased volumes brought about by the unprecedented population growth in towns such as Dunshaughlin, Navan and Kells, as well as other areas of County Meath. The now completed M3 enables motorists to by-pass those towns. While the M3 Motorway does not provide for a by-pass of Trim, it does indirectly cater for traffic travelling to and from Trim, with the nearest accessible interchange located at Dunshaughlin. This means that the M3 offers those travelling to and from Trim the opportunity to avail of a safer and faster transport option to Dublin and the Northwest.

#### **4.1.3 M4 Motorway**

The M4 motorway which opened in 2006 is an important east - west transport link serving the country. Trim, being approx 15km north, is well served by this link with access options via interchanges at Kilcock, Enfield or Kinnegad. These interchanges are in turn well served by quality regional roads namely the R158, R159/R160 and R161. The former N4, now a regional road, provides better, safer local access between these towns. This major arterial route makes Trim more accessible for commercial and tourist traffic.

#### **4.1.4 Regional Roads**

As noted above, Trim is served by a number of good quality regional roads which radiate out from the central sector. Major upgrades of key sections of the regional road network serving Trim have also been undertaken in recent years, these include improvements to the R154 Trim Dublin, R161 (Navan to Trim) and the R158 (Trim-Summerhill-Kilcock) as well as some pavement improvements to the R160. The R154 Trim Athboy/Oldcastle and R161 Trim Kinnefad are also regional roads which require upgrading to achieve the same standard. All of these regional roads, except for the R161 to Kinnefad, feed into the Trim Relief Road to distribute traffic around and into the town centre.

#### 4.1.5 Distributor Road and Local Roads

Improvements have been made to the internal road network including road reconstruction and provision of new footpaths and cycleways. However, the narrow nature of the central streets contributes to congestion. The development of the inner relief road and a one-way system has benefitted the town centre and has helped to alleviate traffic congestion.

The extent of the proposed distributor road network including the southern bypass of Trim included in the current and previous Trim development plans was ambitious. The construction of a local distributor road around the outskirts of Trim was seen as a key part of the town's long term roads infrastructure, to link many of the radial routes in Trim to each other and avoid the need for through traffic to pass through the town centre. A reservation corridor was included in previous Development Plans to preserve the line of the proposed routes free from development.

In preparing this Transport Plan the issue of the continuing need for this extensive distributor road network was discussed. It was noted that a Route Selection Report for the Trim Bypass was produced by Ryan Hanley WSP in March 2001, updated by an addendum in August 2001. The analysis contained in the addendum was based on the plans contained in the draft Trim Development Plan 2001. The recommendation in the addendum was that the Green Route (southern bypass option) was the most viable option for the Trim Bypass. The Green route corridor approximates the line of the Proposed Distributor Road Network Southern Bypass (Conceptual Schematic) between the R161 on the Navan side of Trim, and the R160. This corridor then linked into another link road which was proposed to be constructed between the R160 and the Athboy Road, R154 (west). The addendum report notes that this link *'appears to be taking traffic from the R154 north of the town to give better access to the town on the south side of the River Boyne and as an alternative route to the Dublin Road, R154 (East), avoiding the town centre.'*

Given the passage of time that has elapsed since the original route selection study was carried out, and having regard to the current economic climate, the changes to policy introduced in the intervening period and likely growth projections, it is considered that the underlying assumptions of the proposed distributor

road network in Trim should be revisited over the life of the next development plan for Trim. While sections of the distributor road network to assist access to the town centre expansion area are likely to remain desirable and could be progressed, it is hard to envisage that the full extent of the proposed network could be delivered within a reasonable time period, or at all. It is therefore considered likely that relatively modest enhancements to the existing road network will be all that the private and public sectors will be able to deliver over the lifetime of the Trim Development Plan 2014 - 2020. Notwithstanding this, it is suggested that the majority of the corridor for the distributor network should continue to be reserved pending the finalisation of a review of its need.

It is noted that the local/internal road network which serves Trim is generally of good quality. It is suggested that the local roads objectives which were proposed under the previous development plan to link the existing town centre to the town centre expansion area are retained in this Plan.

It is also considered that to manage traffic, HGVs heading to Trim on the R161 from Kinnefad could be diverted at Doolistown using adequate signage onto the R156, and from there onto the R160 towards Trim ring road. This would assist in diverting HGV traffic away from the schools in and around Patrick Street.

#### **4.1.6 Town Centre Roads**

It is noted that the Town Centre Local Area Plan 2004 contained a traffic management strategy which included information relevant to road infrastructure and traffic management. The following amended extract should be included in this plan.

##### *Policy*

*To manage the provision of road infrastructure and control traffic movement in order to facilitate local development whilst protecting the amenity, historic character and tourism value of Trim Town.*

##### *Rationale*

*The proposed expansion of the centre of Trim through both in-fill development and new commercial development, the current restrictions on traffic movements across the River Boyne, (as a result of a narrow medieval street pattern) the projected population growth and the growing importance of Trim as a tourist location are destined to have a continuing impact on volumes of vehicular traffic and patterns of circulation within Trim.*

*Objectives/Actions (see Map No. 3 and Map No.5 in Appendix A)*

*General Traffic Network*



*Develop a network of new and existing roads, to allow the free flow of all general town traffic through Trim to alleviate unnecessary traffic congestion within Trim's historic core this is to be achieved through the following actions:*

- A.** *Complete the partially constructed link road from Castle Street to the southern part of 'Town Centre Expansion Area'. The junction of the new link road with Emmett Street shall be signalised and other signals on Emmett Street adjusted.*
- B.** *Improve the Junction of Jonathan Swift Road and Watergate Street in tandem with development of Town Centre Expansion Area as per current design standards including the Design Manual for Urban Roads and Streets*
- C.** *Construct a network of new roads within the 'Town Centre Expansion Area in tandem with development of Town Centre Expansion Area*
- D.** *Construct new road from Wellington Place to the 'Town Centre Expansion Area in tandem with development of Town Centre Expansion Area as per current design standards including the Design Manual for Urban Roads and Streets*
- E.** *Construct the south western section of the Trim Outer Distributor By-pass Route linking the Longwood Road to the Kinneagad Road. This may be preceded with the construction of a section of Road, to Distributor Road standard, from the Longwood Road Roundabout to serve adjoining residentially zoned lands. This road, which would be development driven, could be extended as far as the Kinneagad Road.*
- F.** *Construct the section of the Trim Outer Distributor By-pass Route from the Kinneagad Road heading north and east running parallel with the River Boyne to the Town Centre Expansion Area . This section of road would open up the remainder of the lands identified for town centre expansion.*
- G.** *Carry out a review of the need and location of the Trim distributor road network including a detailed routing study including environmental assessment and Appropriate Assessment Screening in advance of development of any section of this route*

*Note: The proposed road layout, in the town centre area to the west of Emmet Street, is shown diagrammatic only on Map No. 5. Alterations to the indicative alignments may result due to engineering and the proper planning and development principles. The Local Authorities may exercise the use of compulsory acquisition powers to facilitate site assembly or to secure the realisation of road objectives in this Plan. All new roads to be constructed in conjunction with and driven by any major development of lands within the 'Town Centre Expansion Area'*

### **Local Traffic Zone**

*It is an objective of this plan to protect the historic core of Trim and its medieval street pattern through the reduction of non essential traffic movements, the implementation of traffic calming measures, and prevention of further street widening, straightening or unnecessary breaches, within the line of medieval wall. This is to be achieved through the following actions:*

- *To develop and implement a programme of further traffic calming and environmental improvements works in the historic core of Trim over the life of the plan.*
- *Pedestrian prioritisation access road running to west of the Medieval Town Wall and Ditch, to the rear of Emmett Street.*
- *Utilise the line of the town wall as a modern fortress within which traffic will be reduced over time and implement environmental works to enhance all streets within the ancient town centre.*
- *Investigate the possibility of resurfacing the streets. Appropriate materials (cobble, stone or paving for example) to be used if any street resurfacing takes place. Any plans for resurfacing would include a programme of archaeological mitigation whereby the surviving subsurface medieval street surfaces and property frontages can be identified and recorded and appropriate mitigation can be put in place in agreement with the National Monuments section of the Department of Arts, Heritage and the Gaeltacht).*

### **4.2 New Road Schemes**

Having regard to the above it is suggested that the following broad strategy for roads be included in this plan:

- In relation to the LOR, the position in the County Development Plan 2013 – 2019 and the NTA's draft Transport Strategy 2013 should be reflected.
- In relation to the Proposed Distributor Road Network including the Southern Bypass shown as conceptual schematics on the Zoning and Objectives Map No. 1 in the Trim Development Plan 2008 – 2014, the following objectives are proposed for this Transport Plan (and shown in Map No.3 Appendix A):
  - RT1 - should be retained (final line can be considered as part of the overall review into the continuing need for the distributor road network);
  - RT2 - should be removed on the understanding that the adjoining residentially zoned land will be removed as part of the exercise to incorporate the Core Strategy into the draft Trim Development Plan 2014 – 2020;

- RT3 – reserve corridor pending review of the need for the distributor road network;
  - RT4 – reserve corridor and retain objective to construct the section of the local distributor road west of town centre expansion area south of the River Boyne, linking the town centre to the Kinnefad Road( in tandem with development) should be retained;
  - RT5 - reserve corridor and retain objective to construct the local distributor link between the Kinnefad Road and the Longwood Road should be retained. This will assist with management of HGVs on the Kinnefad Road;
  - RT6 – reserve corridor and retain the objective to construct the local distributor road between the Longwood Road and the Summerhill Road;
  - RT7 - reserve corridor pending review of the need for the distributor road network, and;
  - RT8 - should be removed on the basis that it essentially duplicates the link between the Navan Road and Dublin Road provided by RT1.
- It is proposed to carry out a review of the need and location of the Trim distributor road network including a detailed routing study including environmental assessment and Appropriate Assessment Screening in advance of development of any section of this route.
  - Construction of internal roads linking the existing town centre to the town centre expansion area as described in section 4.1.6 above( and on Map No. 3 in Appendix A) including *inter alia*:
    - i) the completion of a new link road connecting Castle Street through Emmett Street to an area north of St. Patrick's Park;
    - ii) the construction of the proposed grid of streets in the town centre expansion area, and;
    - iii) the completion of road serving the town centre expansion area and the OPW offices connecting with Watergate Street linking up with the distributor road network.
  - Construction of a new access road to facilitate access to the G1 zoned lands to the east of the Boyne Community School
  - Improvements to junctions where the existing radial routes intersect the existing and proposed local distributor road network, where appropriate. These junctions will be designed to recognised design standards (including the NRA's DMRB and the Design Manual for Urban Roads and Streets (DMMURS) 2013) in a manner that does not hinder the capacity of the local distributor roads.

The construction of new and improved roads will also be designed to DMURS standards, where appropriate, and be accompanied by the reallocation of road space on the existing road network, to pedestrians, cyclists and /or public transport users.

#### **4.3 Policies**

Having reviewed the policies contained in the Trim Development Plan 2008 – 2014 the following Roads policies be included in this Plan:

INF POL 1 To support major road improvements by reserving the corridors of any such proposed routes free of developments, which would interfere with the provision of such proposals.

INF POL 2 To implement a programme of road construction / improvement works in an environmentally sustainable manner and local measures to improve road safety closely integrated with existing and planned land uses.

INF POL 3 To co-operate with the NRA, NTA and other local authorities to provide the Leinster Orbital Route as proposed in the Regional Planning Guidelines and the NTA's draft Transport Strategy 2030. This proposed route will also need to undergo a detailed routing study, SEA, AA and EIA as part of the assessment.

INF POL 4 To regulate, control and improve signage throughout the town.

INF POL 5 To co-operate with the National Transport Authority in the provision of sustainable transport measures in the existing developed areas in the town and in new or planned developments.

INF POL 6 To provide for the future transportation needs of Trim and environs in a sustainable manner.

INF POL 7 To integrate land use planning and transportation planning.

INF POL 8 To consolidate development in areas which are served by public transport and a good road network.

INF POL 9 To reduce the need to travel, especially by car, by requiring compact development with mixed uses which includes for public transport facilities and other more sustainable means of transport.

INF POL 10 To concentrate developments which generate large numbers of trips, such as offices, shops and labour intensive employment along the appropriate existing and proposed transportation corridors best able to meet the demand.

INF POL 11 To locate development that generates large numbers of heavy goods vehicle movements close to major roads.

INF POL 12 To review the continuing need for the distributor road network, and to reserve the corridors of and construct and complete such parts of the local distributor road network that are required in an environmentally sustainable manner .

INF POL 13 To have regard to a clear road hierarchy, which takes account of the function of each road and seeks to keep the mixing of national, regional and local traffic to the minimum possible.

INF POL 14 To provide additional road capacity, subject to a review of the need for the distributor road network, consideration of sustainable transport alternatives and other environmental and conservation considerations, in order to reduce the volume of through traffic from the central streets of the town.

INF POL 16 To require that robust Transport Assessments are carried out, by and at the expense of the developer, for significant planning applications in accordance with guidelines given in the ‘Traffic Management Guidelines’ and Meath County Development Plan 2013 - 2019. The Transport Assessment will be assessed by the Planning Authority and any additional works required as a result of the Transport Assessment shall be funded by the developer.

INF POL 17 It is a policy of this plan that all protective policies and objectives of the Trim Development Plan 2014 – 2020 equally apply to the Trim Local Transport Plan.

INF POL 18 In the event of linear paths, cycleways, seating, lighting, loss of riparian zones, etc being proposed along river corridors an Ecological Impact Assessment (and where necessary an Appropriate Assessment) including bat and otter surveys shall be conducted by specialists. The recommendations of the specialist studies shall be implemented. No lighting will be installed without prior consultation with the National Parks and Wildlife Service (NPWS) and shall be in line with advances in knowledge into the impact of lighting on bats and other species and also to reflect advances in technology in the lighting industry.

INF POL 19 All development proposed as a result of the Trim Local Transport Plan will be subject to Appropriate Assessment.

#### **4.4 Objectives**

Having reviewed the objectives contained in the Trim Development Plan 2008 – 2014 it is proposed, that the following Roads Infrastructure related objectives, are included in this Plan:

INF OBJ 1 Pending a review into the need for the distributor road network, the commencement of which would begin within one year of the adoption of the Plan, to preserve (and where indicated to construct subject to routing environmental assessment and appropriate assessment ) and secure from further development a corridor for the provision of distributor link roads which include the following routes:

RT 1 Construction of the local distributor road link between the Dublin Road at Effernock and the Navan Road at the Motor Park, including a new bridge over the Boyne River subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland .

RT 3 A local distributor road link connecting the Athboy Road to the local distributor road west of the Town Centre Expansion area, including a new bridge over the Boyne (long term objective) subject to Appropriate Assessment and consultation and requirements of National Parks and Wildlife Services and Inland Fisheries Ireland.

RT 4 Construction of the local distributor road link west of the Town Centre Expansion area connecting to the Kinnefad Road. This shall be provided in tandem with the development immediately to the east. No development shall be provided on the lands immediately to the east until such time as that this section of the distributor road is completed. This road should be funded by the development in the town centre expansion area.

RT 5 Construction of the local distributor road link between the Kinnefad Road and the Longwood Road. This shall be provided as part of Framework Plan no. 1.

RT 6 Construction of local distributor road link between the Longwood Road and the Summerhill Road. This shall be provided in tandem with the industrial lands immediately to the north.

RT 7 Reservation of corridor for the local distributor road link between the Summerhill Road and the Dublin Road. (long term objective)

INF OBJ 2 To examine roads and streets and to devise a phased program for the improvement of those of poor quality. Such improvements may incorporate realignment, paving works, new parking arrangements, street lighting and street furniture installation.

INF OBJ 3 Completion of a new link road connecting Castle Street via Finnegan's Way across Emmett Street to an area north of St. Patrick's Park .

INF OBJ 4 To complete the new access road serving the town centre expansion area and the OPW offices. This shall open up the town centre expansion area, and run parallel to the river and link up with the distributor road RT4.

INF OBJ 5 To construct the grid of streets in the town centre expansion area as shown indicatively Map No. 5 Public Realm . This shall include the area enclosed by St. Patrick's Park, St. Loman's Park and the rear of Emmet Street (western side).

INF OBJ 7 Construction of a new access road to facilitate access to the G1 zoned lands to the east of the Boyne Community School off the Dublin Road.

INF OBJ 8 To carry out road/street improvement works along High St., Navangate St., Loman St., Watergate St., Whitehall, Mill St., Summerhill and Kinnegrad Roads in an environmentally sustainable manner .

INF OBJ 9 To facilitate the development of the Leinster Orbital Route in line with national, regional and local policy in co-operation with the NRA, NTA and other local authorities.

INF OBJ 10 To erect signage at the junction of the R156 and the R161 south west of Trim to direct HGV traffic onto the R156, and from there onto the R160 towards Trim ring road.

## 5.0 Workplace Management/Mobility Plans

A workplace travel plan is an effective instrument used within the planning process to promote and support sustainable travel patterns to work at a site-specific level. It consists of a package of actions and measures to promote more sustainable and cost-effective travel habits among employees, clients and visitors. Workplace travel plans are applicable to all workplaces, colleges and hospitals as measures can be applied to staff, students and visitors.

Workplace travel plans can help to provide the impetus for modal change. They involve limited capital expenditure and concentrate on improving on-site facilities and incentive more sustainable travel.

As a guideline threshold, a Standard Workplace Travel Plan will be required if an existing or proposed development has the potential to employ over **100 persons**. This is generally in line with the thresholds indicated in government policy documents. Appropriate developments requiring such a plan may include office and commercial buildings, industrial, warehousing and wholesale, retail, leisure, medical or educational facilities.

The recommended contents of a Workplace Travel Plan should present a clear and reasonable plan to deliver defined transport modal shifts. It should set targets, outline the actions that could be reasonably expected to achieve those targets. It should also detail the manner of implementation, monitoring and reviewing of those actions and targets (e.g. what will be done and by whom?)

The National Transport Authority (NTA) have published a step by step guidance document on the preparation of Workplace Travel Plans and these can be downloaded from [www.smartertravelworkplaces.ie](http://www.smartertravelworkplaces.ie)

A Workplace Travel Statement may also be required by the Planning Authority for developments which employ less than 100 persons.

The content of a Workplace Travel Statement are less onerous and should include basic detail such as the following:

- A clear statement setting out a commitment to actively encourage and promote sustainable transport
- Provision of suitable supporting physical measures, appropriate to the site and development proposal; and
- An Action Plan containing a package of measures and initiatives which will promote and support sustainable travel patterns.





## **6.0 Promoting Measures within the Strategy**

As schemes within the Local Transport Plan are implemented, promotional material will be produced and distributed in the local area to ensure that local residents and visitors are aware of the improvements and their benefits.

## **7.0 Funding**

Funding is likely to be limited during the life of the Trim Development Plan. Development levies have dropped dramatically from peak levels, and this continues to have a detrimental impact on the Council's ability to fund major transport related initiatives. The measures suggested in this Local Transport Plan for inclusion in the Trim Development Plan will require funding from both the private and public sector. It remains to be seen whether these can be progressed during the lifetime of the Trim Development Plan 2014 – 2020, as many will be heavily dependant on the recovery of the wider economy and Ireland's ability to improve its financial position. Possible sources of public funding to support transport measures could come from the Department of Transport, Tourism and Sport and the National Transport Authority (NTA).

Over the past three years Meath County Council has been working with the NTA on implementing sustainable transport measures across the county. The funding they are able to provide has started to make a significant impact in the provision of sustainable transport initiatives in Meath. The NTA have identified Trim in their *Five Year Investment Framework 2013 – 2017 for Meath County Council* as an area of the County where it would like to see investment made to improve walking, cycling and public transport improvements. It is anticipated that the NTA will continue to provide €2-3M per annum up until 2017 by way of grants to Meath County Council. It is recommended that funding is sought from the NTA to support sustainable transport projects in Trim, commensurate with the town's needs and having regard to its status within the settlement hierarchy of County Meath

## **8.0 Conclusion**

This Local Transport Plan for Trim suggests a programme of transport enhancements for the town and surrounding hinterland. The aim of these is to:

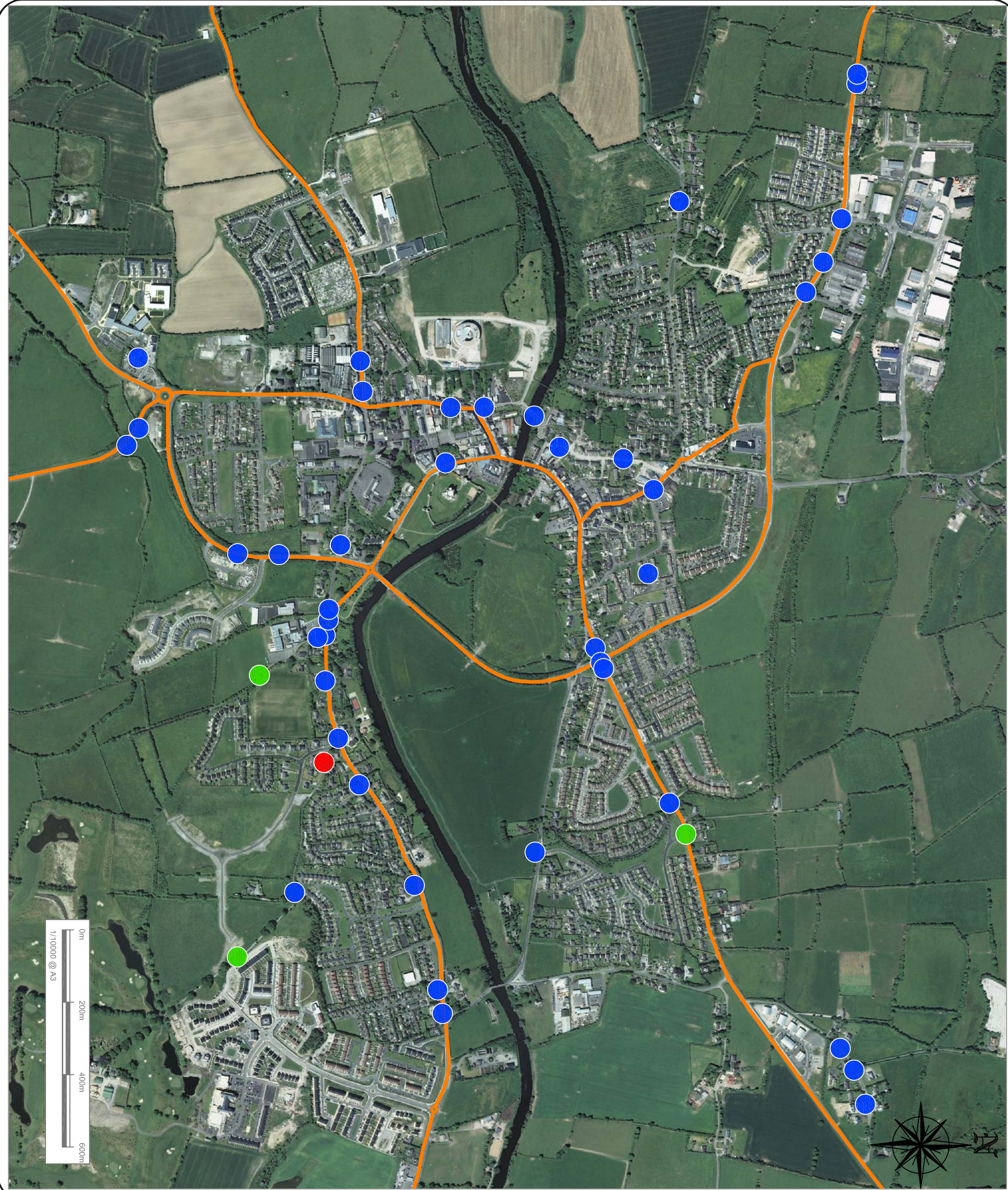
- Improve accessibility by walking, cycling and bus;
- Significantly increase walking and cycling trips in the town;
- Introduce safety measures that will reduce accidents; and,
- Improve permeability to encourage walking and cycling

The measures suggested in this document will contribute to the economic and environmental well being of the local population thus ensuring that Trim remains a pleasant place to live, work and visit.

## **Appendix A - Reference Map**







LEGEND

- Fatal Accident
- Serious Injury
- Minor Injury

Note: Details shown on this map are for information purposes only. Further details should be obtained from the relevant authority. This map has been produced by Meath County Council with available Local Authority and Ordnance Survey data.

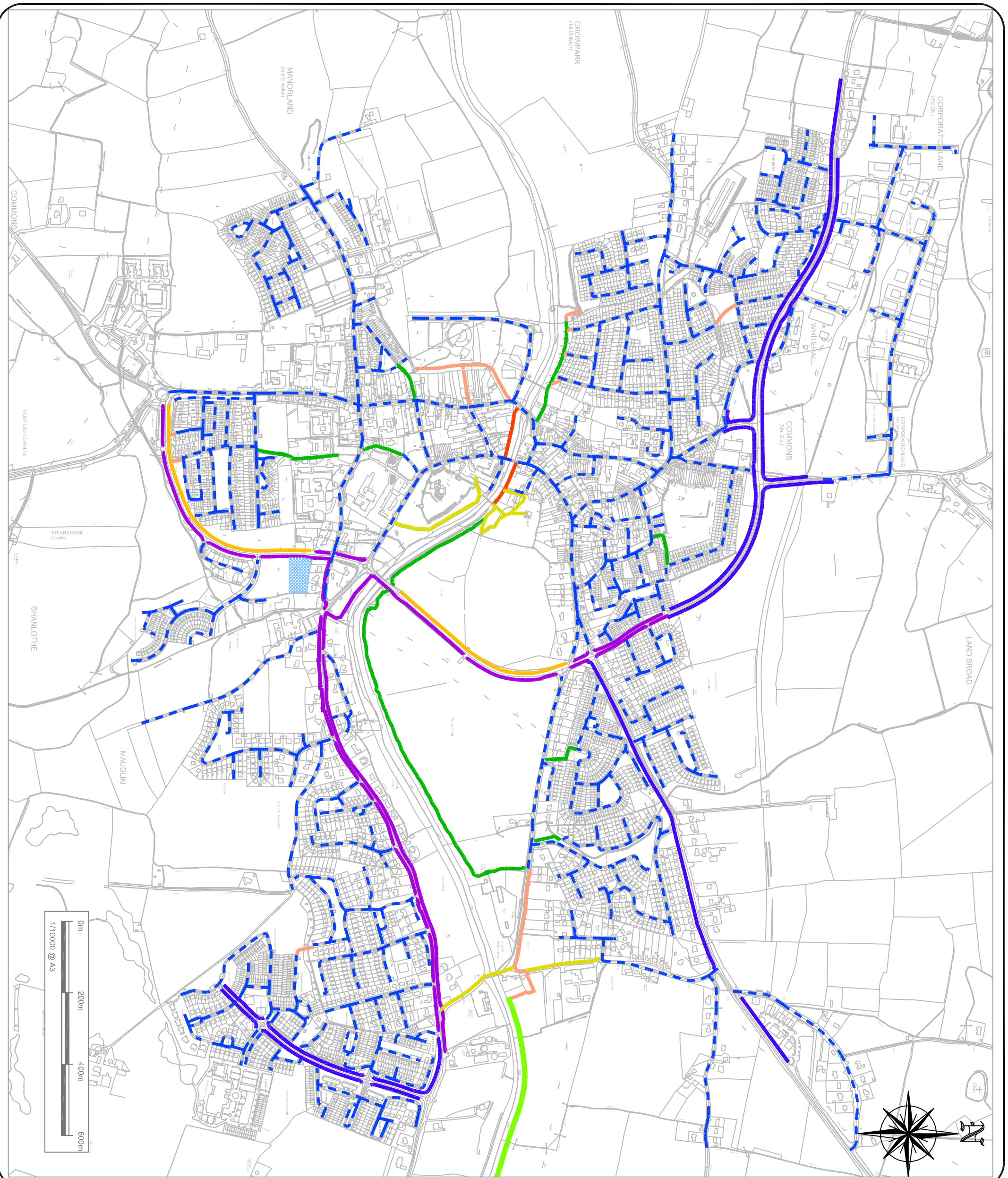
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Author: Mr. C. J. Thompson  
Title: Transport Plan  
Drawn By: Sean Boyle, Civil Engineering Technician

Scale: 1:10000





**LEGEND**

- Existing Off Road Cycling Track
- Existing Pedestrian Feeder Routes
- Proposed New Pedestrian Links
- Existing On Road Cycling Track
- Proposed Future Cycling Routes
- Proposed Future Cycling & Walking Routes
- Proposed Upgrade to Walking Routes to Incorporate Cyclist
- Proposed Upgrade to Existing Walking Routes
- Proposed Future Boyne Greenway
- Proposed School Bus Terminal
- Access Route in tandem with G1 Zoned Land to South

**NOTE**

A Outer Relief Road to incorporate Walking & Cycling facilities

B Town Centre expansion to include Walking & Cycling facilities

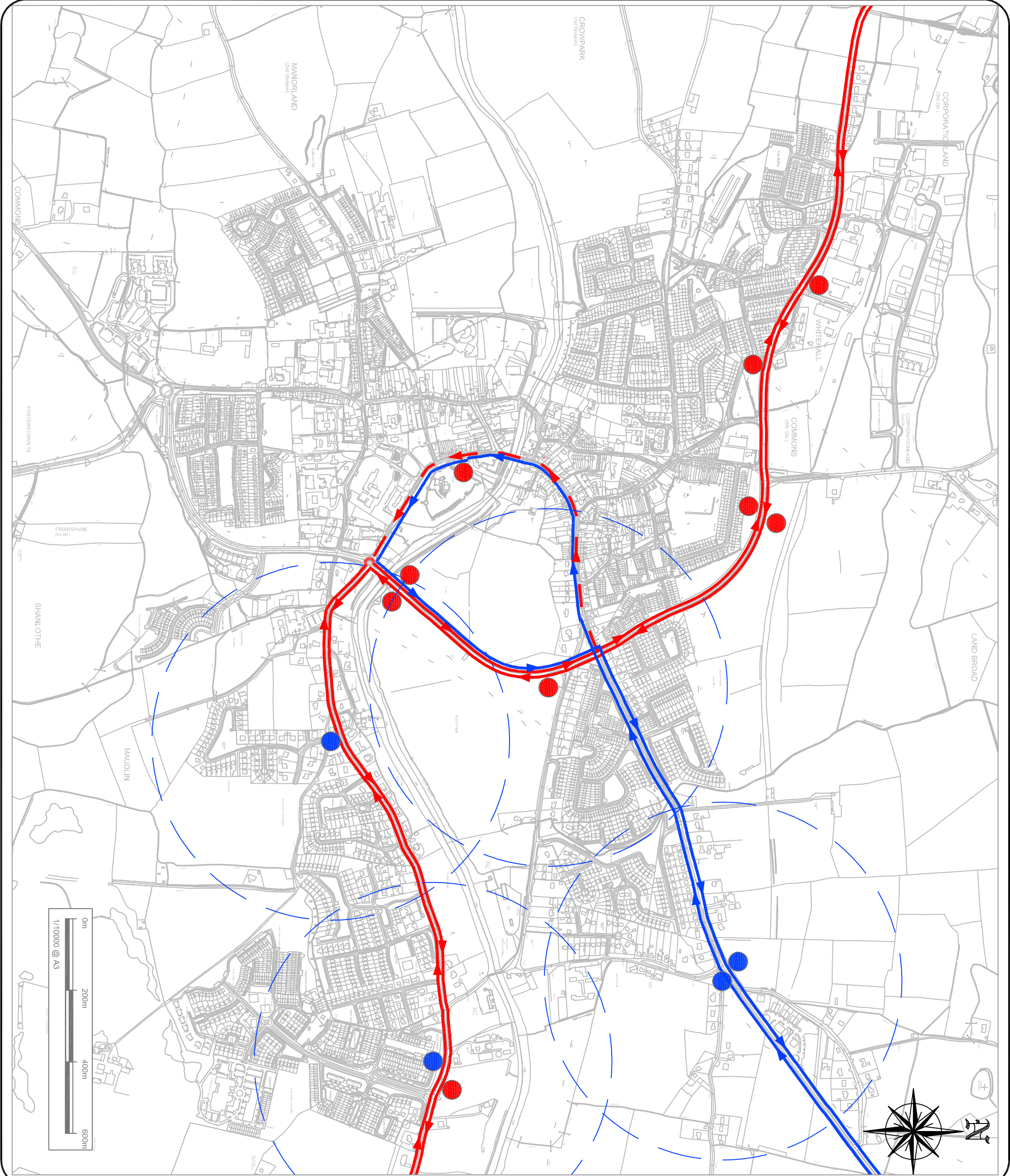
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**LEGEND**

- Bus Route 111  
Athboy - Trim - Dublin
- Bus Route 188  
Trim - Navan - Drogheda
- Existing Bus Stop
- Proposed Bus Stop
- 500m Walking Zone

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Trim Town Transport Network  
Map No. 5

Date: 7th April 2014

Trim Town Wall

A

## Pedestrian Priority Lane

1



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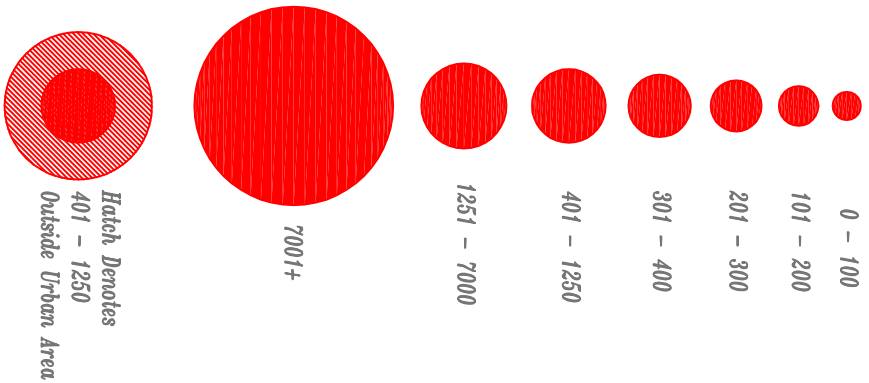
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NTS  
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Q:\\_Transportation\TVA\Trim Transport Study\Drawings  
Trim Transport Plan  
Drawn By: Sean Boyko, Civil Engineering Technician



*Work Trips Trim as Destination  
by District Centre*



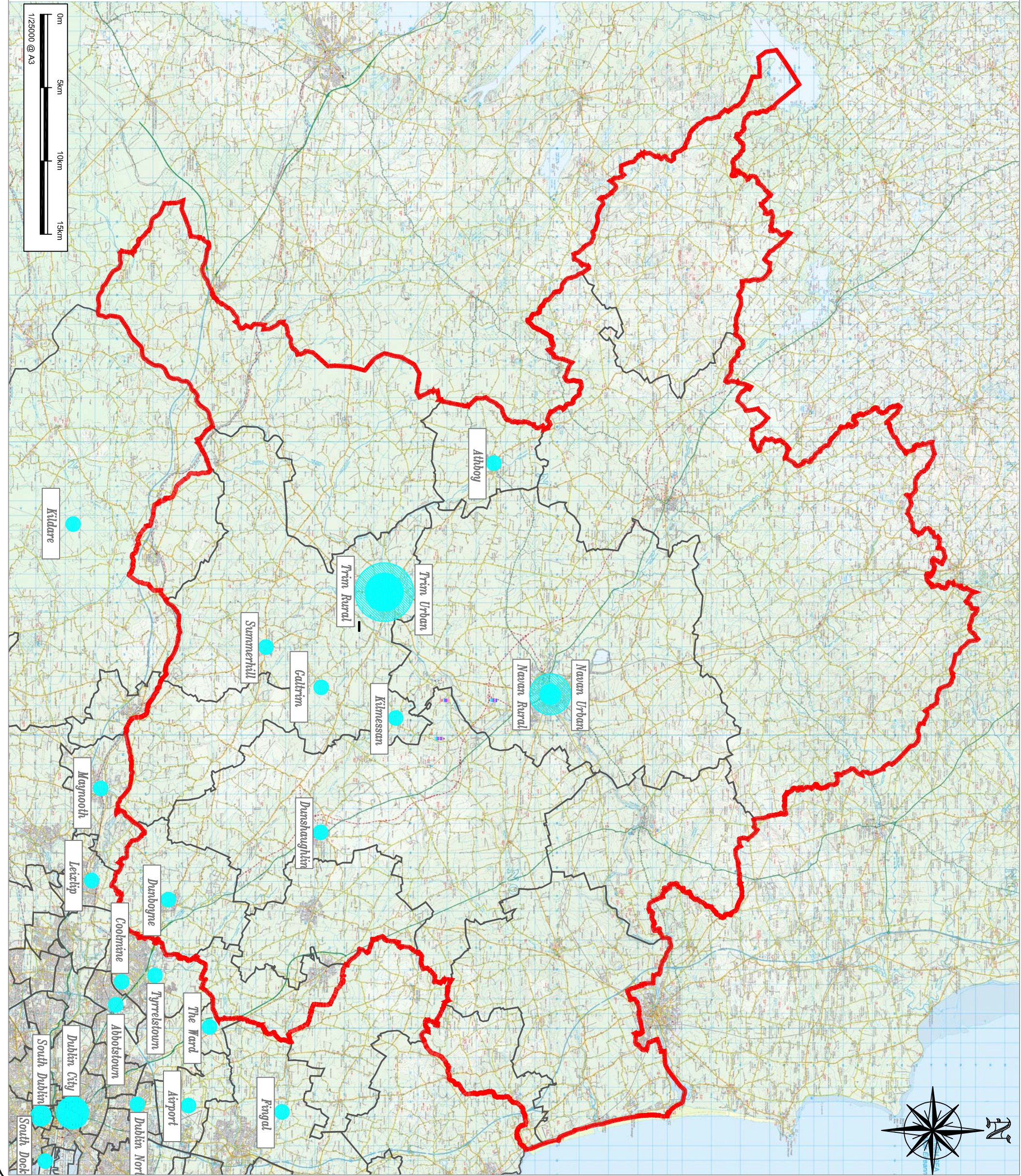
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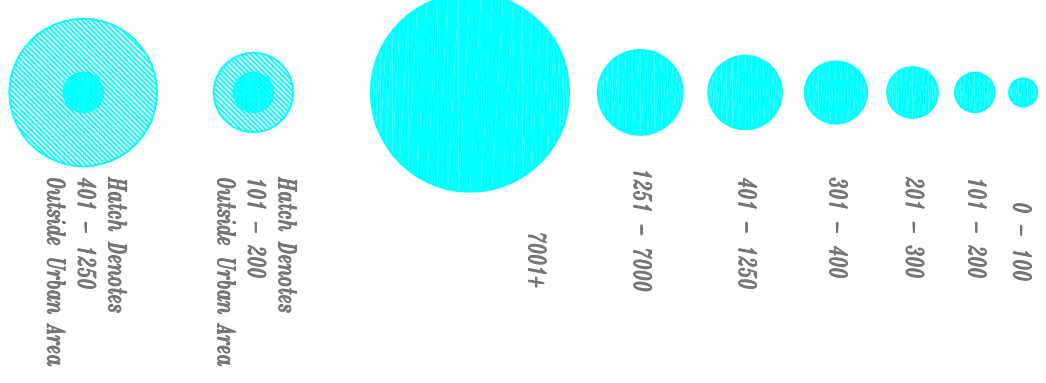
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Drawn By: Sean Boyle, Civil Engineering Technician





Work Trips Trim as Origin  
by District Centre



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