

SOCIAL HOUSING DEVELOPMENT

RATHELLEN, FINISKLIN, CO. SLIGO

Mobility Management Plan



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Mobility Management Plan at
Finisklin, Sligo
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Prepared by:

Prepared for:

RPS

Sligo County Council

Dublin | Cork | Galway | Sligo
rpsgroup.com

RPS Group Limited, registered in Ireland No. 91911
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The Registered office of each of the above companies is West Pier
Business Campus, Dun Laoghaire, Co. Dublin, A96 N6T7



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1 INTRODUCTION

RPS are the appointed Civil and Structural Engineering advisors for the proposed residential development at Rathellen, Finisklin, Co. Sligo. This project will deliver 39 houses and 24 apartments to Sligo County Council Planning Authority. RPS have been commissioned to prepare a Mobility Management Plan (or Travel Plan) as part of a planning application for the proposed social housing development.

The objective of this Mobility Management Plan (MMP) is to provide a co-ordinated approach to managing travel demand for the proposed social housing development as well as identifying and actively promoting sustainable travel for future residents. This MMP has gathered information on existing travel patterns in the surrounding areas in order to set achievable and sustainable travel targets for the development. These targets take account of existing and future transportation infrastructure around the proposed site. The recommended measures (in the form of an action plan) will promote the attractiveness of walking, cycling, public transport, and other travel alternatives while reducing dependence on the private car, especially single occupancy journeys. MMPs have the overall aim of reducing CO2 emissions, traffic congestion and noise pollution while increasing air quality, physical activity and overall wellbeing.

A fundamental element of a MMP is the appointment of a mobility manager (or champion) who will be responsible for the revision and implementation of this 'live' plan after the occupation of the development. The NTA Publication 'Workplace Travel Plans: A Guide for Implementers' highlights the importance of a dedicated 'mobility manager' who can give their time on a regular basis to promote sustainable travel. The appointed PPP consortium will be responsible for the appointment of a mobility manager.

RPS undertook a site visit of the external road network surrounding the Finisklin site on the 24th June 2021 to assess the existing site accessibility in terms of public transport, cycling and walking.

1.1 Site Location

The proposed site is located at Rathellen, Finisklin, Sligo. The site is bounded to north by Far Finisklin Road, to the west by Sea Road and to the south by the IDA Sligo Business Park. Access to the site is currently from Far Finisklin Road to the north. The site location is shown in Figure 1-1 with the site boundary shown in Figure 1-2.

The site is located on the outskirts of the predominantly industrial area of Finisklin, with large IDA parks in the immediate vicinity. In the surrounding areas the site is served by local amenities including Sligo town centre, shops, schools, churches, sports grounds, Mitchel Curley Park and the main Sligo train and bus stations. In the wider area surrounding the site are IT Sligo, Doorly Park, and Strandhill town/beach for which there are dedicated cycle facilities directly from the site.



Figure 1-1: Site Location (Source: openstreetmap.org)



Figure 1-2: Site Boundary

The Finisklin site is located on the disused Rathellen house site in Sligo. The proposed development comprises 63No. units including:

- 18No. Duplexes
- 39No. New Houses
- 6No. Converted Houses in the existing Rathellen House

There are 100no. parking spaces proposed within the site boundary, of which 6No. are mobility impaired parking spaces. This equating to a parking ratio of 1.58 per unit.

As part of future phases of the development, it is proposed to realign the high demand horizontal alignment on Far Finisklin Road and provide dedicated cyclist and pedestrian facilities to tie into to the existing facilities in the surrounding area. The proposed development layout is shown in Figure 1-3.



Figure 1-3: Site Layout

1.3 Policy Background

Promoting and facilitating alternative modes of travel to single, private car occupancy is a key national policy. This section reviews some of the national and local policy, plans and programmes relevant to this development.

Smarter Travel 'A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020 - The Department of Transport, Tourism and Sport (DTTAS) launched this policy document as a vision for sustainability in transport and it sets out five key goals: (i) to reduce overall travel demand, (ii) to maximise the efficiency of the transport network, (iii) to reduce reliance on fossil fuels, (iv) to reduce transport emissions and (v) to improve accessibility to transport.

A key target for 2020 was that 500,000 more people will take alternative means to work to the extent that the total share of car commuting will drop from 65% to 45%. Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work. Achieving sustainable transport will require a suite of actions that will have complementary impacts in terms of travel demand and emissions. Although the policy document contains 49 actions, they can be grouped into essentially four overarching goals:

- Actions to reduce distance travelled by private car and encourage smarter travel, including focusing population and employment growth predominantly in larger urban areas and the use of pricing mechanisms or fiscal measures to encourage behavioural change.
- Actions aimed at ensuring that alternatives to the private car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking.
- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving, and alternative technologies.
- Actions aimed at strengthening institutional arrangements to deliver the targets.

Project Ireland 2040 National Planning Framework 2018 - Sustainable mobility is a stated shared goal in the National Planning Framework, including a move away from polluting and carbon intensive propulsion systems. The framework has ten National Strategic Outcomes with Number 4 being 'Sustainable Mobility and a well-functioning integrated public transport system to enable mobility choices for citizens'. The framework highlights that 'enhancing the city-region like functions performed by Sligo in line with its statutory development plan, activating the potential for further rejuvenation and renewal of its core and further enhancing its connectivity in a national and regional context to ensure wider accessibility of relevant services and amenities' is a key future planning and development and place-making policy for the Northern and Western Region.

Project Ireland 2040 National Development Plan 2018 to 2027 - This plan expands upon National Strategic Outcome Number 4 to develop sustainable mobility. The plan identified Sligo as a regional centre in the north-west. Several sustainable transport projects are identified for delivery by 2027 in Sligo to provide additional sustainable travel options. These include fast, high-frequency electrified services on the Maynooth/Sligo line and the completion of the Western Distributor Road.

Sligo County Development Plan 2017 to 2023 – This plan outlines the requirement of Mobility Management Plans in Section 13.8.1 to promote sustainable land-use and transportation practices. It is the policy of Sligo County Council in SP-TRA-3 to "encourage the shift from car use to more environmentally-friendly modes of transport and ensure the provision of quality interchange facilities between road, rail, bus and bicycle in relevant settlements." The plan sets out its objective for sustainable transport in SO-TRA-1 to "develop a strategy to promote and facilitate greater use of sustainable modes of travel such as walking and cycling, in line with the Department of Transport's Smarter Travel, Cycle and Walking Strategies."

Sustainable Urban Housing: Design Standards for New Apartments December 2020 – This design standard states that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard for intermediate urban locations. These intermediate urban locations may include locations served by public transport or close to town centres or employment areas and should be applied particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre).

Making Residential Travel Plans Work, Department of Transport UK 2007 – This UK guidance document provides a framework for residential specific mobility management plans. The content of this report has been informed by the guidance document.

It is considered the above policy documents reinforce the need for an active modal shift away from private car use to more sustainable forms of transport such as walking, cycling, public transport and innovative vehicle use (carpooling or car sharing clubs).

2 RECEIVING ENVIRONMENT AND SITE ACCESSIBILITY

2.1 Existing Road Network

The site is bounded to north by Far Finisklin Road and to the west by Sea Road. Far Finisklin Road is a local road which extends from its junction with Gibraltar Road and Sea Road, to the east side of Finisklin Road. A vehicular, pedestrian and cyclist access from the development will be provided on Far Finisklin Road. The road in the vicinity of the site is a narrow rural road with no footpaths, however the carriageway is delineated to indicate that cyclists and vehicles are to share the carriageway. The proposed development in its future phases will realign Far Finisklin Road and provide dedicated cyclist and pedestrian facilities to tie into to the existing facilities and provide continuity for pedestrians and cyclists. These existing facilities on Far Finisklin Road provide pedestrian and cyclist connectivity to the adjacent IDA parks, Finisklin area and Sligo Town centre. The posted speed limit in the area is 50kph.

Sea Road is a local road to the east of the site connecting Finisklin Road and the industrial parks, to Far Finisklin Road and Gibraltar Road. It is approximately 300m in length and has a posted speed limit of 50kph. Sea Road is a wide semi urban road with a footpath on its western verge. At the southern extents of the site, Sea Road changes into a wide urban road with footpaths and advisory cycle lanes on both sides of the carriageway.

2.2 Public Transport Connectivity

The site is currently served by some public transport facilities and non-motorised road user infrastructure. These facilities will support the promotion of sustainable travel to future residents. The various transport facilities in the vicinity of the site are discussed in the following sections.

2.2.1 Bus

The site is located directly adjacent to an existing Bus Eireann stop on Sea Road. Currently these are basic bus stops, however two new inline bus stops, one with a bus shelter will be provided as part of the development. This bus stop serves the Sligo Inner route S2 extending from Strandhill, through Sligo town centre to Rosses Point as shown in Figure 2-1. The posted S2 timetable at the Sea Road bus stop is shown in Figure 2-2.

The Sligo Inner route S2 serves a number of significant locations in Sligo town including Scoil Ursula Secondary school, Mac Diarmada Train and Bus Station (Magheraboy Knappagh Road), Sligo General Hospital and IT Sligo with an hourly frequency between 08:16 to 21:06. The full timetable and route information are shown in Appendix A. The site is also located approximately 2.2km from the Sligo Bus Station which equates to a 27-minute walk or a 7-minute cycle.



Figure 2-1: Bus Stop 554751 on Sea Road, Route S2

Bus Éireann		Route S2
www.buseireann.ie		
DEPARTURES FROM:		
Sea Road (Opp Carbury Cove)		
Valid from October 2016		
Sea Road (Opp Carbury Cove)-Rosses Point:		
MONDAY - SATURDAY		
08.16	09.16	10.16 11.16 12.16 13.16 14.16
15.16	16.16	17.16 18.16 19.16 20.16 21.06*
* Operates to Sligo bus station only		
SUNDAY + PUBLIC HOLIDAYS		
11.16	12.16	13.16 14.16 15.16 16.16 17.16
18.16	19.16	20.06*
* Operates to Sligo bus station only		
FOR MORE INFORMATION PLEASE CONTACT: BUS ÉIREANN, SLIGO. 071-9160066.		

Bus Éireann		Route S2
www.buseireann.ie		
DEPARTURES FROM:		
Sea Road (Carbury Cove)		
Valid from October 2016		
Sea Road (Carbury Cove)-Strandhill:		
MONDAY - SATURDAY		
07.50	08.40	09.40 10.40 11.40 12.40 13.40
14.40	15.40	16.40 17.40 18.40 19.40 20.40
SUNDAY - PUBLIC HOLIDAYS		
11.40	12.40	13.40 14.40 15.40 16.40 17.40
18.40	19.40	
FOR MORE INFORMATION PLEASE CONTACT: BUS ÉIREANN, SLIGO. 071-9160066.		

Figure 2-2: Bus Stop on Route S2 – Timetable

Sligo town is also served by a number of local link bus services coming from the surrounding rural areas of north County Sligo, south Donegal, west County Sligo and south County Sligo. Transport for Ireland (TFI) Local Link use bus services to connect rural areas of Ireland. TFI Local Link bus services are described as 'affordable and available for anyone wishing to travel to or from their local town or village'. An overview map and timetables for local link services are included in Appendix A.

2.2.2 Rail

The site is located approximately 2.2km from the MacDiarmada Train Station which equates to a 27-minute walk or a 7-minute cycle.

This station serves the Sligo to Dublin Connolly Route with 7 departures Monday-Friday. It provides rail connection to neighbouring commuter towns such as Collooney, Ballymote, Boyle and Carriack-on-Shannon. Timetables for this route are available on www.irishrail.ie or in Appendix A. A map of the Sligo to Dublin Connolly route is shown in Figure 2-3.

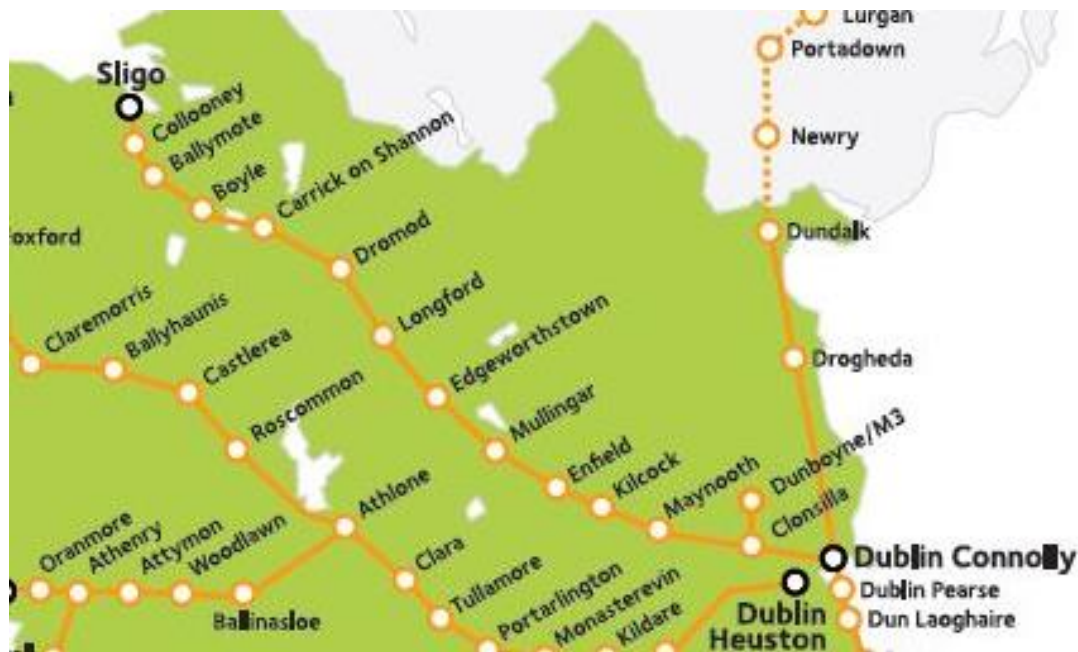


Figure 2-3: Irish Rail, Sligo to Dublin Connolly Route Map

2.3 Cycling Connectivity

The site at Finisklin is within cycling distance of various shops, schools, employment centres, community amenities and transport hubs. There are existing advisory cycle lanes on both the Sea Road and Far Finisklin Road and the proposed new road realignment in future phases of the development will tie into these existing facilities, providing cycle facilities on both sides of the road. Generally, the existing cycle facilities around Sligo Town comprise advisory cycle lanes while the new cycle facilities on the Western Distributor Road are a segregated facility.

The existing cycle facilities on Sea Road, Far Finisklin Road and Finisklin Road provide a direct connection into Sligo Town Centre as well as various shops, schools, employment centres, community amenities and transport hubs as shown in Figure 2-5, Figure 2-6 and Figure 2-7.

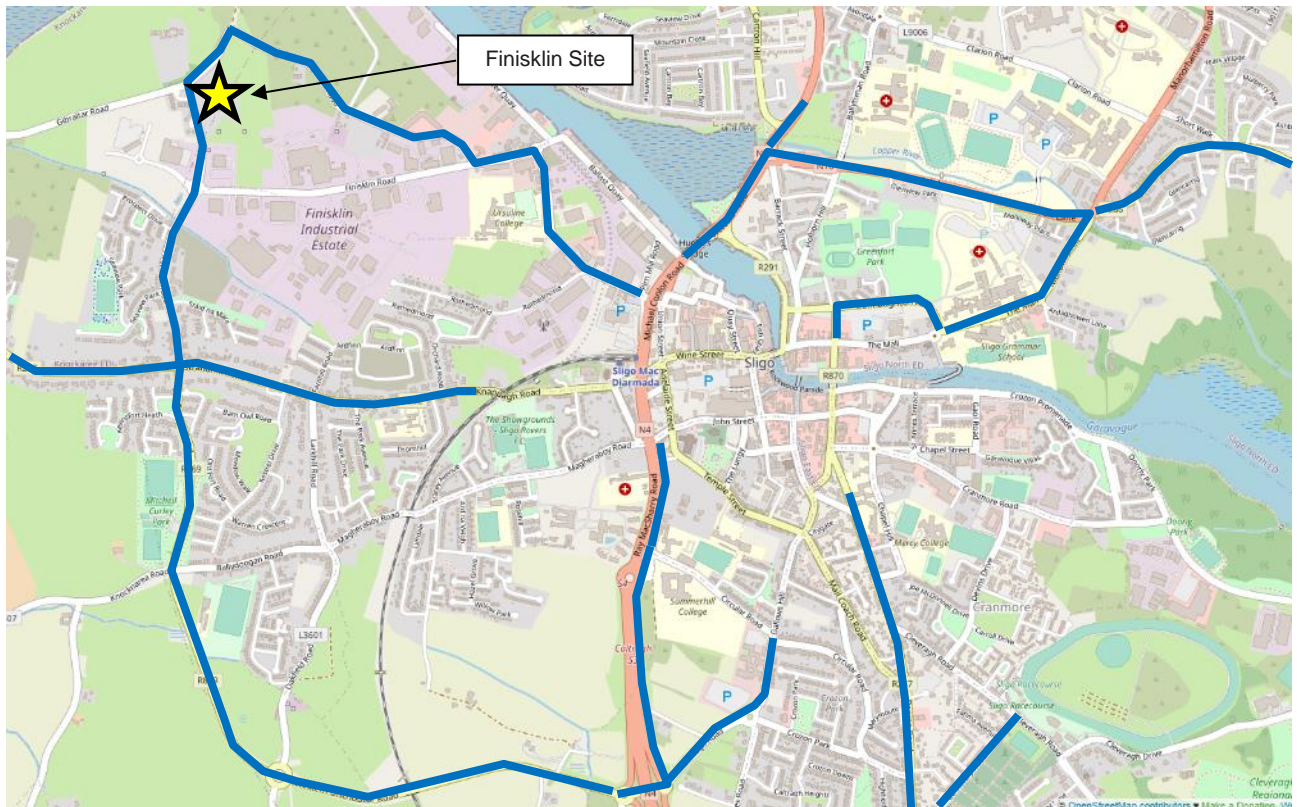


Figure 2-4: Existing Cycle Facilities Map (Source: openstreetmap.org)



Figure 2-5: Sea Road, view to the south of existing footpath and advisory cycle lanes



Figure 2-6: Far Finisklin Road, view to the west of existing cycle facilities



Figure 2-7: Finisklin Road, view to the east towards Sligo town of existing raised, two-way cycle facilities

2.4 Walking Connectivity

Currently along the boundary of the proposed site there are no pedestrian facilities. However, the development proposes to provide both cyclist and pedestrian facilities along the site boundary to tie into existing facilities on Sea Road. Future phases of the development will provide connection to the existing footpaths on Far Finisklin Road.

These existing footpaths provide direct connection to Sligo town centre as well as various shops, schools, employment centres, community amenities and transport hubs. There is a good level of pedestrian facilities on the surrounding road network which are well lit and have a good level of crossing facilities at surrounding major junctions. The surrounding pedestrian facilities are shown in Figure 2-8.



Figure 2-8: Existing Footpaths on First Sea Road (Left) and Sea Road (Right)

3 TRAVEL PATTERNS, OBJECTIVES AND TARGETS

As this is a proposed residential development on a greenfield site, a baseline travel survey (questionnaire) could not be undertaken. Therefore, the indicative baseline modal split was estimated from CSO data in the 2016 census using the Small Area Population Statistics (SAPS) which includes modal splits for overnight residents to their places of work or study.

3.1 Local Census Data Review of Existing Travel Patterns

In order to get a broad picture of the existing travel patterns in the surrounding area, the census data for eight surrounding SAPS were examined which include a mix of both houses and apartments. The SAPS examined are shown in Figure 3-1: Census 2016 Small Area Population Statistic Areas (**Source: <https://cso.maps.arcgis.com>**).

The data indicated in these eight SAPS, a total of 243 or 21% of respondents travel to work or school by a sustainable form of transport (walking, cycling, or public transport). 595 or 50% of respondents drive to work or school in a car/van, 283 or 24% of respondents travel as a passenger in a car, while small numbers of respondents used a motorcycle or scooter. 21 or 2% of respondents worked mainly from home, which is also considered a sustainable form of working. For the purposes of this assessment, it is assumed the respondents who did not state an answer did not own a car or did not regularly travel for work or school. The combined figures for the eight SAPS are presented in Figure 3-2.

This data indicates that private car use is the dominant form of transport for this area of Sligo and that further work is required to promote the more sustainable forms of transport (walking, cycling, or public transport).

It is considered there is significant potential for improvement since the 2016 census given the proximity of this development to the IDA employment centres and the recent trends towards sustainable travel and remote working.

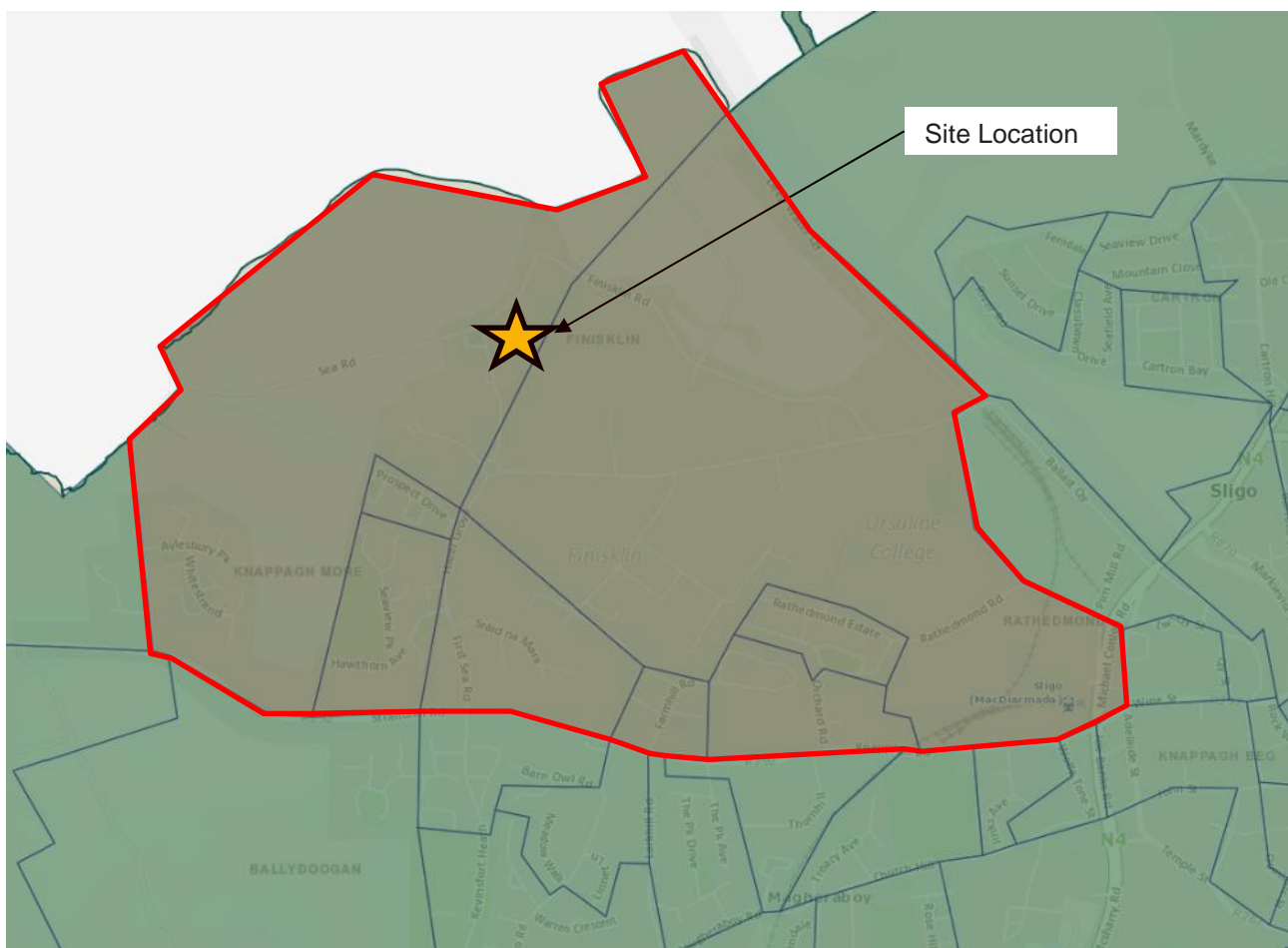
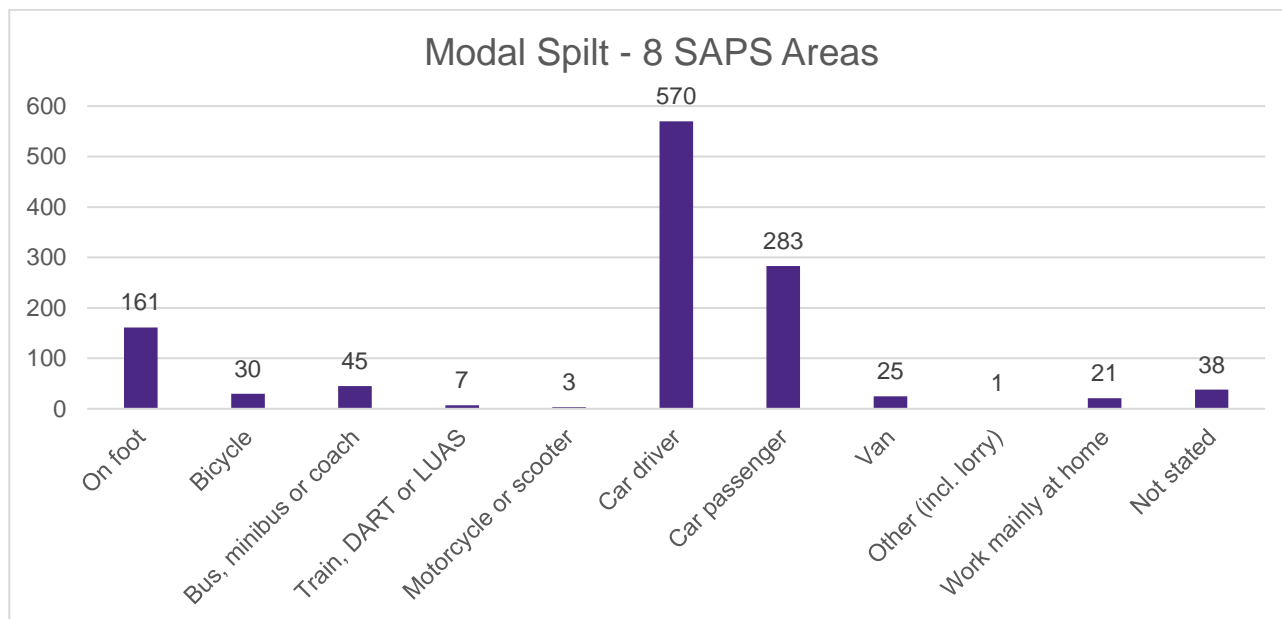


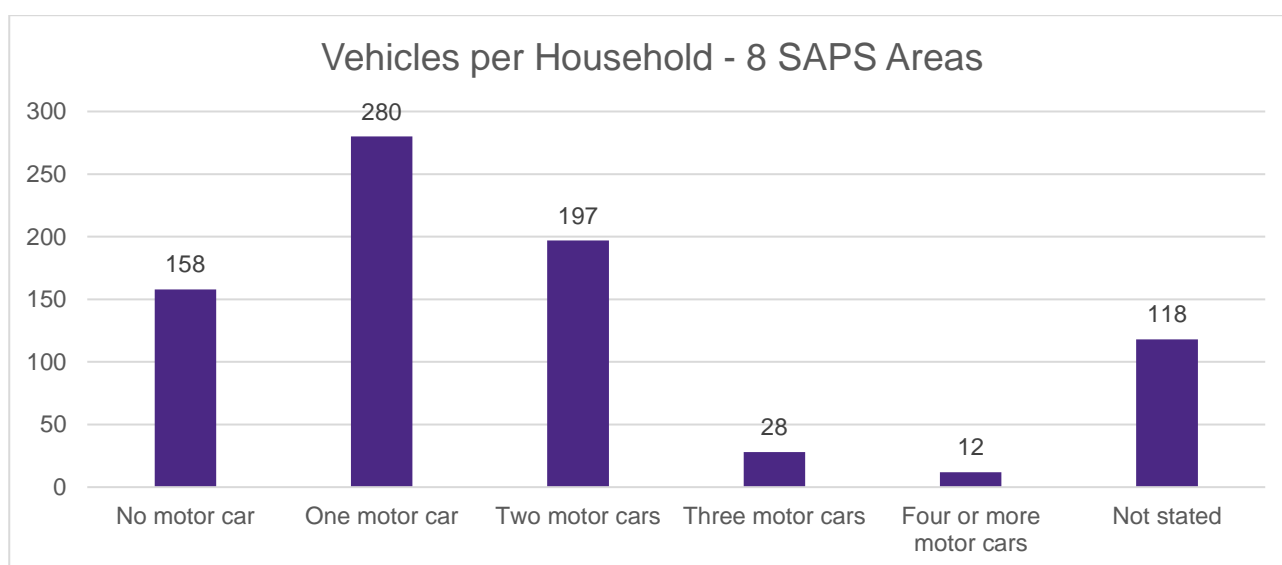
Figure 3-1: Census 2016 Small Area Population Statistic Areas (Source: <https://cso.maps.arcgis.com>)**Figure 3-2: Census 2016 Small Area Population Statistic Data (Modal Split - 8 SAPS areas)**

It should be noted that this data obtained from the Small Area Population Statistics (SAPS) for overnight residents traveling to their places of work or study is an estimation of the likely travel patterns and will be subject to variation when compared to a social housing development.

3.2 Local Census Data Review of Vehicles per Household

The number of vehicles per households were also examined in the CSO data for the 8 SAPS shown in Figure 3-3 to establish the requirements for vehicle storage in the area. It showed that 158 or 20% of households did not own a car, 280 or 35% had one car and 197 or 25% had two cars. Small numbers of households had 3 or more vehicles and a significant percentage (15%) did not state an answer, which may indicate they also did not have or use a car.

Given the combined number of households in the 8 SAPS are 793 and the total number of vehicles in these areas are 806, this equates to a vehicle ratio per housing unit of 1.02 for the existing, established households in the areas surrounding the site.

**Figure 3-3: Census 2016 Small Area Population Statistic Data (Vehicles per Household - 8 SAPS areas)**

3.3 Travel Objectives and Targets

The overall objectives of this MMP are to:

1. Actively encourage the use of sustainable transport options;
2. Reduce the use of the private car, especially single occupancy journeys, for future development residents;
3. Ensure future development residents are aware of their existing and future sustainable transport options as they make travel decisions;
4. Encourage the most effective use of cars when they are needed (Via. carpooling, carsharing, electric vehicles or car rental);
5. Outline the key requirements for the implementation of the MMP to the mobility manager post development occupancy;
6. Promote various smarter working and living arrangements which reduce the need for excessive commuting; and
7. Promote the benefits of sustainable travel for health and general wellbeing, especially walking and cycling.

These objectives will be achieved through a combination of both soft and hard measures. Soft measures include information campaigns and promotions for public transport, cycling, walking and other sustainable transport modes. Whereas hard measures include items such as reduced car parking provision and infrastructural provision for walking and cycling.

3.4 Modal Split Target

An indicative baseline modal split for the area in which the development will be sited was determined from CSO data from the 2016 census, as shown in Table 3-1. In order for a MMP to succeed, sustainable travel targets need to be set along with a number of ambitious but achievable targets. The NTA Publication 'Workplace Travel plans – A Guide for Implementers' states that sustainable travel actions need targets which are '**SMART**' (Specific, Measurable, Achievable, Realistic and Time-bound) so that the results can be assessed and measured in periodic reviews.

It is important that minor changes in travel behaviour are recognised, as they contribute to a wider sustainable modal split.

The number of trips to work or school in private vehicles should be reduced from the existing combined 74% to 59% in year five. This target is based on guidance from the 2008 Department of Transport UK Publication 'The Essential Guide to Travel Planning' which states that a successful travel plan can achieve a reduction in commuter car use of typically 15%. Given the urban location of this development, the existing S2 bus route into Sligo Town centre, IT Sligo and Sligo General Hospital, proximity to large employment centres and the existing cycling and walking facilities this is considered an appropriate target for the development.

Table 3-1: Modal Split Targets

Means of Travel	Baseline Existing Modal Split in Surrounding Areas	Target Year 1 Suggested Modal Split for Proposed Development	Target Year 5 Suggested Modal Split for Proposed Development
On foot	14%	17%	18%
Bicycle	3%	5%	6%
Bus	4%	7%	8%
Rail	1%	1%	2%
Car/Van driver or Other (incl. lorry)	74%	64%	59%
Work mainly at home	2%	3%	4%
Not stated*	3%	3%	3%

*Assumed don't travel to work or school on a regular basis

It should be noted the figures in Table 3-1 are subject to the completion of a baseline travel survey (questionnaire) of residents once the development is occupied. The travel survey should be undertaken no later than 6 months after occupation to establish the initial travel patterns of residents. Subsequently this information should be used by the mobility manager to update and revise the targets.

The PPP consortium in charge of the management of this residential development shall be committed to the achievement of these targets and further promote sustainable methods of transport.

4 PARKING STRATEGY

4.1 Car Parking

The parking requirements adopted for this development are outlined in Table 16.C of the Sligo and Environs Development Plan 2010-2016 (SEDP) as referenced in Section 3.5.1 of the Sligo County Development Plan 2017-2023.

The parking requirements in the SEDP have been used given the nature of the development (social housing scheme), its town location, proximity to existing the bus service, proximity to the major IDA centre of employment and the availability of existing amenities, it is considered reasonable that the parking ratio is referenced against the SEDP. The SEDP in Table 16.C states a minimum parking ratio of:

- Housing unit with four or more bedrooms - 2 per dwelling
- Housing unit with three bedrooms or less - 1 per dwelling
- Apartment (Duplex): these standards have been superseded by the DHLGH publication 'Sustainable Urban Housing: Design Standards for New Apartments' December 2020, although they align with a requirement of 1 space per unit.

In addition to the parking requirements outlined above, the 'Sustainable Urban Housing: Design Standards for New Apartments' guidelines in Section 4.22 states that one visitor parking space for every 3-4 apartments should generally be provided.

As shown in Table 4-1 below, 100No. parking spaces are proposed within the development which is in excess of the 73No. parking spaces required.

Table 4-1: Parking Ratios

	Number of Units	Standard Required (Table 16.C SEDP)	Parking Spaces
1 Bed House	16	1	16
2 Bed House	23	1	23
3 Bed House	2	1	2
4 Bed House	3	2	6
5 Bed House	1	2	2
Duplexes (Apartments)	18	1	18
Additional spaces for visitors at Duplexes - 1 visitor space for every 3-4 units (Sustainable Urban Housing: Design Standards for New Apartments, December 2020)	-	1 space for every 3-4 units	6
Total Number of Dwelling Units	63	-	-
Total Parking Required	-	-	73
Proposed Number of Parking Spaces	-	-	100

As part of the overall parking strategy the maximum potential vehicle storage requirements and private vehicle requirement for daily commuting was also examined using the 2016 census data. The 2016 census data indicated the proposed parking ratio for the development is greater than the existing requirement for vehicle storage in the surrounding SAPS areas. As outlined in Section 3.2 previously, the existing vehicle ratio per household was found to be 1.02 in the census data which equates to a potential requirement of 64No. vehicle storage spaces for the development. This vehicle storage requirement is lower than the proposed parking provision of 100No. spaces.

The proposed parking ratio is also greater of the expected private vehicle requirement for daily commuting to work or school derived from the 2016 census data. The 2016 census data indicated that 74% of respondents used a private vehicle to travel to work or school. For the purposes of this assessment, the maximum potential number of vehicle drivers in this development was assumed as 126No. (based on a potential for two driving adults per household). Therefore 74% of 126No. driving adults equates to a maximum potential

of 93No. vehicles required for daily commuting from the development, which is less than the 100No. parking spaces provided.

To reduce the parking demand further in line with the modal split targets outlined previously, a MMP Action Plan has been prepared outlining specific measures which should be developed to encourage a modal shift away from the private car towards sustainable modes of transport. Details of the Action Plan are included in Section 5.

4.2 Bicycle Parking

No common bicycle parking is currently proposed within the development. Bicycle parking will be accommodated within the front curtilages and rear gardens of the housing units. Bicycle parking areas will also be provided to the rear of the duplex blocks adjacent to the bin storage.

SCC Development Plan 2017 – 2023 in Table 13.C states that one cycle space per housing unit should be provided for residential developments. The proposed provision of bicycle parking within the private housing boundaries and to the rear of the duplex blocks will exceed this requirement.

4.3 Motorcycle & Mobility Scooter Parking

No dedicated motorcycle parking is currently proposed within the development. It is assumed that motorcycle parking is accommodated for within the proposed parking bays.

No common mobility scooter parking is currently proposed within the development. Mobility scooter parking will be accommodated within the front curtilages, rear gardens and within housing units where required.

4.4 Electric Vehicles

EV charging points will be installed in accordance with Building Regulations Technical Guidance Document L 2021 Conservation of Fuel and Energy Dwellings, Refer to Mechanical and Electrical Engineers Compliance Report on Part L and Life Cycle Report which outlines Part L requirements, ([SHB3-EAW-ME-SMK-RP-001 Part L Compliance Report for planning](#)).

5 PRELIMINARY ACTION PLAN

The NTA Publication ‘Achieving Effective Workplace Travel Plans – Guidance for Local Authorities’ sets out a sample action plan which this preliminary action plan is based on in Table 5-1. The action plan has been adapted for use by the future mobility manager of the social housing development operated under the PPP consortium.

To ensure the implementation and success of the MMP, a mobility manager will be required to coordinate mobility management measures once the development is occupied. A Resident’s Group should also be established to aid in awareness, promotion and feedback to the MMP process. The NTA Publication ‘Workplace Travel Plans: A Guide for Implementers’ also highlights the importance of appointing a dedicated mobility manager or ‘champion’ who can give their time on a regular basis to promote sustainable travel.

This action plan is ‘live’, meaning it should be updated regularly following travel surveys, resident feedback or the launch of new or innovative sustainable transport.

Table 5-1: Preliminary Action Plan

Mobility Travel Plan Coordinator (Mobility Manager) – PPP Consortium & Management Company		
Infrastructure Measures		
Actions	Person Responsible	Timeline
Car Sharing		
Following baseline survey results, assess the options for provision of parking bays within the development for a carsharing company	PPP Consortium	12 – 24 months
Walking / Cycling		
Providing sheltered and secure bicycle parking within housing unit curtilages.	PPP Consortium	As part of new development
Provide a clear and direct route from the main entrance to bicycle parking areas to promote a cycling friendly development.	PPP Consortium	As part of new development
Provide a clear and direct route from the main entrance (and the cycle parking) to the various building entrances to promote a walking friendly development.	PPP Consortium	As part of new development
Parking Management Study		
Assess the assignment of parking spaces within the development upon opening.	PPP Consortium	12 – 24 months
General		
Provide an ‘ <i>information area</i> ’ within a sheltered, common area in the development which can be used for all sustainable travel information and updates	PPP Consortium	As part of new development
Information and Incentives		
Actions	Person Responsible	Timeline
General		
Appointment of a mobility manager	PPP Consortium	As part of new development
Develop and distribute a ‘Welcome Pack’ for new residents on occupation describing in detail the various suitable travel options as outlined in the MMP in a concise and attractive manner.	PPP Consortium	Upon opening
Car Pooling		

MOBILITY MANAGEMENT PLAN

Hold an information evening for carpooling among residents interested in traveling together to work or school to inform residents of the details and hear about the benefits.	PPP Consortium	0 – 12 months
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Walking

Promote local walking routes / amenities in the development and in the Welcome pack (i.e. Western Distributor Road)	PPP Consortium	0 – 12 months
Host a community Walking Event for development residents (e.g. the Irish Heart Foundation's Step Challenge)	PPP Consortium	0 – 12 months
Host a Road Safety Week in connection with the RSA. Information should be provided about walking and cycling to work and school safely and high vis. jackets should also be made available.	PPP Consortium	0 – 12 months

Cycling

Promote the Cycle to Work Scheme registration in the welcome pack	PPP Consortium	0 – 12 months
Organise a bike maintenance class/ course for residents	PPP Consortium	0 – 12 months
Organise cycle training/ on-road skills for residents, especially children	PPP Consortium	0 – 12 months
Set up a Bicycle Users' Group to discuss issues and liaise with the mobility manager	PPP Consortium	0 – 12 months
Provide information on where cycling equipment can be purchased (pump, puncture repair kit etc.) in the information area or provide cyclists' equipment (pump, puncture repair kit etc.)	PPP Consortium	0 – 12 months
Promote local cycling routes / amenities in the information area and in the Welcome pack (i.e. Western Distributor Road)	PPP Consortium	0 – 12 months

Public Transport

Display a local area map with public transport stops/ route numbers marked – this can go online and in the information area. Include Bus Stop numbers and timetables (and relevant apps for smart phones).	PPP Consortium	As part of new development
Provide info on tax saver tickets and annual commuter tickets in the welcome pack	PPP Consortium	Upon opening
Publicise the national Journey Planner on www.transportforireland.ie	PPP Consortium	Upon opening

Other

Advance planning of promotional activity also enables the mobility manager to capitalise on national or international promotional events, such as European Car Free Day, to launch and promote new initiatives.	PPP Consortium	0 – 24 months
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5.1 Monitoring and Management

In order to ensure the Mobility Management Plan is effectively implemented the PPP consortium will appoint a member of staff as the mobility manager. This person will have the overall responsibility of the implementation of the action plan to achieve the targeted modal shift. The PPP consortium should ideally appoint someone based in the locality, a relatively senior member of staff who will be able to drive forward with the plan.

It is proposed the mobility manager will liaise with Sligo County Council and the National Transport Authority at agreed intervals. This is to ensure that the sustainable travel initiatives being implemented are consistent with the policies and objectives of these organisations.

The mobility manager will undertake a travel survey (questionnaire) within 6-months of occupation to review the preliminary baseline travel patterns and adjust the modal shift targets where required. The Mobility Management Plan should be reviewed annually to gauge the success of the plan in meeting the modal split targets. Where necessary, new / amended measures should be proposed and implemented.

The NTA Publication 'Workplace Travel Plans – a Guide for Implementers' resource is available to the mobility manager to aid them in carrying out their duties. This document contains sample appendices which can be adapted for a residential setting including:

- Sample Travel Plan Coordinator Job (mobility manager) Description;
- Sample Travel Survey Launch Text;
- Sample Employee Travel Survey;
- Marketing your Travel Plan; and
- Useful Links and Resources.

Appendix A

Existing Public Transport Maps



Classibawn Drive stop 521171 - Cairns Road stop 520971

[View In Website Mode](#)

The S1 bus line (Classibawn Drive stop 521171 - Cairns Road stop 520971) has 2 routes. For regular weekdays, their operation hours are:

(1) Cairns Road Sligo - Cartron: 7:59 AM - 6:29 PM (2) Cartron - Cairns Road Sligo: 7:30 AM - 6:00 PM

Use the Moovit App to find the closest S1 bus station near you and find out when is the next S1 bus arriving.

Direction: Cairns Road Sligo - Cartron

21 stops

[VIEW LINE SCHEDULE](#)

Cairns Road Stop 520971

70 Greenfort Estate, Sligo

Pearse Road Stop 555031

Pearse Road, Sligo

New Circular Road Stop 551841

Circular Road, Sligo

Crozon Park Stop 551971

Crozon Crescent, Sligo

Caltragh Road Stop 551801

Circular Road, Sligo

High Street Stop 552021

High Street, Sligo

O'Connell Street Stop 554321

4 O'Connell Street, Sligo

Markievicz Road Stop 558421

Markievicz Road, Sligo

City View Stop 554861

Sligo Hospital Stop 555291

It Sligo Stop 524881

Clarion Road Stop 552071

St Joseph's Church Stop 611411

Avondale Stop 552101

Rathbraughan Stop 552111

Ballytivnan Road, Sligo

S1 bus Time Schedule

Cairns Road Sligo - Cartron Route Timetable:

Sunday	11:29 AM - 6:29 PM
Monday	7:59 AM - 6:29 PM
Tuesday	7:59 AM - 6:29 PM
Wednesday	7:59 AM - 6:29 PM
Thursday	7:59 AM - 6:29 PM
Friday	7:59 AM - 6:29 PM
Saturday	8:59 AM - 6:29 PM

S1 bus Info

Direction: Cairns Road Sligo - Cartron

Stops: 21

Trip Duration: 30 min

Line Summary: Cairns Road Stop 520971, Pearse Road Stop 555031, New Circular Road Stop 551841, Crozon Park Stop 551971, Caltragh Road Stop 551801, High Street Stop 552021, O'Connell Street Stop 554321, Markievicz Road Stop 558421, City View Stop 554861, Sligo Hospital Stop 555291, It Sligo Stop 524881, Clarion Road Stop 552071, St Joseph's Church Stop 611411, Avondale Stop 552101, Rathbraughan Stop 552111, Church View Stop 554941, St John's Hospital Stop 524961, Hollymount Stop 552121, Carton Village Stop 552131, Seafield Avenue Stop 555061, Classibawn Drive Stop 521171

Church View Stop 554941

5 Beechwood Court, Sligo

St John's Hospital Stop 524961

Cartron Estate, Sligo

Hollymount Stop 552121

Hollymount, Sligo

Carton Village Stop 552131

Cartron Village, Sligo

Seafield Avenue Stop 555061

Seafield Avenue, Sligo

Classibawn Drive Stop 521171

315 Classiebawn Drive, Sligo



Direction: Cartron - Cairns Road Sligo

20 stops

[VIEW LINE SCHEDULE](#)

Classibawn Drive Stop 521171

315 Classiebawn Drive, Sligo

Stop No. 554921

Cartron Village, Sligo

Rathbraughan Stop 552111

Ballytivnan Road, Sligo

Church View Stop 554941

5 Beechwood Court, Sligo

Ballytivnan Stop 554931

1 Sliabh More View, Sligo

Clarion Hotel Stop 558471

It Sligo Stop 524901

Molloway Hill Stop 554911

Sligo Hospital Stop 558781

The Mall, Sligo

City View Stop 554871

Abbey Street Stop 631391

Thomas Street, Sligo

St Anne's Church Stop 551941

Martin Savage Terrace Stop 552141

Doorly Park, Sligo

Doorly Park Stop 554971

Cranmore Road Stop 551901

Devins Drive Stop 551911

Cranmore Road, Sligo

Carroll Drive Stop 520961

Cleveragh Road Stop 555021

Cemetery Road Stop 551851

Cairns Road Stop 520971

70 Greenfort Estate, Sligo

S1 bus Time Schedule

Cartron - Cairns Road Sligo Route Timetable:

Sunday	11:00 AM - 6:00 PM
Monday	7:30 AM - 6:00 PM
Tuesday	7:30 AM - 6:00 PM
Wednesday	7:30 AM - 6:00 PM
Thursday	7:30 AM - 6:00 PM
Friday	7:30 AM - 6:00 PM
Saturday	8:30 AM - 6:00 PM

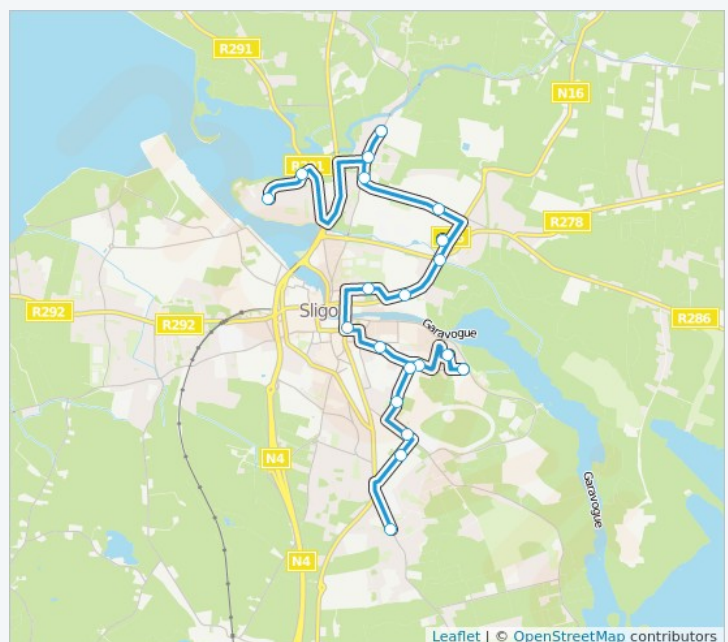
S1 bus Info

Direction: Cartron - Cairns Road Sligo

Stops: 20

Trip Duration: 29 min

Line Summary: Classibawn Drive Stop 521171, Stop No. 554921, Rathbraughan Stop 552111, Church View Stop 554941, Ballytivnan Stop 554931, Clarion Hotel Stop 558471, It Sligo Stop 524901, Molloway Hill Stop 554911, Sligo Hospital Stop 558781, City View Stop 554871, Abbey Street Stop 631391, St Anne's Church Stop 551941, Martin Savage Terrace Stop 552141, Doorly Park Stop 554971, Cranmore Road Stop 551901, Devins Drive Stop 551911, Carroll Drive Stop 520961, Cleveragh Road Stop 555021, Cemetery Road Stop 551851, Cairns Road Stop 520971



Classibawn Drive stop 521171 - Cairns Road stop 520971





St Columbanus Church stop 555481 - Strandhill stop 555591

[View In Website Mode](#)

The S2 bus line (St Columbanus Church stop 555481 - Strandhill stop 555591) has 2 routes. For regular weekdays, their operation hours are:

(1) Rosses Point (Rc Church) - Strandhill: 7:45 AM - 8:55 PM (2) Strandhill - Rosses Point (R.C. Church): 7:20 AM - 8:55 PM
Use the Moovit App to find the closest S2 bus station near you and find out when is the next S2 bus arriving.

Direction: Rosses Point (Rc Church) - Strandhill

22 stops

[VIEW LINE SCHEDULE](#)

St Columbanus Church Stop 555481

L3311, Ireland

Yeats Country Hotel Stop 559331

Rosses Point Stop 554901

Creggs Corner Stop 558381

Ballincar Stop 558441

St John's Hospital Stop 558771

Ballytivnan Road, Sligo

Clarion Village Stop 554881

Clarion Road, Sligo

Clarion Hotel Stop 558471

It Sligo Stop 524901

Molloway Hill Stop 554911

Sligo Hospital Stop 558781

The Mall, Sligo

City View Stop 554871

John Street Stop 520991

John Street, Sligo

Knappagh Road Stop 554311

Scoil Ursula Stop 559911

Kevinsfort Stop 559901

Strandhill Road, Sligo

S2 bus Time Schedule

Rosses Point (Rc Church) - Strandhill Route

Timetable:

Sunday	11:05 AM - 7:55 PM
Monday	7:45 AM - 8:55 PM
Tuesday	7:45 AM - 8:55 PM
Wednesday	7:45 AM - 8:55 PM
Thursday	7:45 AM - 8:55 PM
Friday	7:45 AM - 8:55 PM
Saturday	7:45 AM - 8:55 PM

S2 bus Info

Direction: Rosses Point (Rc Church) - Strandhill

Stops: 22

Trip Duration: 45 min

Line Summary: St Columbanus Church Stop 555481, Yeats Country Hotel Stop 559331, Rosses Point Stop 554901, Creggs Corner Stop 558381, Ballincar Stop 558441, St John's Hospital Stop 558771, Clarion Village Stop 554881, Clarion Hotel Stop 558471, It Sligo Stop 524901, Molloway Hill Stop 554911, Sligo Hospital Stop 558781, City View Stop 554871, John Street Stop 520991, Knappagh Road Stop 554311, Scoil Ursula Stop 559911, Kevinsfort Stop 559901, First Sea Road Stop 554751, Brooklawns Stop 559951, Carbury Cove Stop 554821, Aylesbury Park Stop 554851, Dorrin's Strand Stop 558481, Strandhill Stop 555591

First Sea Road Stop 554751

Brooklawns Stop 559951

Hazel Grove, Sligo

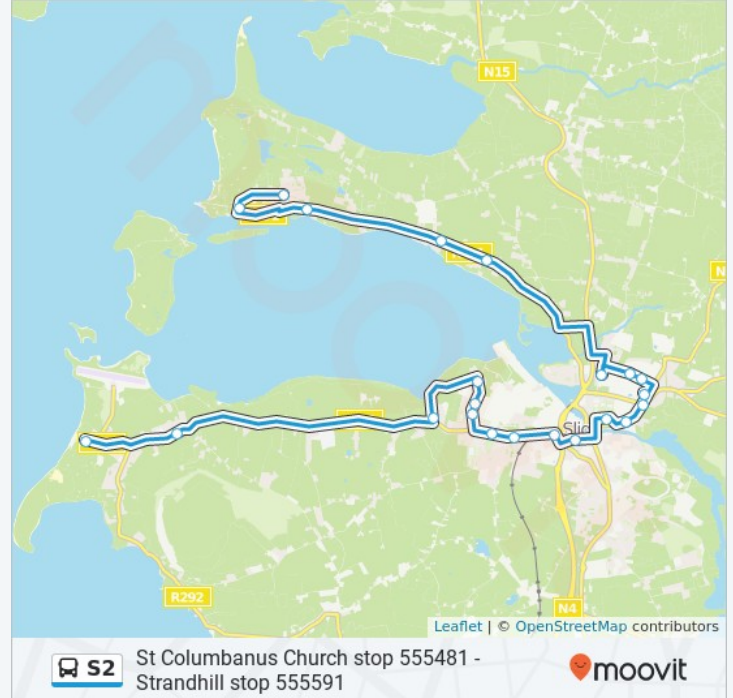
Carbury Cove Stop 554821

1 Carbury Cove, Ireland

Aylesbury Park Stop 554851

Dorrin's Strand Stop 558481

Strandhill Stop 555591



Direction: Strandhill - Rosses Point (R.C. Church)

22 stops

[VIEW LINE SCHEDULE](#)

Strandhill Stop 555591

Dorrin's Strand Stop 551141

Woodville Court Stop 554791

Carbury Cove Stop 554801

1 Carbury Cove, Ireland

Brooklawns Stop 559931

Hazel Grove, Sligo

First Sea Road Stop 554811

Kevinsfort Stop 559921

Strandhill Road, Sligo

Scoil Ursula Stop 559941

Knappagh Road Stop 554331

21 Lord Edward Street, Sligo

Markievicz Road Stop 558421

Markievicz Road, Sligo

City View Stop 554861

Sligo Hospital Stop 555291

It Sligo Stop 524881

Clarion Road Stop 552071

St Joseph's Church Stop 611411

St John's Hospital Stop 524961

Cartron Estate, Sligo

Hollymount Stop 552121

Hollymount, Sligo

Ballincar Stop 558331

Creggs Corner Stop 559621

Rosses Point Stop 552211

Yeats Country Hotel Stop 559311

St Columbanus Church Stop 555531

L3311, Ireland

S2 bus Time Schedule

Strandhill - Rosses Point (R.C. Church) Route

Timetable:

Sunday	11:05 AM - 7:55 PM
Monday	7:20 AM - 8:55 PM
Tuesday	7:20 AM - 8:55 PM
Wednesday	7:20 AM - 8:55 PM
Thursday	7:20 AM - 8:55 PM
Friday	7:20 AM - 8:55 PM
Saturday	7:20 AM - 8:55 PM

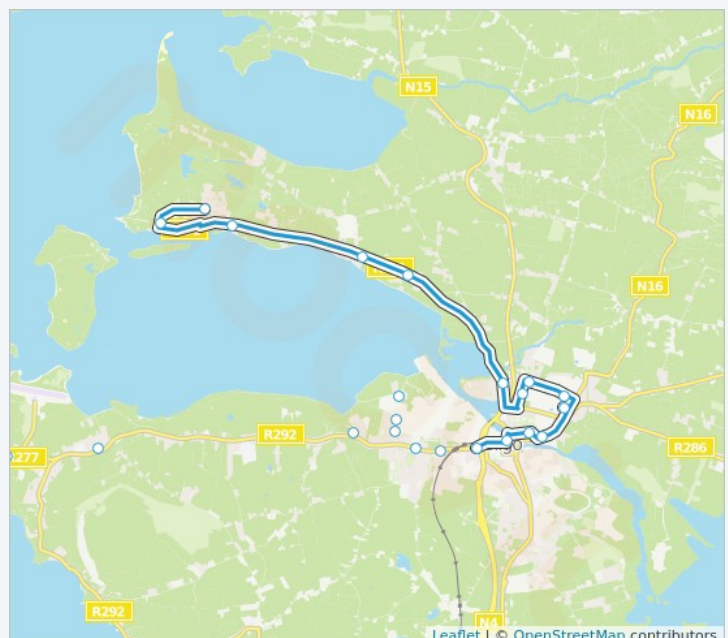
S2 bus Info

Direction: Strandhill - Rosses Point (R.C. Church)

Stops: 22

Trip Duration: 45 min

Line Summary: Strandhill Stop 555591, Dorrin's Strand Stop 551141, Woodville Court Stop 554791, Carbury Cove Stop 554801, Brooklawns Stop 559931, First Sea Road Stop 554811, Kevinsfort Stop 559921, Scoil Ursula Stop 559941, Knappagh Road Stop 554331, Markievicz Road Stop 558421, City View Stop 554861, Sligo Hospital Stop 555291, It Sligo Stop 524881, Clarion Road Stop 552071, St Joseph's Church Stop 611411, St John's Hospital Stop 524961, Hollymount Stop 552121, Ballincar Stop 558331, Creggs Corner Stop 559621, Rosses Point Stop 552211, Yeats Country Hotel Stop 559311, St Columbanus Church Stop 555531

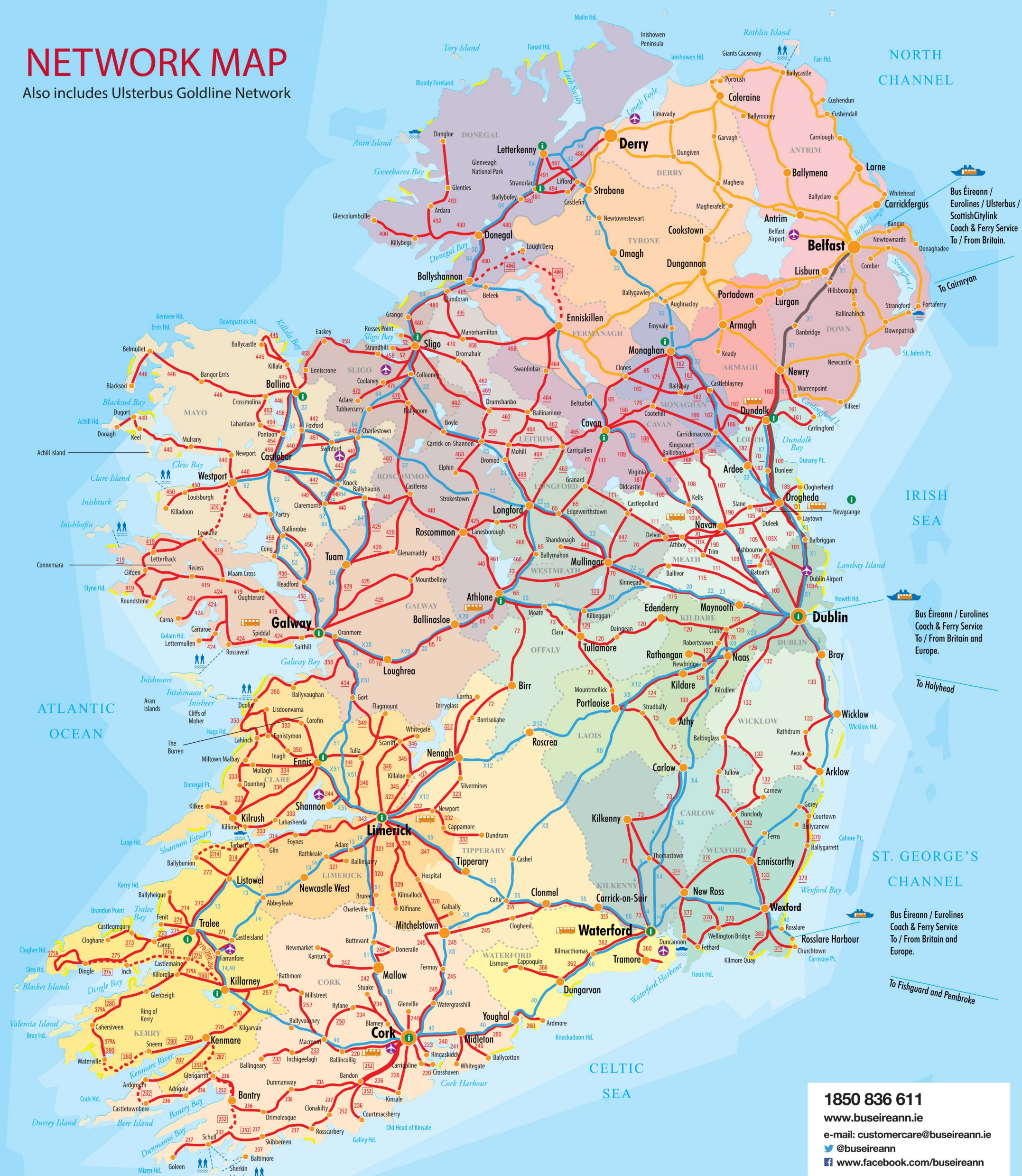


St Columbanus Church stop 555481 -
Strandhill stop 555591



NETWORK MAP

Also includes Ulsterbus Goldline Network



Numbers shown beside routes refer to table number in the Bus Éireann National Timetable. Where a number is underlined e.g. 132 the service runs less than 5 days a week. Where a number is boxed e.g. 252 the service operates for the summer period only. See relevant table for exact dates.

To aid clarity, certain local bus services operated by Bus Éireann have been omitted from this network map.

© Bus Éireann August 2017

KEY

- Bus Éireann Expressway Coach Service - year round
- Bus Éireann Expressway Coach Service - Summer Only
Note: Expressway Services stop only at locations listed in the relevant section of the timetable
- Bus Éireann Local Bus Service - Year Round
- Bus Éireann Local Bus Service - Summer Only
Note: Local Bus Services stop on request at all points on route
- Expressway Service - Operated in conjunction with Ulsterbus
- Ulsterbus Goldline Service - Tel: +44 (028) 90 66 66 30
Note: Ulsterbus also operate an extensive network of local bus services in Northern Ireland

- Bus Éireann Local Town and City Service
- Principal Bus Éireann Information Offices
- Airports
- Local Car / Passenger Ferry
- Northern Ireland Border
- County Border

1850 836 611
www.buseireann.ie
e-mail: customercare@buseireann.ie
[@buseireann](https://twitter.com/buseireann)
www.facebook.com/buseireann



Sligo Service Area



For more information



For online information please visit:
locallink.ie



Call us at: **00353 7497 41644**
Email us at: **donegal@locallink.ie**



Ask your driver or other
staff member for assistance



Operated By:
Local Link Donegal Sligo Leitrim
Roshine Road, Killybegs, Co. Donegal



Fares:
Single Journey: **€5.00 Adult / €3.00 Student**
Return: **€10.00 Adult / €6.00 Student**
Free Travel Pass holders travel free



Our vehicles are
wheelchair accessible

 /Local Link Donegal Sligo Leitrim



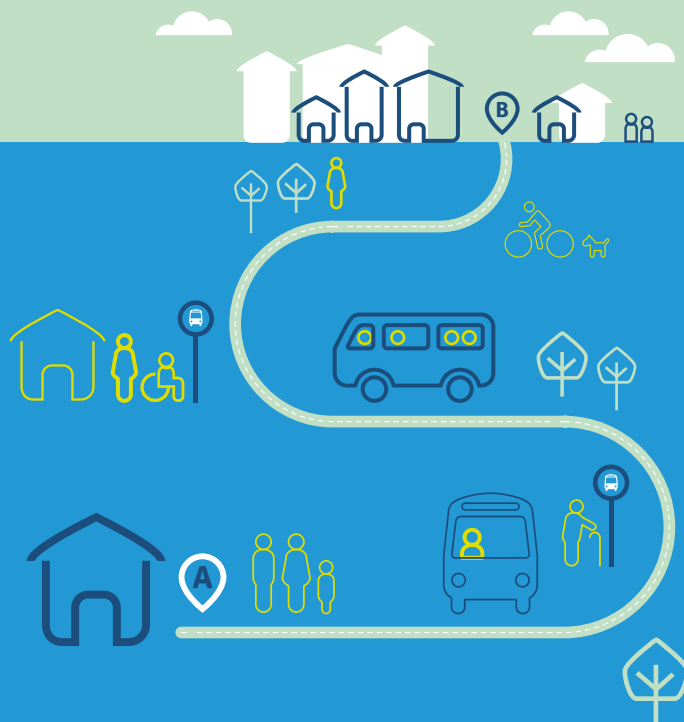
Services **operate** on Public Holidays

Information correct at time of print: **December 2020**



local link

Donegal Sligo Leitrim



Route 977
Ballaghaderreen to Sligo

timetable



Timetable

977

Ballaghaderreen to Sligo & Return

BALLAGHADERREEN - SLIGO

Stops	Mon - Sat		
Ballaghaderreen - BMW Office	07:25	09:45	16:00
Gorteen - Coleman Ctr	07:40	10:00	16:15
Ballymote - Doddy's	07:55	10:15	16:30
Collooney	08:10	10:30	16:45
Markievicz Road	08:35	10:50	17:05
Sligo Univ. Hospital - The Mall	08:40	10:55	17:10
Sligo IT - Science Building Canteen	08:45	11:00	17:15

SLIGO - BALLAGHADERREEN

Stops	Mon - Sat		
Sligo IT - Science Building Canteen	08:45	14:15	17:15
Sligo Univ. Hospital - The Mall	-	14:20	17:20
Markievicz Road	-	14:25	17:25
Collooney	-	14:45	17:45
Ballymote - Fawlty Towers	-	15:00	18:00
Gorteen - Centra	-	15:15	18:15
Ballaghaderreen - Hanleys	09:45	15:30	18:30

982 Sligo to Ballyshannon

SLIGO - DRUMCLIFFE - MAUGHEROW - MULLAGHMORE - BALLYSHANNON

Stops		Mon - Sat					Sunday & Public Holidays		
ZONE 2	Sligo Bus Station	09:30	11:30	13:30	17:00	18:00	09:30	13:30	18:00
	Markievicz Road - Bus Stop	09:32	11:32	13:32	17:02	18:02	09:32	13:32	18:02
	Sligo Hospital - The Mall	09:34	11:34	13:34	17:04	18:04	09:34	13:34	18:04
	Sligo IT - Campus Bus stop	09:37	11:37	13:37	17:07	18:07	09:37	13:37	18:07
	Rathcormack - Bus Stop	09:44	11:44	13:44	17:14	18:14	09:44	13:44	18:14
	Drumcliffe - Bus Stop	09:46	11:46	13:46	17:16	18:16	09:46	13:46	18:16
	Carney Village - Opp Laura's Restaurant	09:50	11:50	13:50	17:20	18:20	09:50	13:50	18:20
	Lissadell - Opp Church	09:57	11:57	13:57	17:27	18:27	09:57	13:57	18:27
	Lissadell House - Car Park Entrance	09:58	11:58	13:58	17:28		09:58	13:58	
	Maugherow - Dunleavy's Shop	10:01	12:01	14:01	17:31	18:31	10:01	14:01	18:31
	Ballyconnell Junction - Hail & Ride	10:02	12:02	14:02	17:32	18:32	10:02	14:02	18:32
	Ballyscannell - Mc Lean's	10:05	12:05	14:05	17:35	18:35	10:05	14:05	18:35
	Streedagh Cross - Hail & Ride	10:08	12:08	14:08	17:38	18:38	10:08	14:08	18:38
	Grange Village - Bus Stop	10:10	12:10	14:10	17:40	18:40	10:10	14:10	18:40
	Mount Temple - Hail & Ride	10:13	12:13	14:13	17:43	18:43	10:13	14:13	18:43
ZONE 1	Cliffoney - Bus Stop	10:15	12:15	14:15	17:45	18:45	10:15	14:15	18:45
	Mullaghmore - Opp Eithne's Restaurant	10:20	12:20	14:20	17:50	18:50	10:20	14:20	18:50
	Mullaghmore - Opp Eithne's Restaurant	10:20	12:20	14:20	17:50		10:20	14:20	
	Creevykeel - Gorevan's Pub	10:25	12:25	14:25	17:55		10:25	14:25	
	Tullaghan - Diamond Bar	10:34	12:34	14:34	18:04		10:34	14:34	
	Bundoran West End - Bus Stop	10:38	12:38	14:38	18:08		10:38	14:38	
	Bundoran - Tourist Office	10:39	12:39	14:39	18:09		10:39	14:39	
	Bundoran East End - Bus Stop	10:41	12:41	14:41	18:11		10:41	14:41	
	Finner Camp - Bus Stop	10:45	12:45	14:45	18:15		10:45	14:45	
	Ballyshannon - Bus Stop	10:50	12:50	14:50	18:20		10:50	14:50	

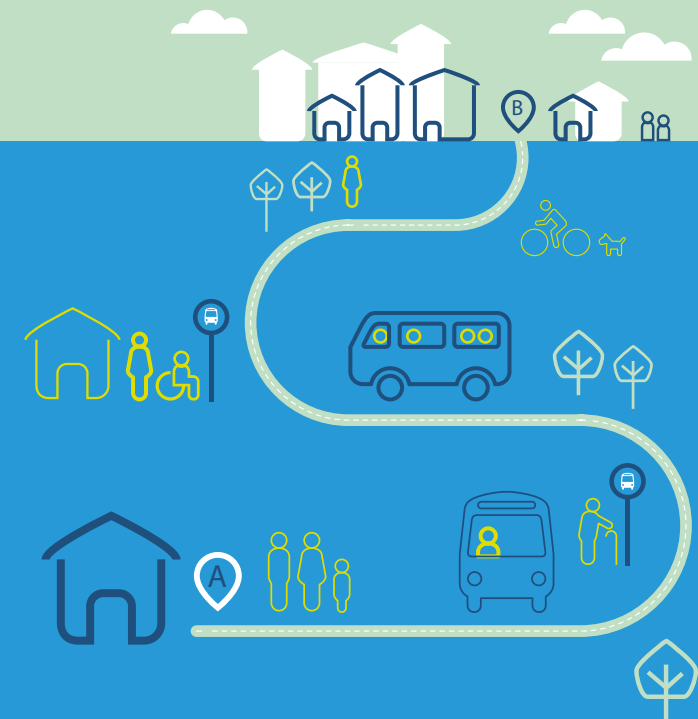
Local Link Connections to Donegal Town Via Rossnowlagh Mon-Sat 11:00, 13:00, 14:55, 17:20 & 18:45 Sun & Public Holidays 11:00, 14:55



Full information on all available journeys and connections on National Journey Planner at www.transportforireland.ie

Route 982

Ballyshannon to Sligo
(via Mullaghmore,
Maugherow & Drumcliffe)



local link

Donegal Sligo Leitrim

982 Ballyshannon to Sligo

BALLYSHANNON - MULLAGHMORE - MAUGHEROW - DRUMCLIFFE - SLIGO

	Stops	Mon-Fri	Mon - Sat				Sunday & Public Holidays	
ZONE 1	Ballyshannon - Bus Stop		08:50	11:00	14:30	16:20	11:00	16:20
	Finner Camp - Bus Stop		08:54	11:04	14:34	16:24	11:04	16:24
	Bundoran East End - Bus Stop		09:00	11:10	14:40	16:30	11:10	16:30
	Bundoran - Hollyrood Hotel		09:01	11:11	14:41	16:31	11:11	16:31
	Bundoran West End - Bus Stop		09:03	11:13	14:43	16:33	11:13	16:33
	Tullaghan - Opp Diamond Bar		09:07	11:17	14:47	16:45	11:17	16:45
	Creevykeel - Gorevan's Pub		09:16	11:26	14:56	16:54	11:26	16:54
	Mullaghmore - Opp Eithne's Restaurant		09:21	11:31	15:01	16:59	11:31	16:59
ZONE 2	Mullaghmore - Opp Eithne's Restaurant	07:35	09:21	11:31	15:01	16:59	11:31	16:59
	Cliffoney - Bus Stop	07:40	09:26	11:36	15:06	17:04	11:36	17:04
	Mount Temple - Hail & Ride	07:42	09:28	11:38	15:08	17:06	11:38	17:06
	Grange Village - Bus Stop	07:45	09:31	11:41	15:11	17:09	11:41	17:09
	Streeagh Cross - Hail & Ride	07:47	09:33	11:43	15:13	17:11	11:43	17:11
	Ballyscannell - Mc Leans	07:49	09:35	11:45	15:15	17:13	11:45	17:13
	Ballyconnell Junction - Hail & Ride	07:52	09:38	11:48	15:18	17:16	11:48	17:16
	Maugherow - Opp Dunleavy's Shop	07:53	09:39	11:49	15:19	17:17	11:49	17:17
	Lissadell - Church	07:56	09:42	11:52	15:22	17:20	11:52	17:20
	Lissadell House - Car Park Entrance		09:43	11:53	15:23	17:21	11:53	17:21
	Carney Village - Laura's Restaurant	08:03	09:50	12:00	15:30	17:28	12:00	17:28
	Drumcliffe Yeats Grave - Bus Stop	08:07	09:54	12:04	15:34	17:32	12:04	17:32
	Rathcormack - Bus Stop	08:09	09:56	12:06	15:36	17:34	12:06	17:34
	Sligo IT - Campus Bus Stop	08:18	10:05	12:15	15:45	17:43	12:15	17:43
	Sligo Hospital - The Mall	08:20	10:07	12:17	15:47	17:45	12:17	17:45
	Markievicz Road - Bus Stop	08:23	10:10	12:20	15:50	17:48	12:20	17:48
	Sligo Bus Station	08:30	10:15	12:25	15:55	17:55	12:25	17:55

For more information



Tel: 074 9741644



Email: donegal@locallink.ie
Web: www.locallinkdonegal.ie



Operated by: **Local Link Donegal Sligo Leitrim**
Roshine Road, Killybegs, Co. Donegal



Fares	Zone 1	Zone 2	Zone 1 & 2
Adult Single	€3.00	€3.00	€5.00
Adult Return	€6.00	€6.00	€10.00
Student Single	€3.00	€3.00	€3.00
Student Return	€6.00	€6.00	€6.00
Under 18 Yrs Single	€1.00	€1.00	€2.00
Under 18 Yrs Return	€2.00	€2.00	€4.00
Child Under 5 Yrs	Free	Free	Free
Free Travel Pass Holders	Free	Free	Free



Ask your driver or other staff member for assistance



Our vehicles are wheelchair accessible



Full information on all available journeys and connections on National Journey Planner at www.transportforireland.ie

  @LocalLinkDSL

Services **operate** on Public Holidays

Information correct at time of print: **February 2021**



Full information on all available journeys and connections on National Journey Planner at www.transportforireland.ie

