Why Park & Ride?

Action 89: Establish a "Park and Ride Development Office" within NTA and develop overall Park and Ride Implementation Plan, including the provision of multimodal facilities (e.g. EV charging/bicycle parking)

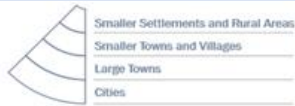| Steps Necessary for Delivery	Timeline by Quarter	Lead	Other Key Stakeholders
Establish a Park and Ride Development Office within NTA and develop a 5 year strategy and implementation plan with specific timelines	Q4 2019	NTA	

Project Ireland 2040:
National Planning
Framework

Table 4.3 Settlement Typologies and Policy Responses

Settlement Typology	1. Dublin City and suburbs	2. Regional Growth Centres	3. Key Towns	4. Self-Sustaining Growth Towns and Self- Sustaining Towns	5. Towns, Villages and Rural Areas
Significance	International	National	Regional	County	Local
Socio Economic Functions	International business core with strong diversified economic base with access to international markets. High density retail and service hub with high quality arts, culture and leisure offer.	Large regional centres with strong economic base and good connectivity to Dublin and its markets. High level of service and retail functions playing a key role for a wide catchment.	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers.	Self-Sustaining Growth Towns and Self- Sustaining Towns, some of which have experienced rapid population growth and require 'catch up' investment to become more self-sustaining.	Towns and villages with local service and employment functions. Rural areas both within and outside the influence of large urban areas.
Transport Profile	Self-sufficient (high internal trip rate) transport hub with high quality public transport and links to other centres.	Self-sufficient settlements with higher rates of internal trips and public transport connections to Dublin and other centres.	Self-sufficient settlements (Gateway Region) and commuter settlements with high quality public transport and growth capacity at transport nodes.	Self-sufficient and commuter settlements, with good public transport and regional transport links, some of which may be highly car dependent.	Towns and rural villages some of which may not have good public transport or regional connections and may be highly car dependent.
Policy Response	Continued consolidated population and employment growth with a focus on improving housing supply and amenity provision to create sustainable communities and improve public transport and sustainable travel options.	Key drivers of regional economic growth aligned with significant rates of population growth, coupled with investment in services, amenities and sustainable transport.	Commensurate population and employment growth, on high quality public transport corridors coupled with investment in services, amenities and sustainable transport.	Consolidation coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.	Consolidation coupled with targeted rural housing and investment policies where required to improve local employment, services and sustainable transport options and to become more self-sustaining.

EMRA Regional Spatial & Economic Strategy

Role of Park & Ride Development Office

- Full Time resources progressing sites

- Development of Park & Ride Strategy and Implementation Plan

- Fast Track progression of key Sites for NTA, Local Authorities and Irish Rail for GDA and Regional Cities.

- Framework for progressing Strategic Park and Ride Sites as follows:

  - Corridor Study and Site Selection Stage
  - Strategy Report
  - Feasibility Stage
  - Planning Stage
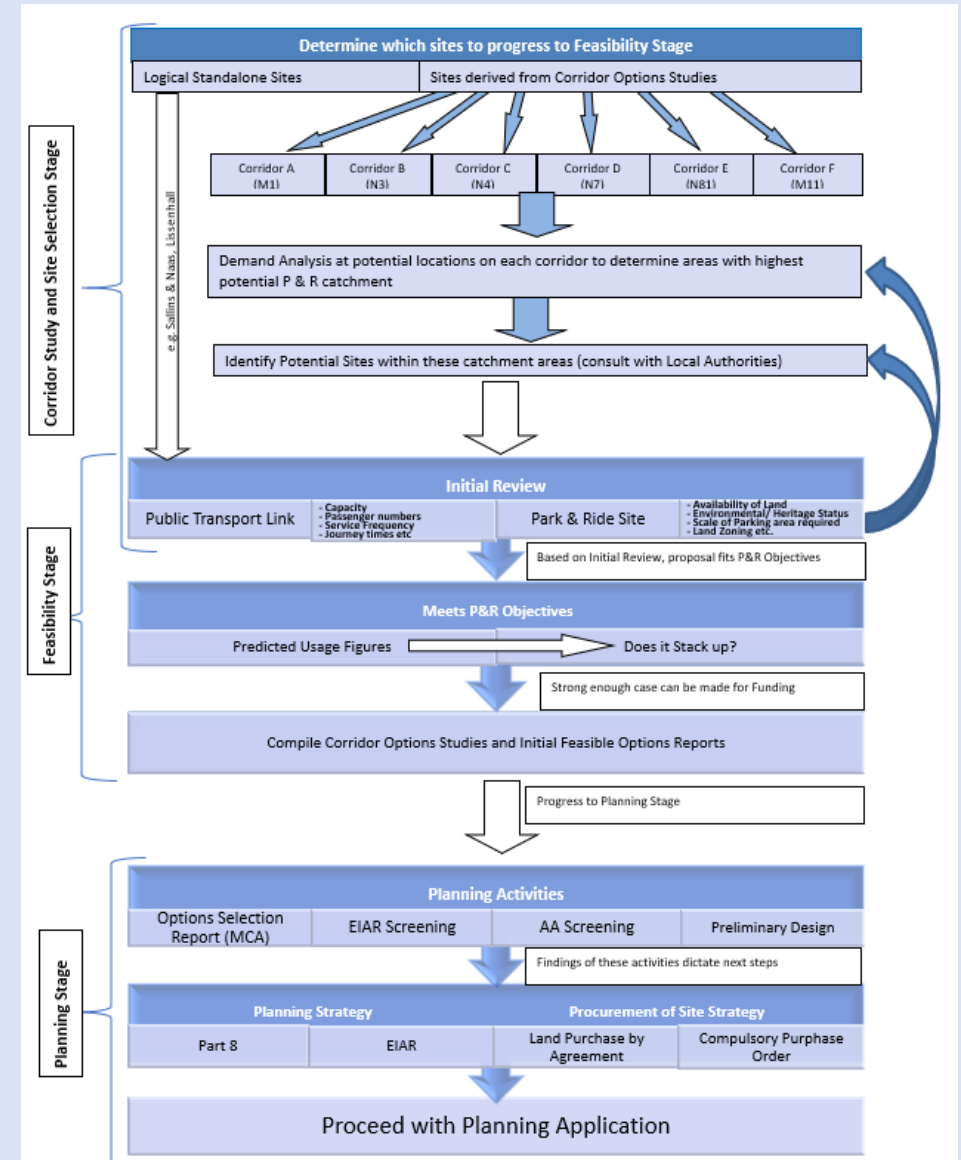
To support sustainable regional, urban, and rural development through enhancing connectivity to high quality, accessible, low emission, and sustainable transport; empowering modal shift; and increasing the catchment areas of existing and future public transport by delivering a network of appropriate Park and Ride facilities.

Objectives

1. To maximise the opportunities provided by on-going investment in public transport infrastructure and services, particularly in relation to the commencement in service of new public transport projects.

2. To provide the appropriate type and scale of Park and Ride at the right locations, with connectivity to the road and public transport networks and design that supports integration with the surrounding walking and cycling network.

3. Reduce reliance on the private car, reduce distances travelled by car and ensure Park and Ride facilitates greater use of sustainable modes.

4. Deliver an enhanced customer experience through safe, secure and user friendly facilities that considers opportunities for interchange and address barriers to public transport use.

5. To set the standard for the design and layout of P&R sites.

Understanding the 3 Categories of Park and Ride

Type	Strategic Park and Ride	Local Mobility Hubs	Local Park and Ride
Function	To facilitate the modal shift of long distance car trips to public transport, at an early opportunity. To serve a wide hinterland of a strategic corridor to an urban centre	To serve urban and suburban areas. They seek to expand the local catchment of public transport services by catering for access to stops / stations for a range of mobility options To provide the opportunity to interchange between the car and public transport modes as well as between sustainable transport modes.	To provide parking facilities at transport nodes such as railway stations and bus stations serving smaller towns and villages on the regional public transport network
Key Characteristics	Located on an interchange between the National Roads Network and high quality high capacity public transport.	Include car parking, high quality bicycle parking, walking and cycling links to good quality walking and cycling networks and dedicated car club and car sharing facilities.	Small in scale. Local park and ride should also tie into the local walking and cycling networks.
Things to avoid	Should not encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion. Existing users of the public transport should not be unduly affected by increased patronage associated with park and ride usage.	While mobility hubs include car parking, the site should not be dominated by it. Should not encourage people who would otherwise access public transport locally, to drive further to access a site, thus adding to congestion.	Should not become destination parking for the town or village.

Understanding Demand – GDA Example

Screen line demand

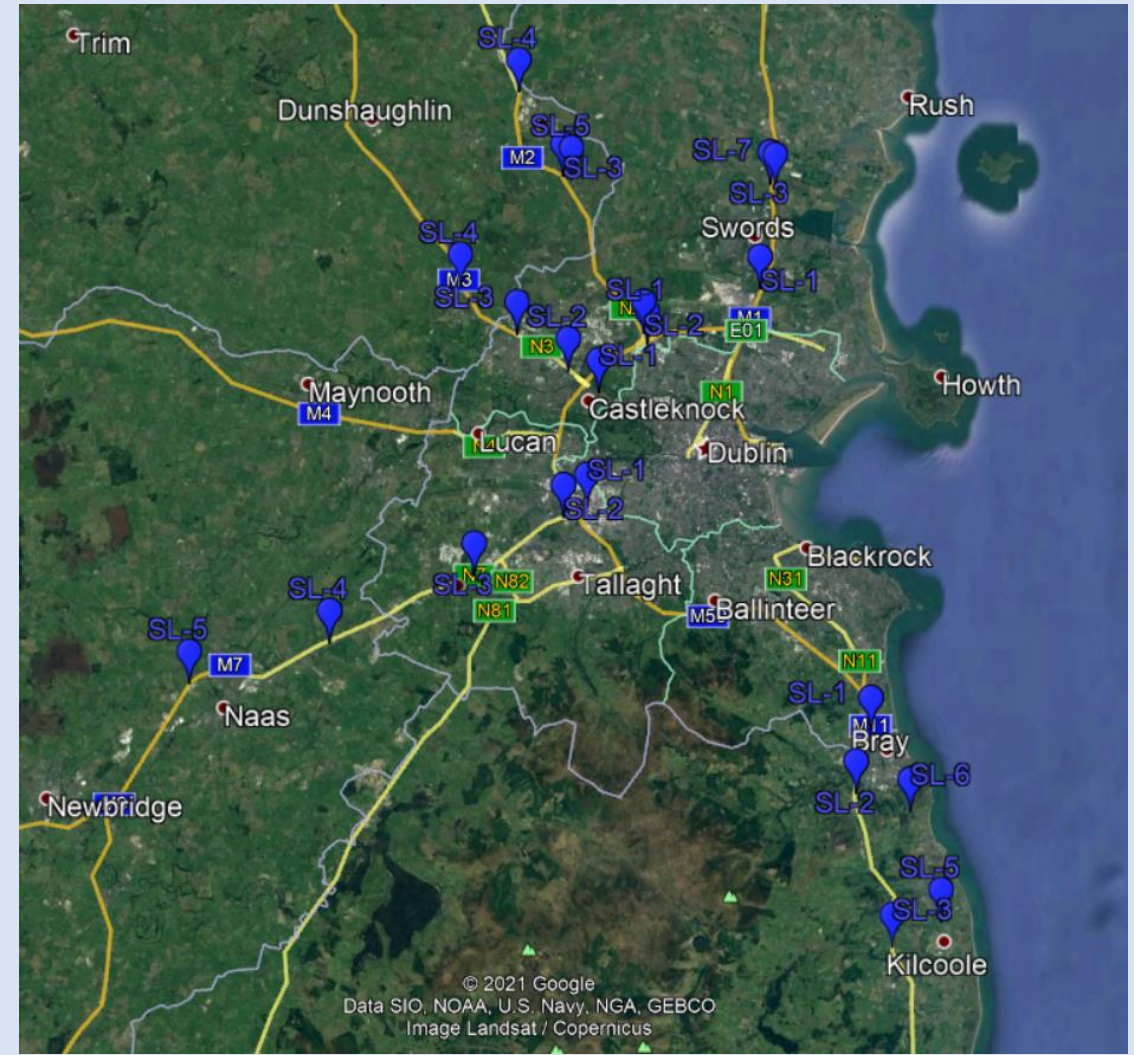Overall demand for travel

Select Links Analysis

Detailed origin destination analysis

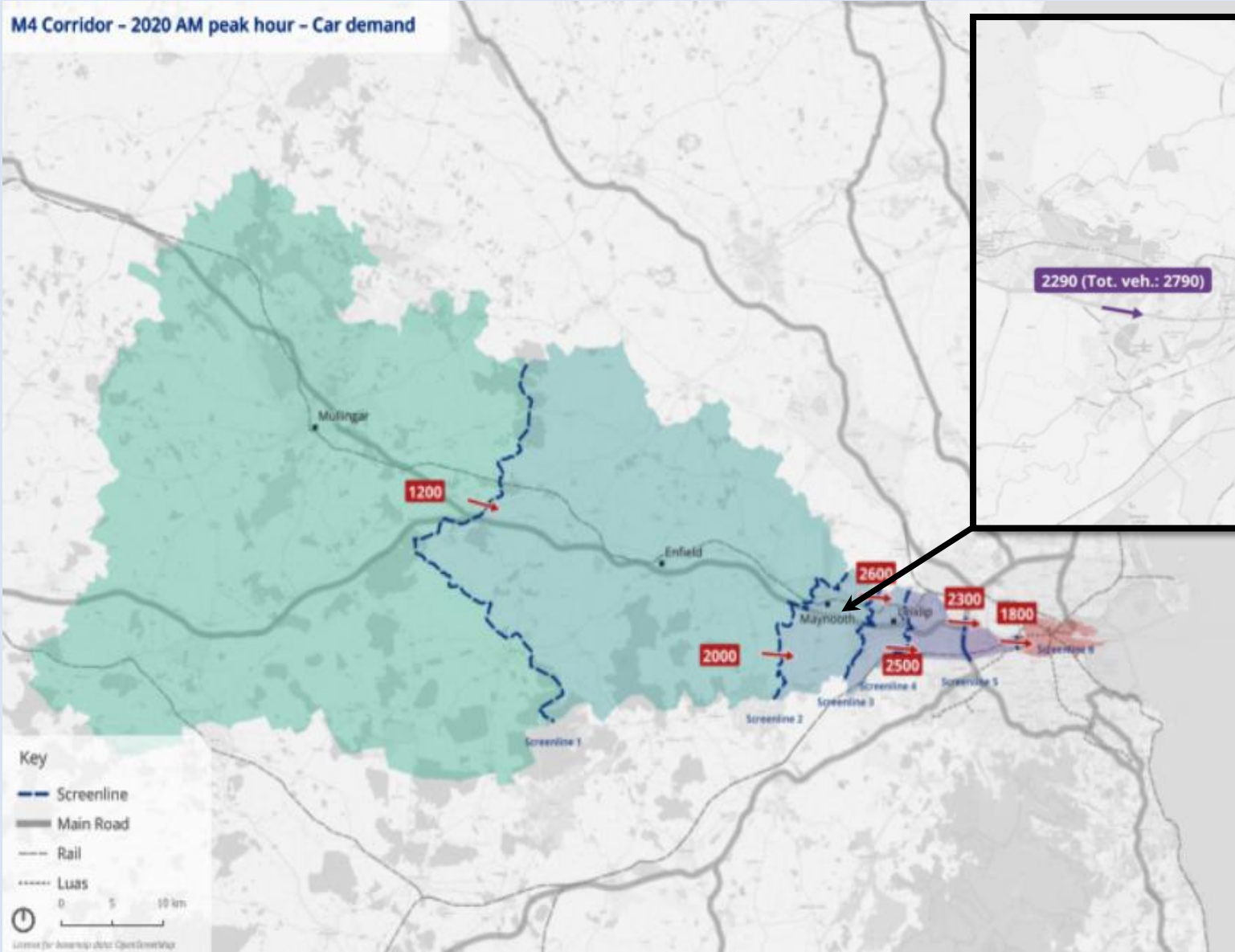**Understanding the catchment characteristics**

Understand the scale of catchment with poor access to PT which should be

a target catchment of P&R.

Public Transport Accessibility Levels

Understand who has good access to quality PT

M4 Screenline and Select Link Example:

M4 Corridor – 2020 AM peak hour – Car demand

2290 (Tot. veh.: 2790)

610

1200

2600

2300

1800

2000

2500

Mullingar

Enfield

Maynooth

Screenline 1

Screenline 2

Screenline 3

Screenline 4

Screenline 5

Key

— — Screenline

——— Main Road
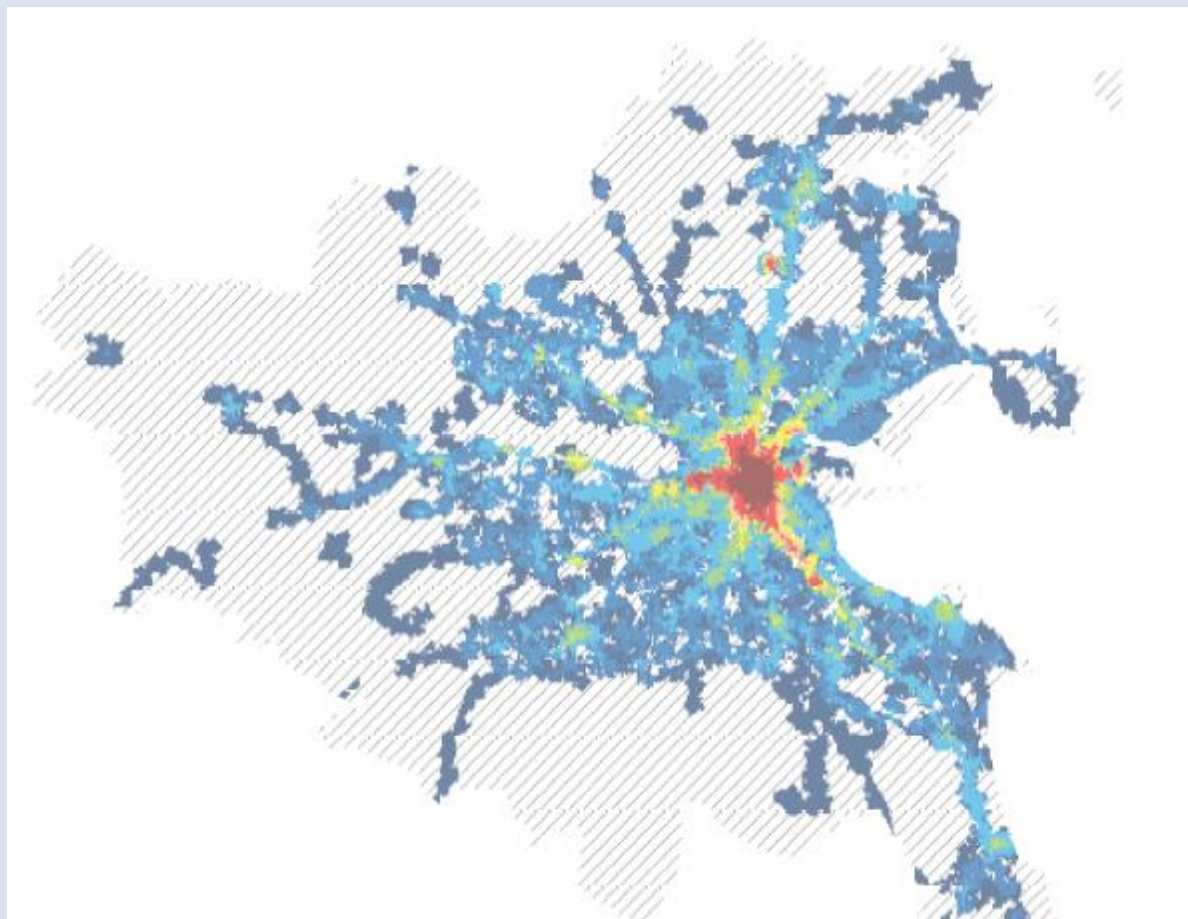
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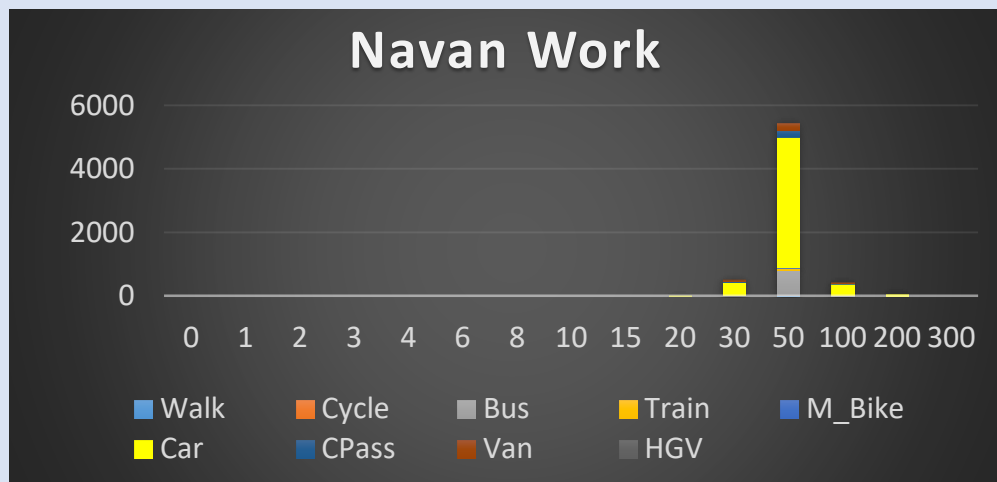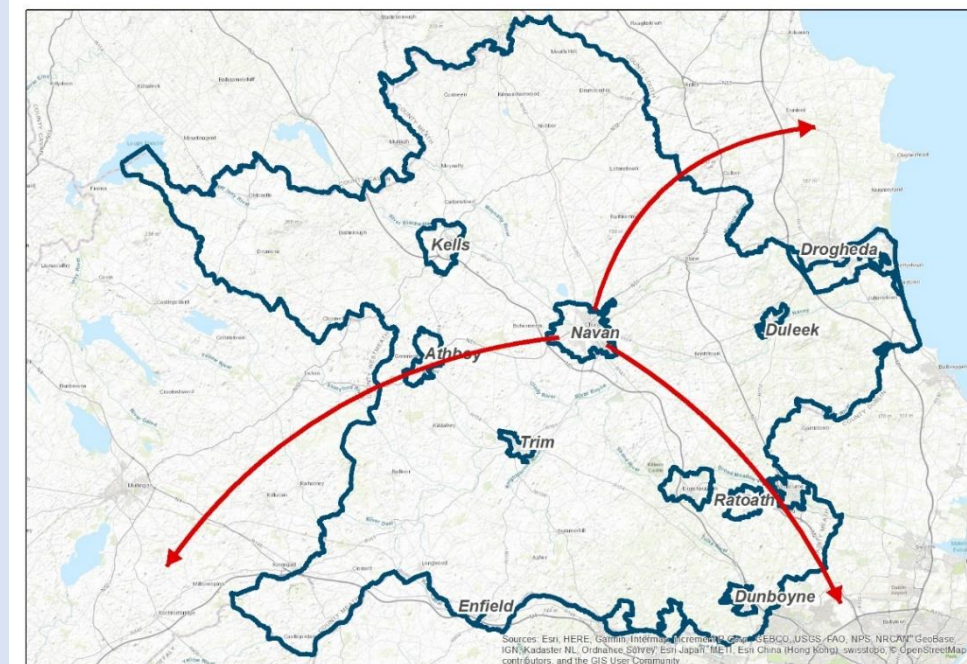# GDA Population by distance to closest PT stop

Distribution of population by distance to closest PT Stop 2043
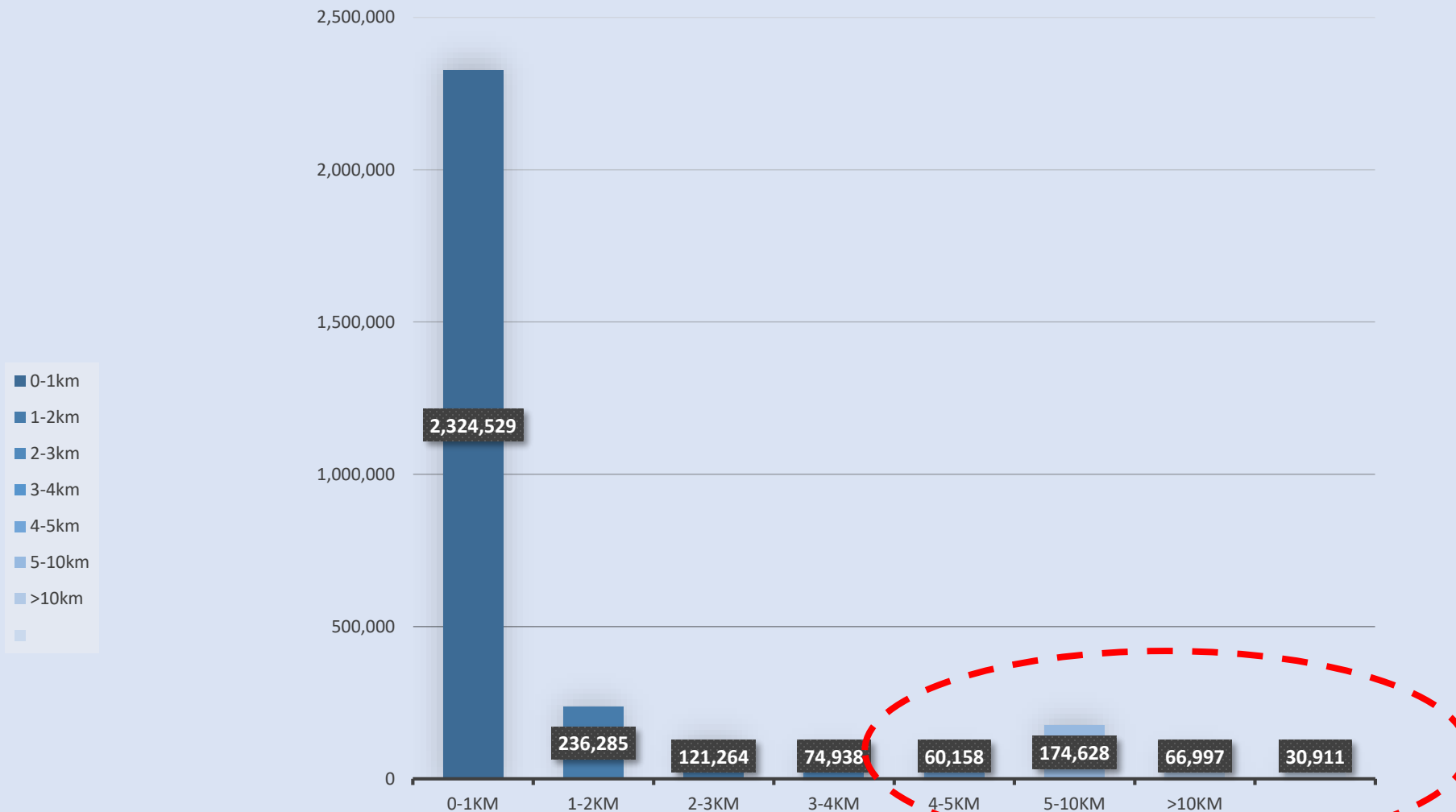
Public Transport Accessibility Level (PTAL):

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Navan Work

Irish Rail Car Parking Strategy – Initial Implementation

- Irish Rail Car Park Strategy developed in collaboration with NTA completed in August 2020.
- The strategy report identified 24 stations for car park expansion schemes.
- The NTA has approved funding to progress an initial 12 stations

Station	Existing Spaces	Proposed Additional Spaces (approximate)
Portlaoise*	98	55
Carrick-on-Shannon	31	150
Millstreet	35	80
Ballybrophy*	25	90
Bray	112	72
Portmarnock	283	150
Hazelhatch & Celbridge**	250	130
Leixlip Louisa Bridge**	312	225
Kildare	281	19
Edgeworthstown	67	60
Farranfore	18	100
Carlow	148	290
Total potential additional spaces (approximate)		1421

Next steps:

- Complete corridor studies for GDA corridors

- Publish Park and Ride Strategy for GDA as part of consultation on Draft GDA Transport Strategy

- Apply methodology to other regional cities - Limerick, Galway, Cork, Waterford

- Continue to develop Irish Rail car park expansion

- Progress "Quick Win" locations

- Progress strategic locations in parallel with major public transport investment projects