

For: Ruden Homes Ltd.

Residential Development



Mobility Management Plan:

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MHL & Associates Ltd.

Consulting Engineers



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1. INTRODUCTION

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by the applicant, Ruden Homes Limited, to prepare this Mobility Management Plan (MMP) report for planning stage, inclusive of sections covering Travel Planning and outline Mobility Management Plan for the development traffic.

Ruden Homes Ltd. intend to apply for permission for the scheme consists of the development of a mixed-use residential and creche scheme and all ancillary site development works at Courtstown, Little Island, Cork. The proposed development comprises of 170 no. residential units a 256 sq.m creche and a 311 sq.m retail offering.

2. MOBILITY MANAGEMENT PLAN OUTLINE

The Outline Mobility Management Plan should be considered a “Live Document” which forms the basis of the modal shift and travel planning for the site and can be incorporated into the wider Masterplan site layout for the adjoining commercial properties.

It aims to support sustainable transport modes, reduced the impact of development trip generation, and promote Active Transport.

A well-resourced and implemented MMP can ensure/promote sustainable travel options as the default mobility choice, lessening the impact on local and strategic road network by reducing congestion, maximising the benefits of the proposed public transport upgrades in the area, facilitating economic growth allowing for healthy lifestyles while safeguarding vulnerable road users.

In recognition that new development in the area will add additional pressure to the highway network, the outline Mobility Management Plan was prepared to examine all modes of transport and seeks to encourage increased use of public transport, walking and cycling. The strategy can also be applied to future planned CCC localised infrastructure and capacity improvements at sites in the area. Measures to encourage sustainable travel have highlighted.

This MMP addresses the applicant’s site’s impact, on existing transport and future transport challenges in the area. The following objectives have been identified to guide future mobility strategy elements:

- Support local employment opportunities.
- Improve accessibility through the area to encourage walking and cycling and improve health and wellbeing.
- Promote and improve sustainable travel.
- Reduce traffic congestion, delays, and air quality issues on key routes by employing measure to reduce vehicular trip generation and coordinating with CCC localised infrastructure improvements.

Coordinated Mobility Management, Traffic Management Planning and supporting Active Travel will play an important role in facilitating the development aspirations for the area and the transport improvements outlined in the Little Island Transportation Study.

These strategies enable people/staff/employers to think about the way they currently travel and provides them with the information, advice, and motivation to walk, cycle, use public transport and car-share more often. Due to the strategic employment function of Little Island, the implementation of Workplace Travel Plans/ Active Travel will form a critical element of the MMP.

3. EXISTING CONDITIONS

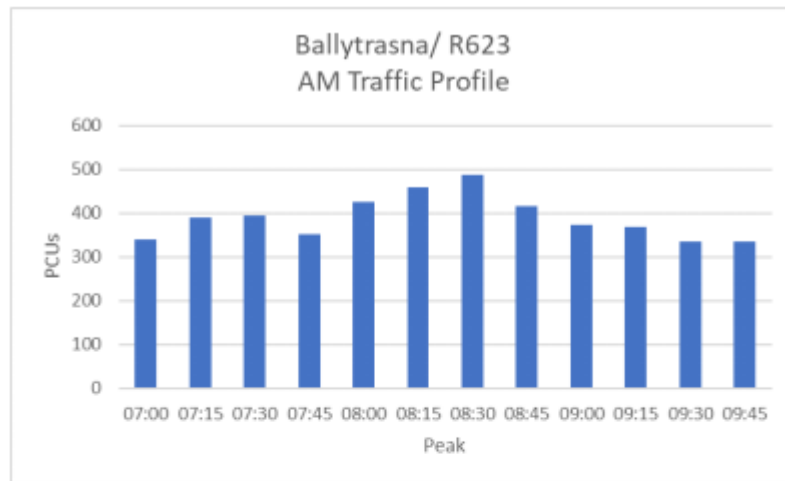
The proposed development is located to the east of Little Island, just to the north of the L2985, Courtstown Road. See Figure 2.1 below.



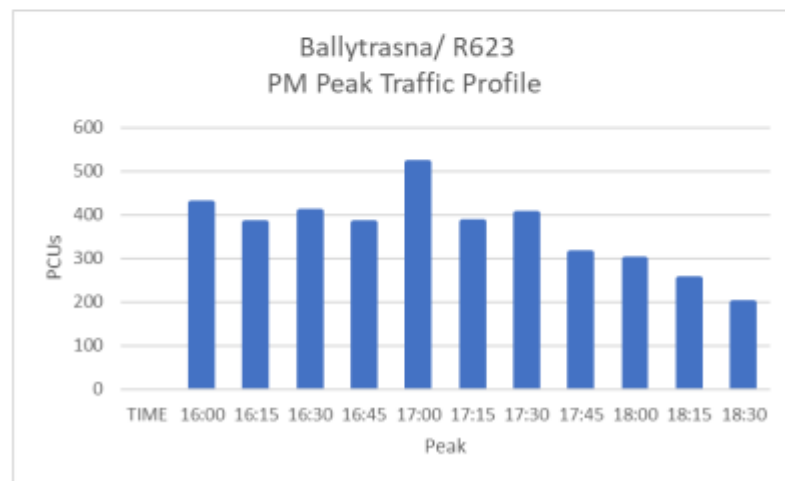
Figure 3.1 Site Location Map

Access to the site will be primarily from the N25 National Primary Road. This road links Cork City to Rosslare and forms a strategic junction at Dunkettle with the N40, Cork South Ring Road, the M8 Dublin Road, the N20 Limerick Road, and the N22 Killarney/Tralee Road. The location of Little Island train station, located approximately 2km from the proposed development, is of significance. A local bus service also serves the area.

Traffic levels were found to be relatively high. Traffic queuing was noted to on all arms of the junction but particularly following the direction of flow of local workers (i.e., towards Courtstown and Little Island Industrial Estate in the morning and towards the N25 in the evening).



AM peak recorded profile



PM peak recorded profile

Figure 3.2 Local AM and PM peak hour traffic profiles

The traffic flow profile indicates that the morning peak runs from at least 07:30 to 09:30 and in the evening from 16:30 to 18:30.

EXISTING NETWORK ASSESSMENT

As has been outlined in the supporting Traffic and Transportation Assessment submitted for this application, the development site's in Courtstown and the wider Little Island Area are dependent on the N25 Bridge Interchange, the Comprán Roundabout, and the Ballytrasna Road/ Little Island Signalised Junction in terms of road network connectivity.

Currently the N25 junction, Crompán Junction and Ballytrasna Junction experience peak hour traffic congestion. These junctions currently do not provision adequate bus service and poor cycle and pedestrian connectivity is available to the area.

4. PROPOSED DEVELOPMENT

The proposed development on our client’s site is consistent with the zoning in the local area plan for medium density housing with a retail provision. The proposed development comprises of 170 no. residential units, and a 256 sq.m creche and a 311 sq.m retail offering. The proposed primary access to the site is via the proposed entrance junction onto Ballytrasna Park Road. There are 269 car spaces provided within the development.



Figure 4.1 Site Plan

5. EXISTING PUBLIC TRANSPORT INFRASTRUCTURE

- 5.1 The route 210 Little Island-Cork City-Hollyhill bus service offers morning and evening routes between Little Island and Holyhill with stops at Little Island, Patrick’s Quay and Apple Computers amongst others. The existing 210 Cork Connect bus stop located within 20 mins walk of the site is shown in the following image.

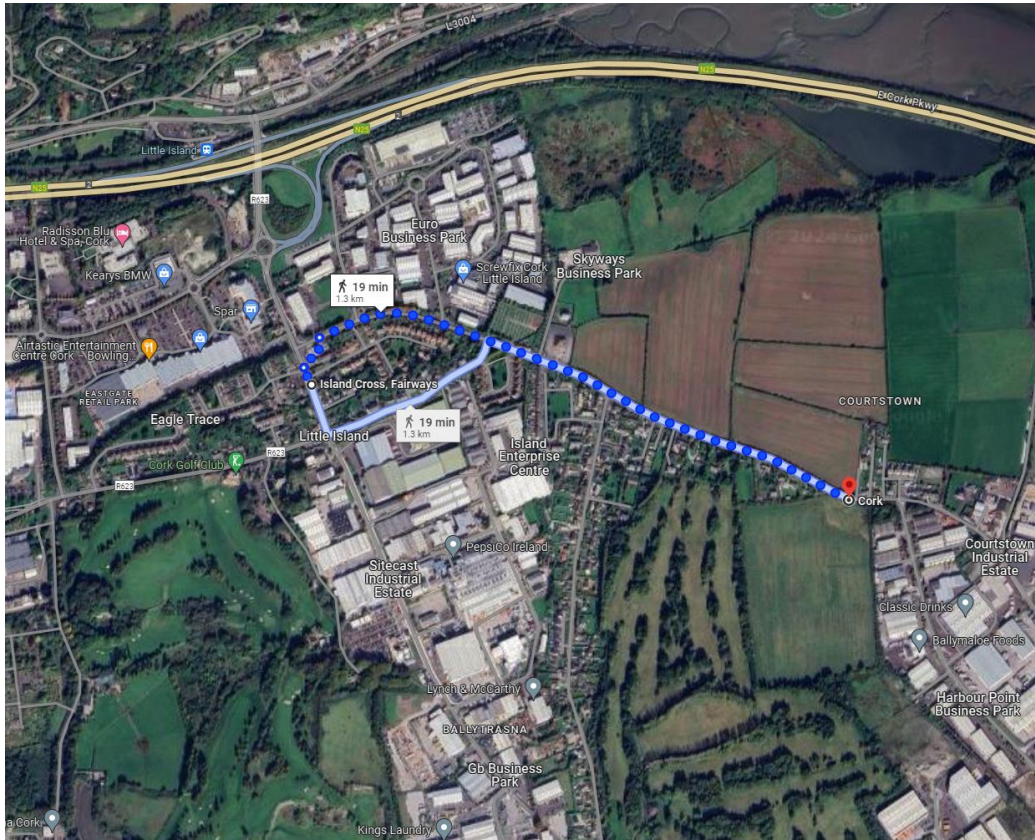


Figure 3.1: Location of closest existing 241 bus stop on the R630

- 5.2 Further north from the site, at a distance within 20 mins walk, the Castlevue bus stop caters for the 211 Little Island-Carrigtwohill-Cobh. All routes provide service to the major employment centre of Cork and when combined provide a reliable, frequent travel option for residents of Courtstown.
- 5.3 The Little Island train station is also a 26-minute walk from the proposed site. This train station connects Little Island to Midleton, Cobh, Carrigtwohill and Kent station in Cork City which allows for travel outside of Cork.
- 5.4 The public transportation infrastructure is linked to the development site via the existing footpath network along Ballytrasna Road.
- 5.5 The following isochrone map shows the areas currently accessible by public transport based on time of travel from the site (limited to 60 mins).

Note: The distances include transfers to different services so are indicative only (delay may be experienced during transfer).

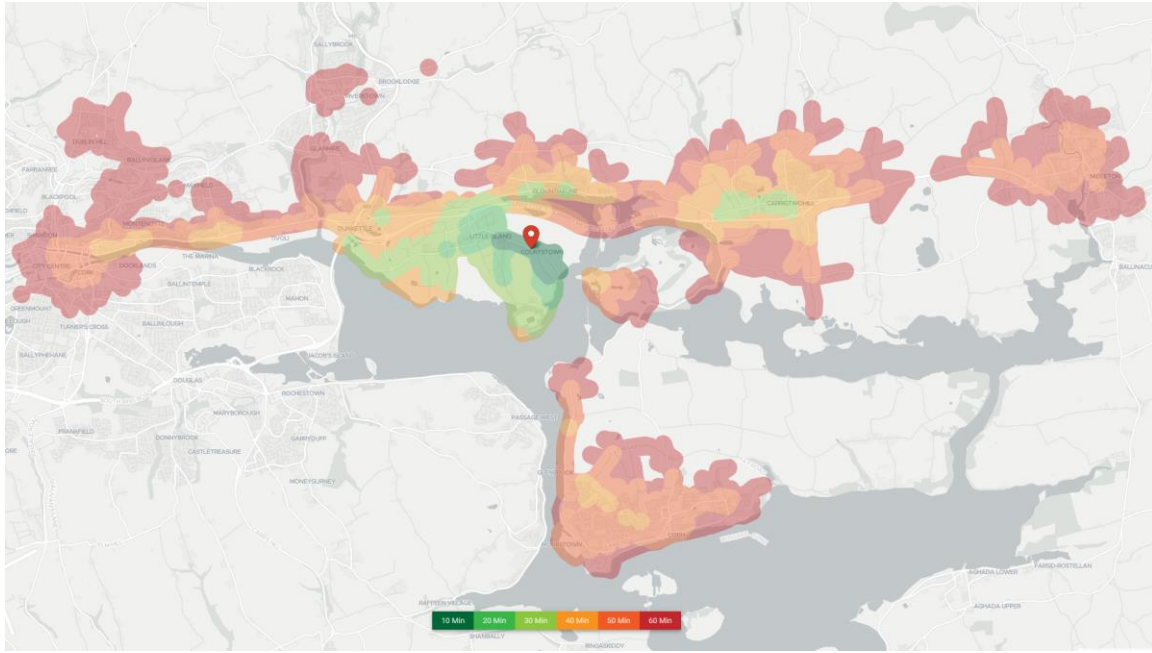


Figure 3.1: Time of travel by Public Transport Options

- 5.6 The isochrone map indicates current bus provision in the area allows travel to a wide area within 60 mins, including to the main employment centre of Cork City.

6. ACCESSIBILITY & INTEGRATION

- 6.1 A desktop assessment of permeability for cyclists and pedestrians from the site was carried out. Presented in the following isochrone maps are the range of distances, for both pedestrians and cyclists, based on travel time.

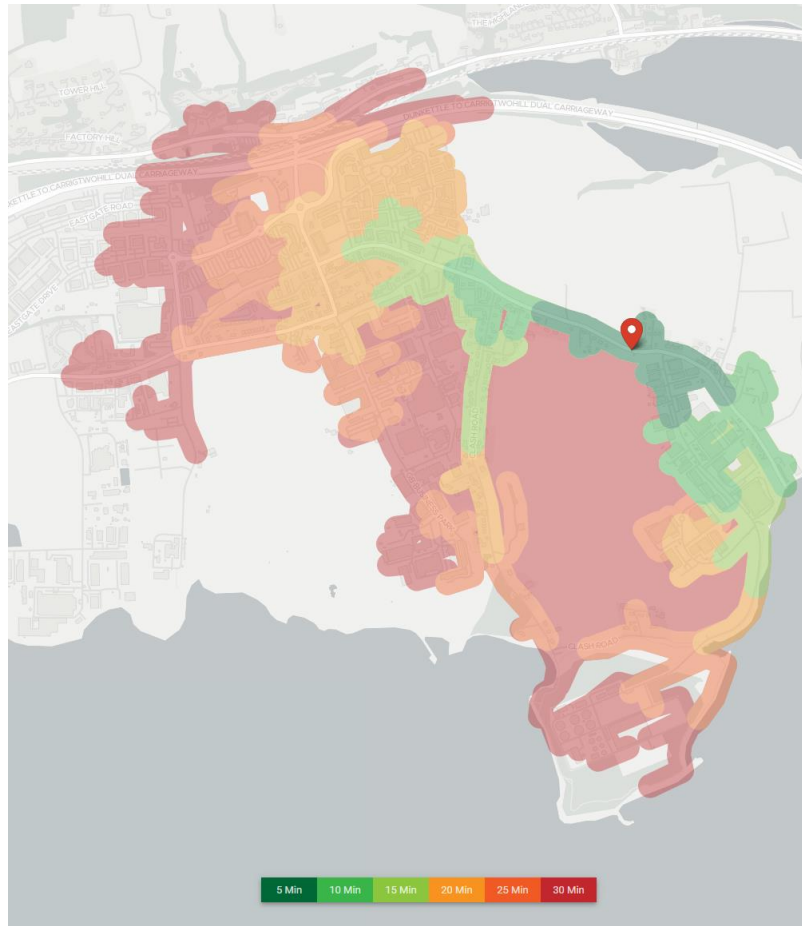


Figure 4.1: Proposed Development: Walking distance to local area

- 6.2 Within 15 mins walk time from the site:
- Ballytrasna Road Circle K
 - Catholic Church of Saint Joseph
 - Little Post Office
- Within 20 mins walk time from the site:
- Spar
 - 410 & 411 Cork Connect Bus Stops

Within 25 mins walk time from the site:

- Cork Golf Club
- East Gate Business Park
- Little Island Amenity Walk & Playground
- Little Island Train Station
- Time of Wonder Montessori School
- Dunkettle to Carrigtwohill Greenway

Within 30 mins walk time from the site:

- Little Island National School
- Radisson Blu Hotel & Spa

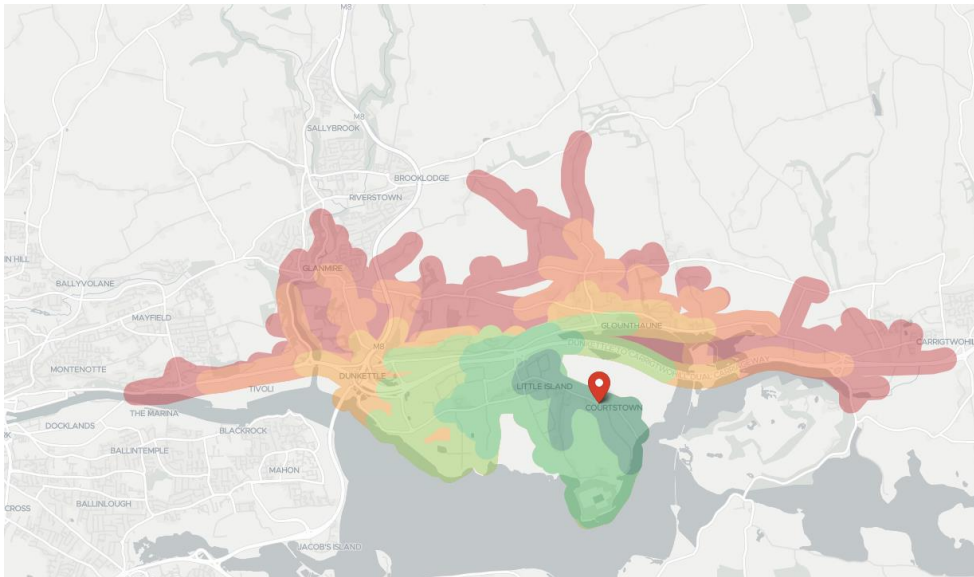


Figure 4.2: Proposed Development: Cycle distance to local area

4.3 The cycle range is presented in similar terms and relates to the average distance travelled in a specific time (15-18 kmh). Little Island centre is shown to be within 5 mins cycle of the development site with the extent of little Island being within 15 mins.

Note: The travel speed used is on the low side, an experienced cyclist would have a 26-30kph average speed but the selected speed is more suitable for the topography of the area.

7. PARKING PROVISION

- 7.1 The following extract from the County Development Plan indicates the parking requirements for new developments.

Table 12.6: Car Parking Requirements for New Developments (Maximum per sq. m.)	
Development Type	Parking Provision Requirement
Other cultural / recreational & leisure uses	Dependent on nature and location of use.
Residential: Dwelling houses Residential: Apartments	2 spaces per dwelling unit 1.25 spaces per apartment unit
Crèches	1 space per 3 staff + 1 space per 10 children

Table 5.1 Extract from County Development Plan (Table 12.6)

In accordance with the above table, a total of 332 no. car parking spaces are proposed for the proposed residential development,. These are allocated on the basis of housing type and likely demands of future residents. The proposed parking provision allows for 2 spaces per detached house and 3-bed townhouse, 1 space per 2-bed townhouse, and 1.25 spaces per apartment.

Additional creche parking has been provided 5 visitor spaces and 9 staff parking spaces. |There have also been 20 parking spaces provided for retail/commercial uses.

There has also been a total number of 55 bicycle spaces provided in the scheme to help promote sustainable transport within the scheme. This plus the planned upgrades to the R630 to help provide safe bicycle infrastructure in the area will aid in shifting the mode of transport for the residents in the scheme.

8. ALTERNATIVES

- 8.1 The development location allows the user a modal choice for commuting to and from the site. The benefits to the development site are direct and measurable however additional benefits to the wider community should not be ignored. A reduction in car trips implies reduced traffic congestion, enhanced air quality and reduced noise to the surrounding neighbourhood.
- 8.2 The types of modal choice investigated as part of the Traffic & Transport Assessment carried out include:
- Pedestrian and cycling facilities near the site
 - Public transport
- 8.3 In general, car usage patterns can be grouped between city centre sites and out of town sites. City centre or suburbs would range from 25% to 35% car usage with out-of-town sites higher at 65% to 90%. This scheme would fall into the latter category however national policy related to climate change and sustainable travel are expected to impact on the current norms. This scheme is compatible with such policy.

8.4 Pedestrians & Cyclists

- 8.4.1 Upon implementation, the MMP will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. Once completed, the R630 upgrade works will make the location of this particular proposed development very convenient for most pedestrians.

Cyclists will also benefit from the R630 upgrades with the proposed cycle lanes providing a link from the site to the wider network.

The combination of walking with public transport/ taxi services will also be supported.

*' 30 minutes of aerobic activity, such as a brisk walk,
per day helps reduce the risk of heart disease'*

(Reference, 'The Route to Sustainable Commuting, An Employers Guide to Mobility Management Plans produced by the Dublin Transportation Office, Kilkrees Metropolitan Council and the Irish Energy Centre)

8.5 Public Transport

- 8.5.1 The proposed development has close access to the 240, 241, and 261 bus routes. The availability of a public transport system allows users of the proposed development an alternative mode of travel. The mobility management plan developed for the completed scheme will include for incentives such as;
- Monthly/annual commuter ticket schemes/offers
 - Timetables, routes and maps
 - Journey time indicators

9. FUTURE NETWORK ASSESSMENT

As has been outlined in the supporting Traffic and Transportation Assessment submitted for this application, the future network capacity findings were outlined.

Proposals for network upgrades outlined in the LITS provides transport improvements in the form of bus priority lanes/ junction slips, new pedestrian crossings, bus priority signal gates, road widening, lane re-allocation and improved pedestrian and cycle track facilities.

Main approach routes are to be upgraded to reduce traffic speed, provide better links to public transport, and improve road safety for all road users.

Upgrades are focused on improving safety and accessibility for pedestrian/cyclists, improving efficiency of traffic movements and provide bus priority at key locations within the area.

These cycle track improvements form part of the Cork Cycle Network Strategy providing safe and direct access to a proposed sustainable transport infrastructure into the future.

These network improvements can be readily incorporated into the applicant's Mobility Planning going forward, providing appropriate options for sustainable transport and modal shift.

10. APPLICANT'S MOBILITY MANAGEMENT PLAN

The aim of the Mobility Management Plan is to encourage modes of transport other than the private car, redresses the balance of core streets towards the pedestrian and encourages new linkages between key destinations.

11. MOBILITY MANAGEMENT PLAN OUTLINE

11.1 Need for MMP.

The aim of this strategy is to:

- Identify and understand the nature and requirements of the freight activity to the site.
- Establish as far as possible preferred haulage routing /network.
- Outline the most appropriate ways to reduce negative impacts of freight movement in the locality.

11.2 MMP objectives

Sustainable distribution

Suppliers, delivery drivers and their customers wish to be as efficient as possible by arriving within delivery windows to avoid unnecessary delays due to congestion and then to leave the area having completed their business:

- Reduce the number of accidents, injuries and ill health associated with freight movement.
- Minimize congestion.
- Efficient use of existing road network transport infrastructure
- Minimize pollution and reduce greenhouse gas emissions.
- Improve efficiency of distribution noise and disturbance from freight movements
- Reducing carbon emissions potentially caused by HGV Transport connected to the site.
- Reducing the impact on surrounding environment of HGV's potentially associated with the site.

Parking Management

Provision of good quality loading facilities with high quality parking areas can reduce the time taken to unload goods, reduce congestion from poorly parked or illegally parked vehicles, and to allow for safer delivery activities.

11.2.1 Key Performance Indicators- KPI's

Benchmarking of indicators such as employee trips made by walking, cycling, bus, train and 'car as passenger' in percentage terms is important.

Modal splits per surveys of Car sharing, cycling, public transport, walking, remote working, private car usage. Graphed over time to show mobility shift trends, providing clarity to CCC going forward, where needed and agreed between CCC/ Mobility Manager.

Modal split targets year on year per trip type to include:

	Baseline	Target Year 1	Target Year 3	Target Year 5
Walk	%	%	%	%
Cycle	%	%	%	%
Bus	%	%	%	%
Train	%	%	%	%
Luas	%	%	%	%
Passenger in car	%	%	%	%
Drive with passenger	%	%	%	%
Drive alone	%	%	%	%

Note: 'Baseline' is defined as within 3 months of first occupation. 'Target Year 1' is defined as the 1st year anniversary of the first occupation. This should be repeated in the 3rd and 5th years of occupation.

Figure 11.1 Travel Objectives /Targets

Overall targets are to be agreed between CCC and the Mobility Manager/ Travel Plan Coordinator**.

(**modal split target dependent on CCC Network Upgrades/ sustainable transport facility upgrades).

Typical existing mode share (car/ truck/ van/ walk/cycle, etc) of the site's end user is noted below. These figures would act as a baseline prior to occupancy travel surveys being undertaken on site by the appointed Travel Plan Coordinator

Travel to Work Mode	Travel Mode Share
Car Driver	86%
Train	7%
Car Passenger	3%
Bicycle	2%
Car Set Down	1%
On Foot	1%
Total	100%

Figure 11.2 Typical Mode Share of Applicant sites.

Mode	Census 2011 National Travel to Work Mode Share	Census 2011 Dublin City as Destination Travel to Work Mode Share	Government policy targets	Guidance targets
Pedestrian	10 %	15%	55% All Non-Car Modes (10% cycling as per National Cycle Policy Framework)	12 - 20 % minimum.
Cycle	2 %	6%		10 - 20 % minimum.
Car share	4 %	4%		10 -20 % minimum.
Public Transport	8 %	30%		Aim to increase the existing share, dependent on existing and future public transport infrastructure and the available capacity within this infrastructure.
Motor cycle/ scooter	<1 %	1%		No specific target set.
Work from home	5 %	<1%		Dependent on organisation.
Van/Truck	7%	1%		Dependant on organisation.
Other	1%	<1%		Dependant on organisation.
Car	60%	43%	45 %	Dependent on targets set for pedestrian, cycle, car share and public transport and homeworking.

Figure 11.3 Guidance Targets

11.3 Measures for Reporting Compliance

Travel Plan Coordinator is to be confirmed in writing with CCC Transport Department.

Regular annual reviews of progress against staff travel habits and Travel Plan deliverables will be implemented to provide a sustained implementable approach and will be submitted periodically to CCC or as/when requested.

Outlining to CCC what further actions are planned to maintain, achieve, or exceed the modal split targets set out and agreed with CCC, including repeating measures that worked.

11.4 Measures for Continuous Improvement

11.4.1 Working hours

- To help to reduce the need to travel and to reduce pressure during the congested AM and PM peak hours, company policies such as Flexible Working, Compressed Hours, Remote Working and Home Working can be promoted.
- To reduce the impact of business travel on the local transport network, employers can also provide teleconferencing facilities and the promotion of sustainable travel modes for business purposes where feasible.
- This could include providing pool cars and pool bikes for business travel journeys.

11.4.2 Vehicle Trip Generation

Vehicle (private car) use reduction

- Increase in vehicle occupancy – to reduce the amount of single occupancy car trips and increase car occupancy e.g., through car-sharing and car-pooling
- Increase measures to encourage public transport use, walking and cycling in preference to car use
- Trip reduction – to reduce the need / reduce overall travel demand
- Trip retiming – to encourage travel at less congested times e.g., through flexible working, or staggered work / haulage hours

Modal shift away from the car over the project period through a combination of:

- Behavioural Change Communication's Campaign
- Personalised Travel Planning/ Workplace Travel Plans
- Integrate Travel Plans for the existing rail station and proposed new station

11.4.3 Active Travel -Implementation (Walking & Cycling)

To promote Active travel of staff, such measures as identified in LITS:

- Promote the health and well-being benefits of walking to staff.
- Promote Park & Stride options to encourage staff to utilise the proposed new Park & Ride
- Promote new walking routes to staff as they are implemented.

- Participation in a workplace "Pedometer Challenge" as part of Walk to Work Week
- Organise events such as lunchtime walks.
- Display walking maps in communal staff areas
- Highlight the cost savings and health benefits of choosing to walk.
- Highlight the walking distance and walking times to local bus stops and the existing and proposed rail station.

- Provide and publicise safe and secure on-site cycle parking.
- Provide and publicise staff showers and changing facilities.
- Display Cycling Maps in communal staff areas
- Promote the national cycle journey planner app.

- Work with local cycle shops to negotiate discounts for staff purchasing cycling equipment and provide Bike cycle maintenance checks.
- Provide subsidised or free adult cycle training as part of an Employee Benefits package.
- Encourage a Bike Buddies scheme, whereby more experienced cyclists accompany less confident cyclists on their commute.
- Provide a bike maintenance kit (e.g., puncture repair kit, bike pump) for use by staff.
- Provide free bike security marking kits and advice on reducing bike theft.
- Establish a staff Bicycle User Group
- Host a Bike Week event (www.bikeweek.ie) for staff, inviting local bike suppliers for staff to try bikes before buying.
- Highlight the cost savings and health benefits of choosing to cycle.
- Promote of the health and well-being benefits of cycling to staff
- Provide and promote the Cycle to Work Scheme
- Promotion of the proposed Little Island Bike Hire scheme (when implemented)
- Promote the proposed new cycle routes proposed as they are implemented.

11.4.4 Public transport

- Provide timetables and maps of local bus routes and nearest bus stops (including walk times) in communal areas.
- Promote the National Public Transport Journey Planner (www.journeyplanner.transportforireland.ie) for travel by bus and rail.
- Promote the availability of Real Time Information, which provides live information on bus departure times for main bus routes.
- Consider purchasing a small number of public transport tickets to offer to staff as a trial for business use and/or commuting purposes.
- Provide and promote Tax Saver tickets to employees. Employees can purchase seasonal public transport tickets from their gross salary, providing savings of either 31% or 51% depending on the level of Tax and PRSI that would otherwise be charged.
- Promote walking options and route improvements to and from the existing rail station and the proposed new rail station (including a Walking Buddies matching scheme) Car sharing.

11.4.5 Car Share

- Promote the National Car-Sharing website (www.carsharing.ie) in communal areas - and the Little Island car-sharing scheme if one is implemented.
- Organise a staff car sharing event/coffee morning.
- Promote the cost savings and health benefits of car sharing and make car sharing cost calculators available to staff.
- As part of car park management plans, add dedicated car share parking bays in attractive locations close to employer entrances.

11.4.6 Marketing and promotion

Proactive promotion and internal employee marketing of sustainable travel choices is needed for a Travel Plan to be effective. Measures will involve raising awareness of the different travel mode options available to staff as well as the benefits of active and sustainable travel.

Potential marketing activity as part of Little Island Workplace Travel Plans can include:

- Producing and printing travel options leaflets
- Maximising communication through existing communication channels (e.g., social media, site noticeboards etc.)
- Organising events and activities to coincide with Bike Week, European Mobility Week and any other national/local sustainable travel or community events.
- Displaying regular updates on the Travel Plan progress in communal staff areas
- Focusing marketing initiatives where there is a willingness to change and promote positive messages i.e., getting fit and active, reducing congestion, saving money etc.
- Promoting sustainable travel options in the recruitment and interview information to prospective employees.
- Providing new members of staff with a Travel Welcome Pack. The pack should detail all transport options to the site and include information on any offers or incentives (such as the Cycle to Work scheme) as part of their induction process.

12. CONCLUSION

- 7.1 In conclusion, the site location is well situated for the implementation of a Mobility Management Plan promoting alternative modes of transport especially when accessing local services such as the local schools, parks, and playgrounds.
- 7.2 All sustainable modes of transport will be promoted as part of a marketing campaign for the site which will include actively encouraging public transport, walking and cycling as viable modes of transport for residents.
- This can be achieved via the circulation of useful information such as routes, exercise plans etc. Cycle Planner Apps are useful in planning routes that avoid roads with heavy traffic and avoid difficult turns at busy junctions. Walking & cycling societies could be formed to create a community culture around the activity. Attention should also be drawn to the regular bus routes from Cork City.
- For the creche, incentives such as The Bike to Work Scheme, public transport support and car-pooling will be offered to employees. The required infrastructure to promote these efforts will be provided by the end user.
- 7.4 The continued dependence on the motor car is not sustainable into the future. Planning and development of new residential schemes should go hand in hand with a transport strategy limiting the dependability on the private motor car. Current national policy supports this premise for the development of residential areas. The proposed development meets all of the criteria associated with this policy.
- 7.6 A Site Plan of the proposed development can be found in **Appendix A**.

13. REFERENCES

- National Roads Authority (2014) Traffic and Transport Assessment Guidelines
- Cork County Development Plan 2022
- Design Manual for Urban Roads and Streets
- National Disability Authority (NDA) guidelines – Towards Best Practice in Provision of Transport Services
- Trip Rate Information Computer System (TRICS)
- Traffic Surveys undertaken in May 2017 (07:30-09:30 & 14:30-18:30)
- PCU (passenger carrying units) factors, Transport in The Urban Environment, The Institution of highways and Transportation.
- Little Island Transportation Study – CCC/ Systra
- National Transport Authority's Smarter Travel Workplaces programme
- National Planning Framework and National Development Plan- Project Ireland 2040
- Climate Change mitigation plan
- National Cycle Manual (National Transport Authority)
- Workplace Travel Plans- A guide for Implementers -NTA
- Achieving Effective Workplace Travel Plans - NTA
- www.smartertravelworkplaces.ie
- www.getirelandactive.ie
- www.pedometerchallenge.ie
- www.irishheart.ie

14. APPENDIX

15. APPENIX A – SITE PLAN





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