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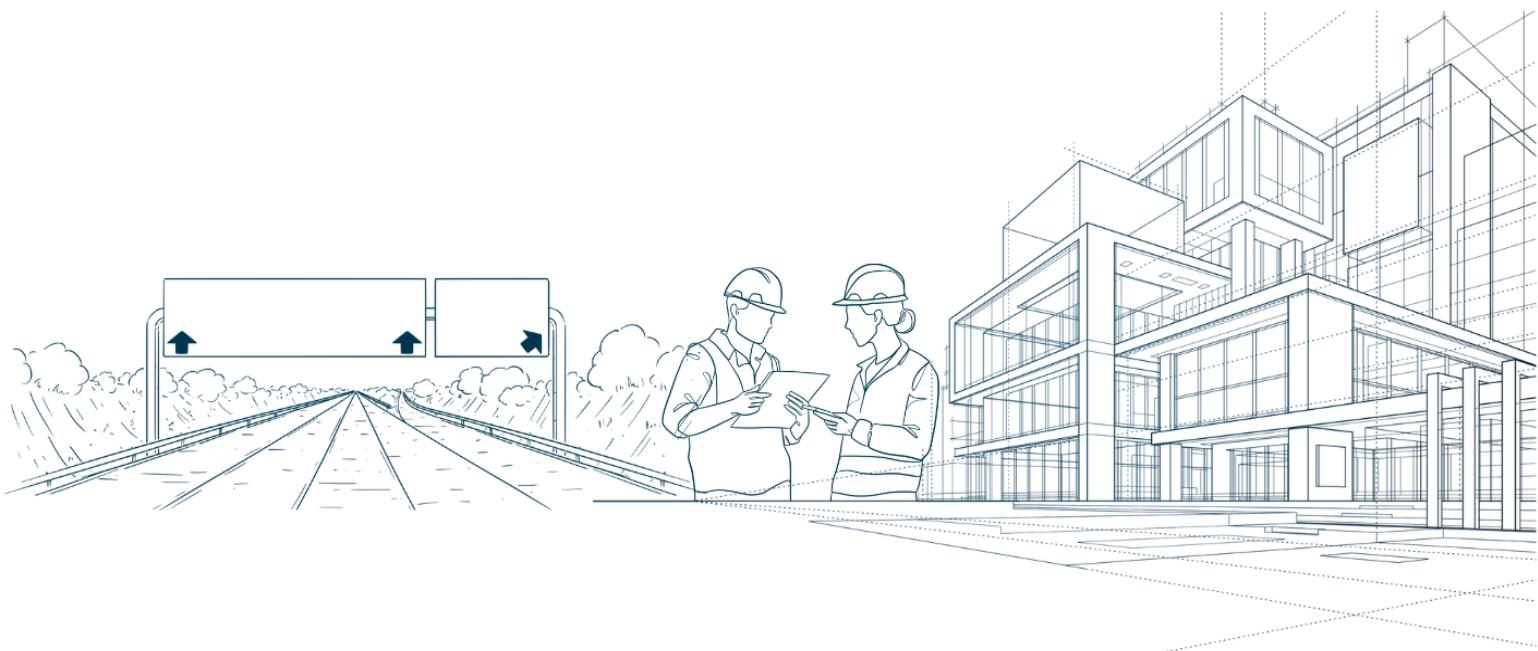
Mobility Management Plan

Project

Proposed Residential Development Anglesea
Terrace, Old Station Road, Cork

Client

Land Development Agency on behalf of Cork City
Council



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MOBILITY MANAGEMENT PLAN

PROPOSED RESIDENTIAL DEVELOPMENT ANGLESEA TERRACE, OLD STATION ROAD, CORK

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Land Development Agency on behalf of Cork City Council to prepare a Mobility Management Plan (MMP) for a proposed residential development at Anglesea Terrace, Old Station Road, Cork.

The development shall be supported by a Mobility Management Plan (MMP) as the mechanism by which the car-free nature of the scheme will be formally maintained and support the objectives of sustainable development.

The final version of the MMP shall be prepared and administered by a Travel Plan Coordinator (see section **6.0**), who shall be appointed for the development following its completion. The MMP will include measures to promote sustainable travel modes such as walking, cycling, public transport, and shared mobility services associated with the development.

1.1 Site Location

The proposed development site is located along Old Station Road to the North, the South link Road bounds the site to the east and Anglesea Terrace is located to the south. The site is located in the administrative jurisdiction of Cork City Council.



Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)



The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.

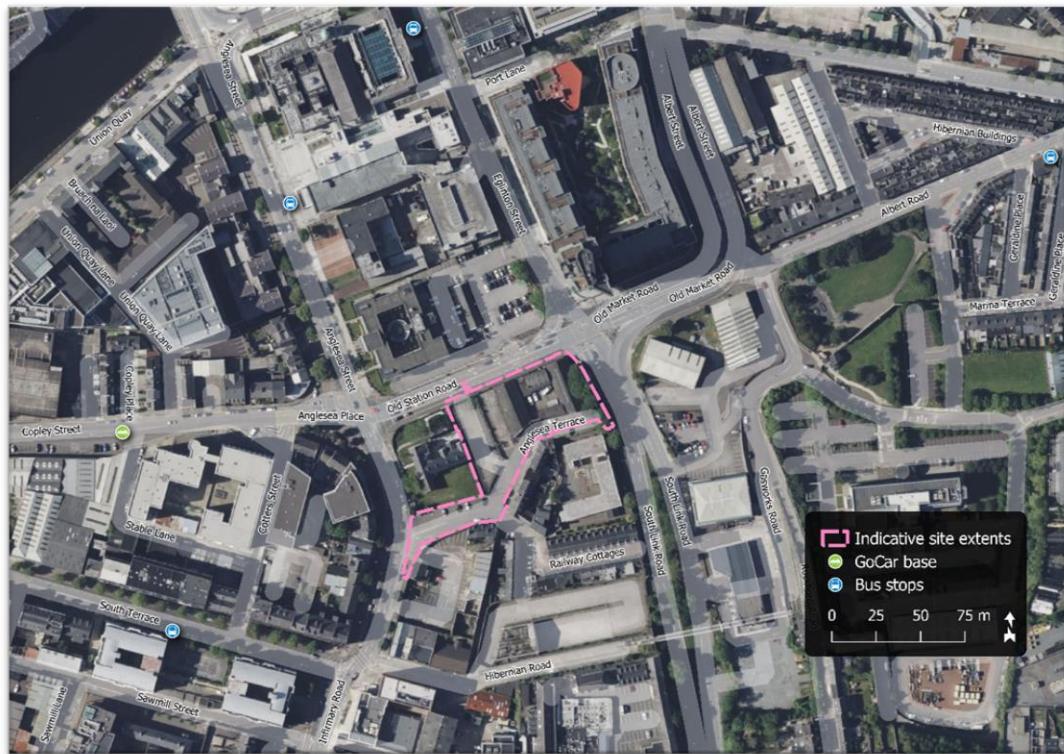


Figure 2 – Subject lands extents and environs
(sources: NTA, GoCar, OSi, OSM Contributors, Microsoft)

The development site is bound to the east by South Link Road, to the north by Old Station Road, to the west by existing building and to the south by Anglesea Terrace.

1.2 Existing Site Condition

The proposed development site comprises of existing buildings and hard standing area. There are existing surface level car parking spaces within the development site.

1.3 Description of Proposed Development

The development proposes the demolition of existing structures and construction of 147 no. residential units and 3 mixed-use units located at Anglesea Terrace, Old Station Road, Cork. Please refer to the description of development in the Architects Design Statement for further details.

2.0 MOBILITY MANAGEMENT PLAN PURPOSE

Mobility Management Plans are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. They serve to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Occupants of the development are informed of existing alternatives to the private car and are given the required advice, support, and encouragement to travel in a sustainable way. The Mobility Management Plan also includes reference to proposed future improvements to those transport options already available.

The aim of the Mobility Management Plan is to provide more sustainable transport choices, which lead to a reduction in the need for vehicular journeys, especially by private car. The MMP recognises that not all trips can be taken by sustainable modes and that some motor vehicle trips will still be necessary.

The MMP should be considered as a dynamic process, wherein a package of measures and campaigns is identified, piloted, and then monitored on an ongoing basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

3.0 EXISTING SITE CONDITIONS

3.1 Pedestrian Accessibility

Existing pedestrian facilities along Old Station Road, Anglesea Street and all other streets in the vicinity of the development site are in good conditions. Raised footpaths and public lighting are in place on all roads in the vicinity of the subject development. As shown in **Figure 3** the development site benefits from proximity to the various public transport services.

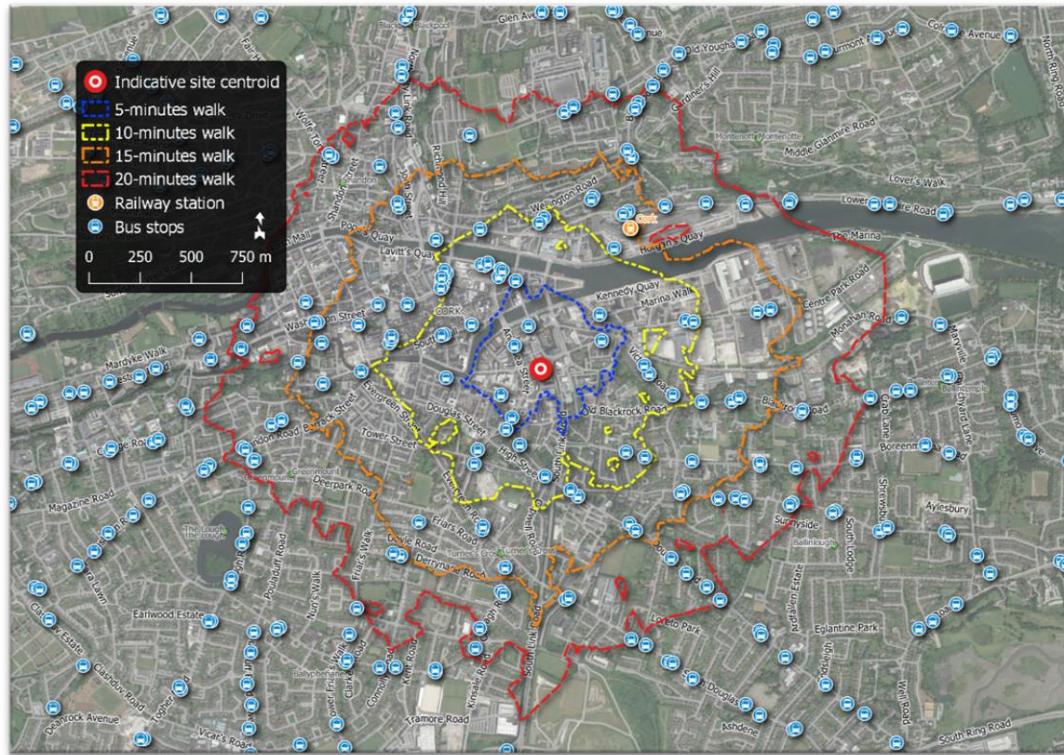
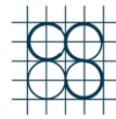


Figure 3 – Walking times and public transport accessibility.
(map data and imagery: NTA, Iarnród Éireann, OSM Contributors, Google, QGIS)

The proposed development site is located within 5 minutes walking distance from 4no. high-frequency bus stops and within 10 minutes walking distance of Cork City Centre. In addition, the development site is located within 10-minute walk of Parnell Place Bus Station and within 15-minute walking distance of Cork Railway Station.

3.1.1 Bus Services

Bus stops located within a 5-minutes' walk of the development site are served by 14no. bus routes, which connects it to Cork city centre and to Cork's eastern, western and northern suburbs. Parnell Place Bus Station is within 10-minute walk, offering convenient access to regional and national bus services.



Table 1 – Bus Services within 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services ¹	Peak Interval
203	BusÉireann	Manor Farm to Parklands Dr. via Grand Parade	45	20 mins
206	BusÉireann	Grange to South Mall via Douglas West	58	10 mins
207	BusÉireann	Donnybrook to Glenheights via St Patrick St	34	15 mins
209A	BusÉireann	St. Patrick St - Friars Walk - Pouladuff - Ballyphehane	2	n/a
215	BusÉireann	Mahon Point to Cloghroe via Blarney	34	25 mins
215A	BusÉireann	City Centre - Boreenmanna Rd - Mahon Point	24	30 mins
216	BusÉireann	CUH to Monkstown via Grand Parade	36	20 mins
220	BusÉireann	Ovens (Dell) to Carrigaline /Fort Camden via Ballincollig	78	15 mins
220X	BusÉireann	Ovens to Crosshaven via South Mall	13	60 mins
223	BusÉireann	South Mall to Ringaskiddy via Monkstown	31	30 mins
223X	BusÉireann	South Mall to Haulbowline via Ringaskiddy Pfizer	2	n/a
202	BusÉireann	Mahon Point to Hollyhill via Skehard Rd	47	20 mins
202A	BusÉireann	Mahon Point to Hollyhill via Ringmahon	46	20 mins
212	BusÉireann	Kent Station to Mahon Point via Blackrock Rd	17	60 mins

3.1.2 Railway Services

Cork Railway Station is located within 15 minutes walking distance from the development site. Intercity rail services operating to and from Cork railway station connect the development directly to many towns and cities such as Dublin, Waterford, Galway, and Limerick.

¹ Average number of services per day in each direction, Monday-Friday

3.2 Bicycle Infrastructure

There are no existing bicycle lanes in the proximity of the development site. As mentioned in sub-section 4.1 NTA are proposing urban primary and urban secondary cycle routes in the close vicinity of the development site.

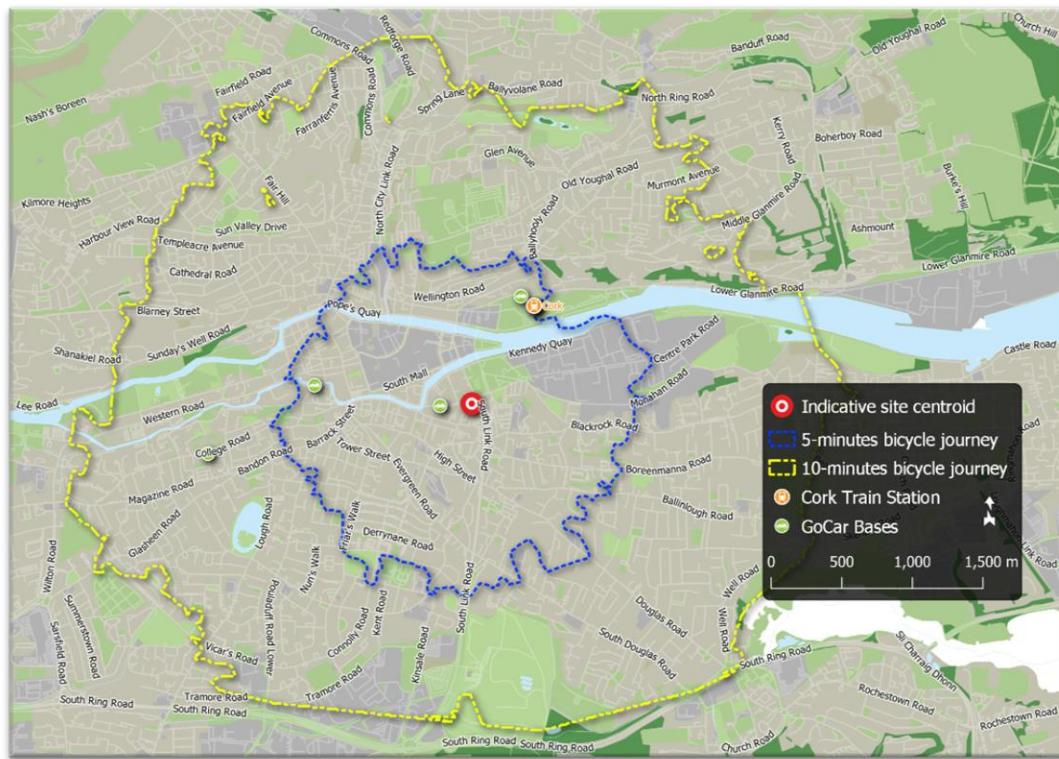


Figure 4 – Bicycle journey times and public transport facilities.
(map data and imagery: NTA, OSM Contributors, Google, QGIS)

As shown in **Figure 4**, the proposed development site is within 5-minutes bicycle journey of Cork City Centre and is within easy reach of numerous GoCar bases and Cork train Station.

4.0 PROPOSED FUTURE INFRASTRUCTURAL IMPROVEMENTS

4.1 NTA Cycle Network

As part of the CycleConnects for the Cork County, administered by the National Transport Authority, it is proposed that an Urban Primary route be implemented along Anglesea Street to the west of the development site and an Urban Secondary route along East Albert Quay to the north of the development site. No further information is available at present regarding the delivery timeframe or detailed design of these proposed cycle network improvements. See **Figure 5** below.

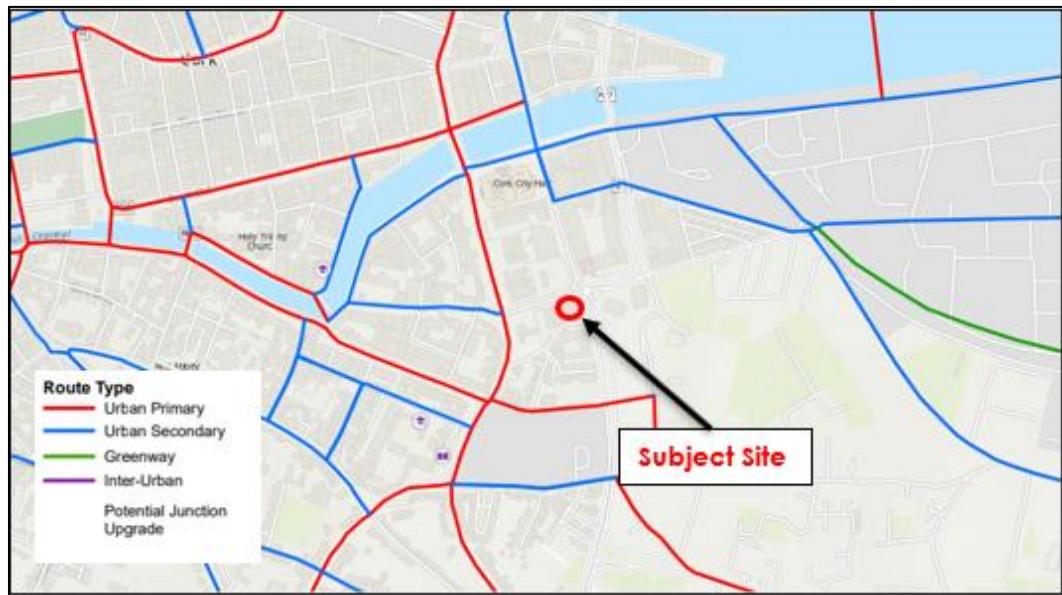


Figure 5 – Proposed NTA Cycle Network Plan
(map data & imagery: OSI, OSM Contributors, Google)

4.2 BusConnects

Under the NTA BusConnects Cork project, bus route no. 1 (Ovens (Dell EMC) to Mahon Point) and bus route no. 3 (Carrigaline PCC to Apple) are proposed to run along Old Station Road along the northern boundary of the development site and shall have a midday frequency of 10 mins. It is also proposed that bus route no. 4 (Lehenaghmore to Mahon Point) shall also run along Old Station Road along the northern boundary of the development site, with a midday frequency of 15 mins. No further information is available at present regarding the delivery timeframe or detailed design of these proposed improvements.

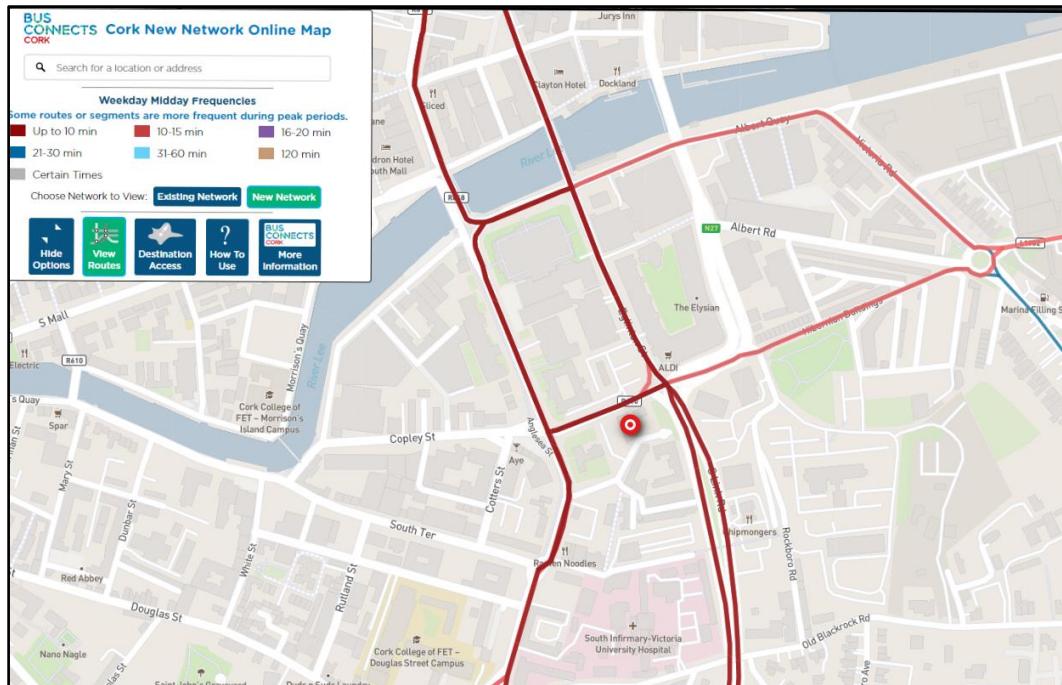


Figure 6 – Cork Bus Connects proposals.
(map data & imagery: OSI, OSM Contributors, Google)

4.3 Luas Cork

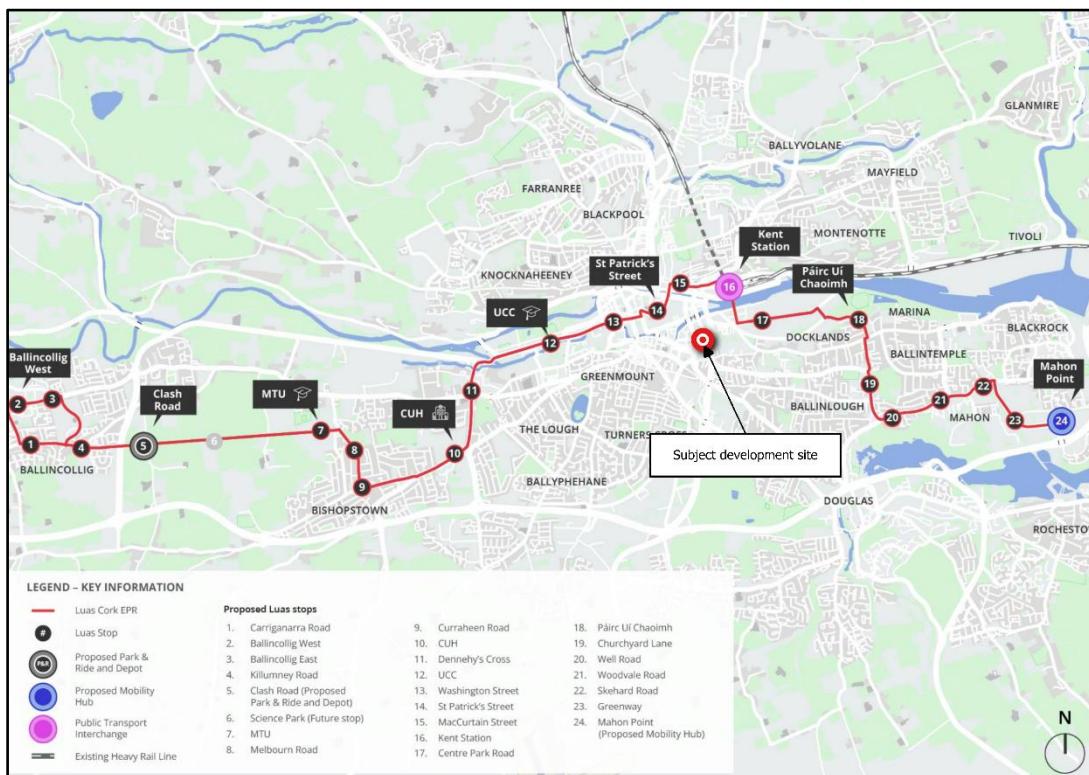


Figure 7 – Cork Luas Proposals
(source: www.luascork.ie)

A preliminary proposal has been announced for an 18 km east-west Luas line in Cork, comprising 24 stops and running from Mahon Point to Ballincollig. The proposed route is designed to serve several key destinations, including Páirc Uí Chaoimh, Kent Station, the city centre, University College Cork (UCC), Cork University Hospital (CUH), and Munster Technological University (MTU) Bishopstown.

Two of the proposed Luas stops: MacCurtain Street and Central Park Road, form part of the Emerging Preferred Route and are located within a 10-minute walking distance of the subject development site (refer to **Figure 7**).

As the proposed route is currently at the Emerging Preferred stage, it is anticipated that modifications may be made as the project advances through further design and consultation phases. A non-statutory public consultation on the draft alignment is currently underway. At this time, no additional details regarding the project timeline or final design have been released.

4.4 Local Authority Development Plan

Cork City Council (CCC) Development Plan 2022-2028 does not indicate any other infrastructure related improvements works in the close proximity of the development site.

5.0 CONTENT OF MOBILITY MANAGEMENT PLAN

The Mobility Management Plan is a management tool that brings together transport, development staff and residents and site management issues in a coordinated manner. This report sets out the objectives and specific measures required to establish an effective Mobility Management Plan.

This Plan's aim is to provide more sustainable transport choices that will allow the lowest possible proportion of journeys to/from the site to be made by single-occupant private cars.

The Plan sets out specific targets and objectives, including measures to be implemented to establish an effective modal shift in transport to and from the development. The Plan will require regular monitoring to develop an effective implementation of mobility management measures.

Within Ireland, travel demand management is becoming well established through the initiatives and strategies identified in the document *A Platform for Change*, which was published by the Dublin Transportation Office (DTO) in 2001. Within this document, the first steps for travel demand management in Ireland are described as seeking “to reduce the growth in

the demand for travel while maintaining economic progress, [through measures] designed to encourage a transfer of trips to sustainable modes".

Building on the policies set forth in *A Platform for Change*, further progress in the Irish context was made with the publication of the document *Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020* and, more recently, the publication of the *Transport Strategy for the Greater Dublin Area 2016-2035*. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

An effective Mobility Management Plan should be informed by and founded upon the following:

- A travel survey of development users, to establish the origins and destinations of trips to and from the development;
- An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site;
- Any comments/suggestions on travel that have been offered by development users;
- A set of targets, to be set out in accordance with approved guideline documents;
- An outline of the specific schemes that the development plans to make available to its users, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

The Mobility Management Plan for the subject development follows the above guidelines. The success of the Plan depends on the co-operation of all parties; the appointment of a co-ordinator and a steering group is vital for the success of the Plan. This Mobility Management Plan will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

The objectives of the Mobility Management Plan for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for residents, workers and visitors and to facilitate travel by bicycle, bus and train.
- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development.

5.1 Objective 1

To encourage/increase the use of public transport, walking and cycling for staff and visitors/members and for work-related travel and to facilitate travel by bicycle, bus and train.

The encouragement and increased use of other modes of transport which are less damaging to the environment in terms of congestion and emissions is directly linked to the reduction in car use. Through the encouragement of these alternatives to the car it is hoped that their modal share will increase. Public transport, pedestrian and cycling facilities present in the area of the site, such as public transport, bus services, and car sharing schemes, offer an alternative to the private car in many cases. To encourage/increase the use of public transport, walking and cycling for development occupants and visitors, and to facilitate travel by bicycle, bus and train.

Apart from the environmental benefits, the use of more sustainable modes of transport reports the following benefits to the individuals:

- Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government's tax incentives.
- Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc.

5.2 Objective 2

To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.

The reduction in vehicle use is a key objective of the MMP. Car use reduces air quality and local amenity while impacting on road safety, which in turn has social and economic disadvantages.

This objective is targeted specifically at the reduction of car use to and from the development. The objective is achievable through measures designed at reducing the need for travel and encouraging a modal shift away from the private car.

The proposed development site is situated within a 10-minute walking distance of Cork City Centre and within a 5-minute walk of several high-frequency bus routes. In addition, the development site is located within 10-minute bicycle journey to the Cork City Centre.

It is worth noting that the proposed development shall provide a total of 175no. bicycle spaces, of which 147no. spaces shall be located within a safe and secured storage area, and remaining 28no. spaces shall be located within the public realm of the development.

5.3 Objective 3

To integrate mobility management into the development decisions, policies and practices and to work closely with governing bodies on means and use of transport services around the vicinity of the development site.

Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment together with economic savings. Regular communication with the local authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the MMP.

In addition, the Local Authorities require Mobility Management Plans for developments which the planning authority may consider generate significant trip demand.

5.4 Objective 4

To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both staff and visitors/members to the development.

The MMP has a significant role to play in the provision of information and resources to people both within the development and the wider community. Information should be made readily available, and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitude which in turn can influence behaviour.

6.0 INITIAL TARGETS OF THE MOBILITY MANAGEMENT PLAN

6.1 Population Groups

Journeys to and from the development shall be made primarily by three distinct population groups: residents, staff and visitors. The targets set under the Mobility Management Plan shall

be limited to residents, as this is the only group that is expected to make both frequent and regular trips to and from the site. While the travel habits of visitors are expected also to be influenced by measures adopted under the Plan, these are more difficult to monitor.

6.2 Census Data Modal Splits

Table 2 – CSO 2022 Census Data – Existing Modal Splits

Transport Mode	Small Areas (overnight residents)	
	SA A048017001 only	SA A048017001 + adjacent
Driving a Car or Van	23%	18%
Passenger in a Car	5%	5%
Bicycle	3%	5%
Motorcycle	0%	0%
Bus	15%	12%
Train or Tram	1%	1%
Walking	24%	30%
Other / Work from Home	15%	13%
Not Stated	13%	16%

To establish indicative baseline modal splits for the development site, reference has therefore been made to CSO data derived from the 2022 census. These data are in the form of Small Area Population Statistics (SAPS), which give modal splits for overnight residents' trips to places of work or study.

The development site is located in census Small Area no. A048017001. The census modal splits for this Small Area, as well as for the adjacent areas, are given in **Table 2**.

6.3 Development Modal Splits

Table 3 gives both the assumed starting modal splits and the suggested initial Residential Travel Plan targets to be set in pursuance of the objectives defined in Section 5.0. The assumed starting modal splits have been informed primarily by CSO census data from the year 2022, as previously described.



Table 3 – Initial Target Modal Splits for Development Occupants

Mode	Assumed Starting Proportion of Trips	Suggested Initial MMP Targets
Driving a Car	0%	0%
Passenger in a Car	0%	0%
Bicycle	20%	22%
Motorcycle	0%	0%
Bus	20%	22%
Train or Tram	9%	10%
Walking	40%	42%
Work From Home	11%	4%
TOTAL	100%	100%

Once the development is completed and occupied, the true initial modal splits should be established by means of a travel survey and the initial Mobility Management Plan targets should be amended by the Travel Plan Coordinator, if appropriate. These targets should be reappraised at regular intervals thereafter as part of the periodic Plan review process.

6.4 Implementation Timeframe

The duration of the first phase of the Mobility Management Plan, during which the initial target modal splits shall be pursued, will be decided by the Travel Plan Coordinator once the development is operational. A phase duration of 2 years is suggested, after which time the first Plan review may be conducted and the initial targets revised, if appropriate.

6.5 Plan Monitoring and Review

As part of on-going monitoring and review, the percentage shares of individual modes such as walking, cycling and public transport will be monitored to understand how successful implementation of targeted programs have been.

The targets set will require ongoing work and commitment from the development as a whole, without which they will not be achieved. It is recognised that some people will be easier to convert to alternative modes of transport than others, and that the more that is done to facilitate the use of those alternatives, the more they will be used. As it has already been noted, a Mobility Management Plan is an ongoing process and targets that are achieved should be replaced by further targets.

7.0 MOBILITY MANAGEMENT MEASURES

The measures identified are a mixture of policies and incentives designed to both encourage changes in travel behaviour and restrict the use of private cars. The measures are designed to be implemented over a period of time, allowing costs to be spread and ensuring policies and incentives are implemented together.

While little may be observed in terms of travel behaviour in the short term, as implementation gains momentum so will the impact in terms of travel behaviour.

The mobility management measures in the plan can be grouped under the following headings:

- Marketing and Communications
- Walking & Cycling
- Public Transport
- Car Sharing
- Implementation / Consultation / Monitoring

7.1 Marketing & Communications

The education of residents and visitors on the mobility plan initiatives and the importance of contribution is extremely important. The services available must be communicated in a consistent and continuous manner to sustain behaviour change.

Communications will include promotional initiatives and activities aimed at informing the residents, workers and visitors of the existing and proposed transport networks. Such initiatives and activities will include:

- Promoting the MMP through Internal Communication and external avenues.
- Develop an Access Map to show public transport facility locations and highlight safe walking and cycling routes. In addition to this the establishment of Travel Information Points at dedicated on-site locations to make residents and visitors aware of the mode choices available in and around the development site. The travel information points should be conspicuously located at the reception areas and provide travel and mobility information such as maps, public transport routes and timetables, leaflets, etc.
- Preparing a formalised Sustainable Travel Information Pack, which is to be provided to all new development residents. The Pack will contain all the information relating to the Mobility Management Plan, including the Mobility Access Map and the locations of cycle parking, etc.

- Develop a digital Travel Information Point for the development to provide details of travel choice to the site linking to appropriate external websites for visitors to the development.

7.2 Walking & Cycling

7.2.1 Safe Walking and Cycling Routes

All pertinent safe walking and cycling routes should be identified within a radius of at least 5km around the development site. These routes will be selected with regard to:

- Availability of footpaths and cycle paths
- Safety at crossings
- Signage
- Lighting

7.2.2 Bicycle Parking, Umbrellas, and Bicycle repair Kit Facility

- It should be ensured that bicycle parking for development residents and visitors is secure, easily accessible, and sufficiently sheltered.
- Loan umbrellas should be provided at apartment reception areas for visitors.
- A bicycle toolkit (containing puncture repair equipment, pump, etc. for use in emergencies) should be maintained at each apartment reception area and made available to all bicycle users.

7.3 Public Transport

The proposed measures intend to promote the use of public transport.

7.3.1 Service Information

It must be ensured that the information supplied in the development Access Map, Sustainable Travel Pack and Travel Information Points includes the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision must be publicised as well.

7.3.2 Promotion of Tickets and Passes

Residents should be provided with information on advantageous public transport fare options, including the Taxsaver scheme and the TfL Leap Card.

7.3.3 Multi-Modal Trip Support

Development users should be offered specific advice on combining public transport with other modes of transport, for instance travelling by bicycle between a bus stop or railway station and their home or workplace. In particular, information should be

provided on the conditions under which standard or folding bicycles may be carried on bus and train services.

7.4 Implementation/ Consultation/ Monitoring

The Mobility Management Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Travel Plan Coordinator, and financial resourcing.

To implement the Mobility Management Plan, the following inputs are required:

- Management support and commitment;
- A Travel Plan Coordinator to oversee the Plan;
- A Steering Group to oversee the Plan;
- Working Groups on various related issues;
- Consultations with development users and external organisations

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

The Mobility Management Plan will be managed by a Travel Plan Coordinator with the clear mandate to implement and evolve the Plan. The Travel Coordinator will also be best suited to monitor the results of the Plan. This role may for example be performed by a member of the development owner's management team.

Travel surveys of development occupants (and of visitors, if practicable) should be repeated annually, to monitor the initial success of the Mobility Management Plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Mobility Management Plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

8.0 SUMMARY

The proposed development site is located at Anglesea Terrace, Old Station Road, Cork. The proposed development site is located in a prime location and in close proximity to existing high-quality public transport facilities that connect the development to Cork city centre. It is therefore an objective under this Mobility Management Plan that a reduced proportion of the trips generated by this development be made by private car.

8.1 Mobility Management Measures

The following Mobility Management measures are suggested for implementation under the Mobility Management Plan:

8.1.1 General

- Put in place a formal Mobility Management Plan.
- Appoint a Travel Plan Coordinator.
- Create an Access Map.
- Provide travel information to development occupants, in the form of Sustainable Travel Welcome Packs and a travel hub website.
- Monitor the operation of the plan by development occupants, by carrying out travel surveys.
- Revise and update the plan as required.

8.1.2 Walking and Cycling

- Identify safe walking and cycling routes.
- Provide secure and attractive cycle parking and ancillary facilities for cyclists and pedestrians.

8.1.3 Public Transport

- Provide information on locations of stops, routes, timetables, walking times to main public transport facilities, etc.
- Provide specific advice on multi-modal trip planning.

APPENDIX A

LINKS TO RELEVANT GUIDANCE DOCUMENTS CONCERNING MOBILITY MANAGEMENT

Appendix 15 – Useful Links and Resources

Please note that the National Transport is not making recommendations for any of the suppliers listed below, and your organisation will find other suppliers beyond the list given below. The links listed are just to give a flavour of the type of products/ services that are available.

Workplace Travel Plans

www.smartertravelworkplaces.ie
www.ways2work.bitc.org.uk

Sustainable Travel

www.smartertravel.ie
www.sustrans.org.uk
www.nationaltransport.ie
www.dttas.ie
www.eltis.org
www.mobilityweek.eu

Getting Active

www.getirelandactive.ie

Public Transport Information

www.transportforireland.ie
www.taxisaver.ie

Cycle to Work Scheme

www.revenue.ie

Walking challenges

www.pedometerchallenge.ie
www.irishheart.ie

Cycling

www.cyclechallenge.ie
www.dublinbikes.ie
www.irishcycling.com

Cycle to Work scheme

www.revenue.ie
www.bikescheme.ie

Designing and Planning for Cycling

www.cyclemanual.ie
Transport for London Workplace Cycle Parking Guide
See p16 for technical guidance on space allocations for cycle parking
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf>

Walking/ Cycling Routes

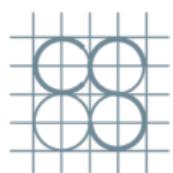
www.mapmyride.com
www.mapmyrun.com

Car Sharing

www.carsharing.ie

Misc.

Copenhagen Cycle Chic - Bikes, style and Copenhagen



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