

MOBILITY MANAGEMENT PLAN

**Residential Development
Cork Rd.
Fermoy
Co. Cork
February 2022**



Table of Contents:

1.0	INTRODUCTION.....	3
2.0	MOBILITY MANAGEMENT PLAN.....	4
3.0	EXISTING PUBLIC TRANSPORT INFRASTRUCTURE.....	5
4.0	ACCESSIBILITY & INTEGRATION.....	7
5.0	PARKING PROVISION.....	10
6.0	ALTERNATIVES.....	11
7.0	CONCLUSIONS & RECOMMENDATIONS.....	12
8.0	REFERENCES.....	13
APPENDICES:		
APPENDIX A	PROPOSED SITE LAYOUT.....	14

1.0 INTRODUCTION

- 1.1 MHL & Associates Ltd. have been engaged by Cumnor Construction Ltd. to prepare a Mobility Management Plan (MMP) in support of a planning application for a proposed strategic housing development [SHD] located in Fermoy, Co. Cork. The MMP has been prepared with the objective of developing a sustainable transportation policy for residents and users of the creche facility within the proposed SHD.
- 1.2 Sources including the Dublin Transportation Office's Advice Note on Mobility Management Plans, and the National Transport Authority document titled "Achieving Effective Workplace Travel Plans: Guidance for Local Authorities", were used as guidance to complete this MMP.
- 1.3 A mobility management plan incorporates a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim of a MMP is to reduce the demand and use of the car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is on commuting residents as well as employees and users of the creche with the following objectives:
- To inform the user of alternative modes of travel available to them for their journeys.
 - To promote healthier, stress-free and cheaper options of commuting for residents.
 - Enhance the environment of the development, improve accessibility and outline the potential advantages to residents of using sustainable transport solutions.
 - To reduce trip generation to and from the site thereby reducing parking demand and traffic flow.
- 1.4 The proposed SHD comprises the construction of 336 no. residential units, and a creche. The residential units consist of 242 no. houses comprising 10 no. 2-bed dwellings, 182 no. 3-bed dwellings, 46 no. 4-bed dwellings, 4 no. 5-bed dwellings, and 94 no. duplexes comprising 39 no. 1-bed apartments and 55 no. 2-bed apartments. The proposed creche facility with a gross floor area of 332m² provides for 51 child places along with associated play area and parking.

Objective TM3:3 of the Cork County Development Plan states:

c) For developments of 50 employees or more, developers will be required to prepare mobility management plans (travel plans), to promote alternative sustainable modes or practices of transport as part of the proposal.

The proposed creche will have 15-20 employees maximum. Even though this is below the threshold specified, specific measures to encourage modal shift will be included as part of the operational phase of the scheme. These measures will include car-pooling, bike to work schemes and public transport incentives.

- 1.5 The proposed scheme also includes the creation of an entrance junction along with proposed upgrade works on the R639 to facilitate the connectivity of the development to the existing pedestrian/cycling infrastructure.
- 1.6 The town of Fermoy to the north is an approximate 20 min walk and includes a post office, a library, a pharmacy, a number of restaurants, pubs, banks, parks, and various other retail outlets. A number of schools including the Bishop Murphy Memorial Primary School, St. Colman's College, Loretto Catholic Secondary School, and the Fermoy Educate Together National School are all within 20 mins walk of the proposed development.

2.0 MOBILITY MANAGEMENT PLAN?

- 2.1 There are many benefits associated with the use of alternative modes of travel including improved accessibility, reduced commuter costs, more reliable journey times and less congestion on the network for those who have no choice but to use the car (school runs prior to work etc.). In addition, there are also health benefits for those walking and cycling as well as an overall decrease in stress levels associated with driving and waiting in traffic.
- 2.2 Peak hour congestion on our roads network is now an accepted norm with up to 90% of car journeys having a single occupier and 80% of all car journeys to and from work are by private car. Car-sharing, public transport use or walking even once a week could dramatically change this figure.
- 2.3 To facilitate the necessary change in our approach to commuting, the travelling public will be required to make changes. Alternative modes of travel need to be actively promoted and participation in car-pooling, cycling, and walking groups supported by a Mobility Management Plan Steering Committee. The public must be presented with an alternative to using the motor car and encouraged to do so. The provision of housing within walking distance to school provision is a key factor in achieving this change.
- 2.4 National strategy for sustainable transport is set out in the Smarter Travel Document A *Sustainable Transport Future* the document sets out the following aims by 2020:
- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting.
 - Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters nationally will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.
 - Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.

3.0 EXISTING PUBLIC TRANSPORT INFRASTRUCTURE

- 3.1 The 245-bus route available at a stop within 10 mins walk of the site provides an hourly service from Cork City to Clonmel. The route includes stops in Glanmire, Sallybrook, Watergrasshill, Rathcormac, Mitchelstown, and Cahir, amongst others.



Figure 3.1: Location of closest existing 245 bus stop on the R639

- 3.2 Further north from the site, at a distance within 20 mins walk, the 768 Busaras Dublin route stops four times daily.
- 3.3 The public transportation infrastructure is linked to the development site via the existing footpath network which present starts at a distance approximately 80m north of the proposed entrance off the R639. The proposed scheme includes the construction of additional pedestrian and cycling facilities to connect the development to the existing footpath network.
- 3.4 The Cork County Development Plan 2014 proposed the development of an integrated cycle/walking network under the Smarter Travel Programme to ensure viable alternatives to car use. A number of strategies were developed and are underway which seek to further encourage cycling as a viable transport option around the county. The town of Fermoy was included among the towns proposed for Active Travel Town Walking and Cycling Strategies. Under the 2022 allocation, the National Transport Authority (NTA) has allocated €139,000 for funding towards the Fermoy Active Travel Town project.
- 3.5 The below 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).

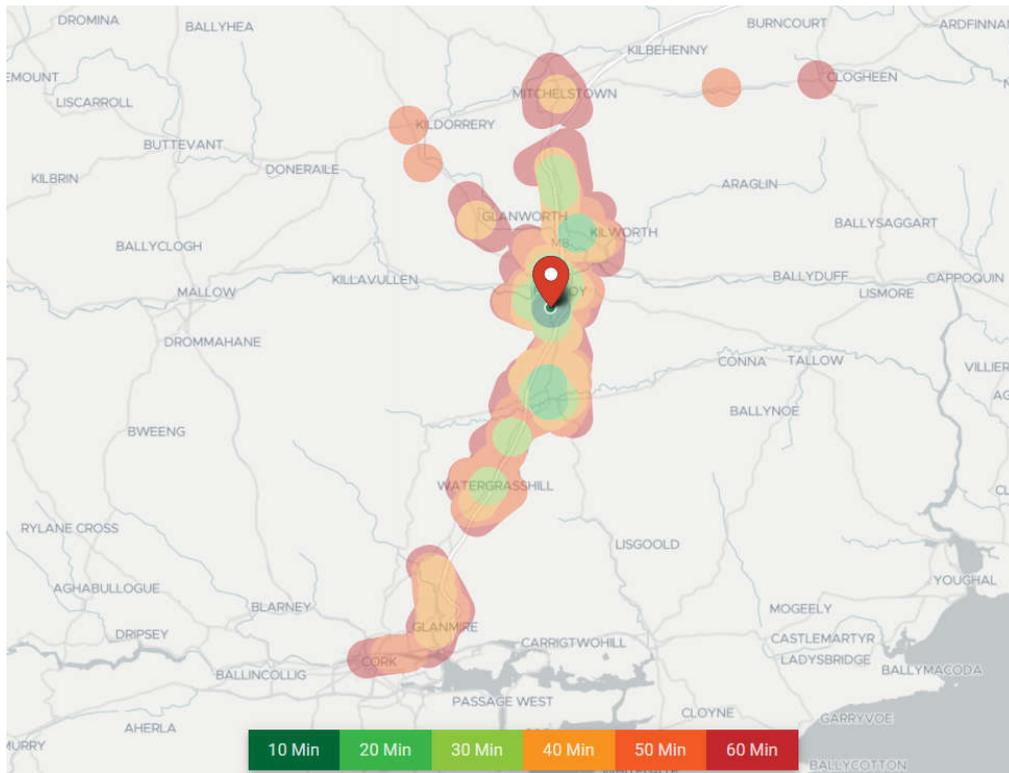


Figure 3.1: Time of travel by Public Transport Options

3.6 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.

4.0 ACCESSIBILITY & INTEGRATION

- 4.1 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. With the completion of the proposed R639 upgrade works, pedestrians will have the benefit of full footpath connectivity when heading north from the development towards Fermoy. Cyclists will have access to dedicated cycle lanes along the R639 when heading north from the development as far as the junction with John Anderson Place. After this, cyclists will be required to use the existing regional roads and share with other vehicles.

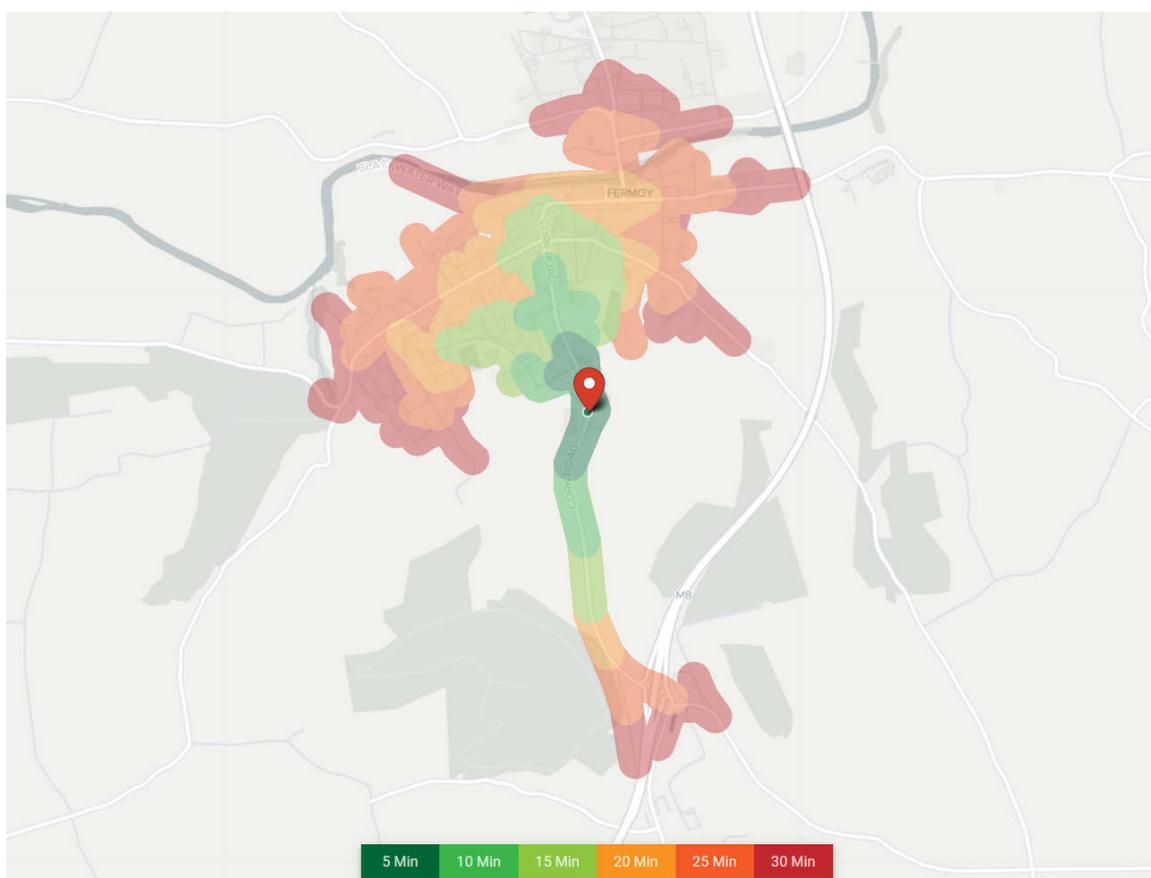


Figure 4.1: Proposed Development: Walking distance to local area

- 4.2 Within 10 mins walk time from the site:
- Texaco Spar
 - Bus Stop Cork Rd (Service 245)
- Within 15 mins walk time from the site:
- Fermoy Town Playground
 - Bishop Murphy Memorial Primary School
 - St. Patricks Catholic Church
 - St. Colmans College
 - Loretto Catholic Secondary School
 - Loretto Fermoy Sports Complex
 - Bus Stop St. Patricks Ave. (Service 245)

Within 20 mins walk time from the site:

- Fermoy Post Office
- Fermoy Library
- Fermoy Educate Together National School
- Fermoy Rowing Club
- AIB Bank
- Synergy Credit Union
- Bank of Ireland
- McCauley Pharmacy
- Bus Stop Fermoy (Service 245 & 768)

Within 30 mins walk time from the site:

- Fermoy Health Centre
- Fermoy Town Park
- Fermoy Leisure Centre
- Riordan's SuperValu
- Lidl
- Fermoy GAA (Fitzgerald Park)
- Christ Church
- Fermoy Playground

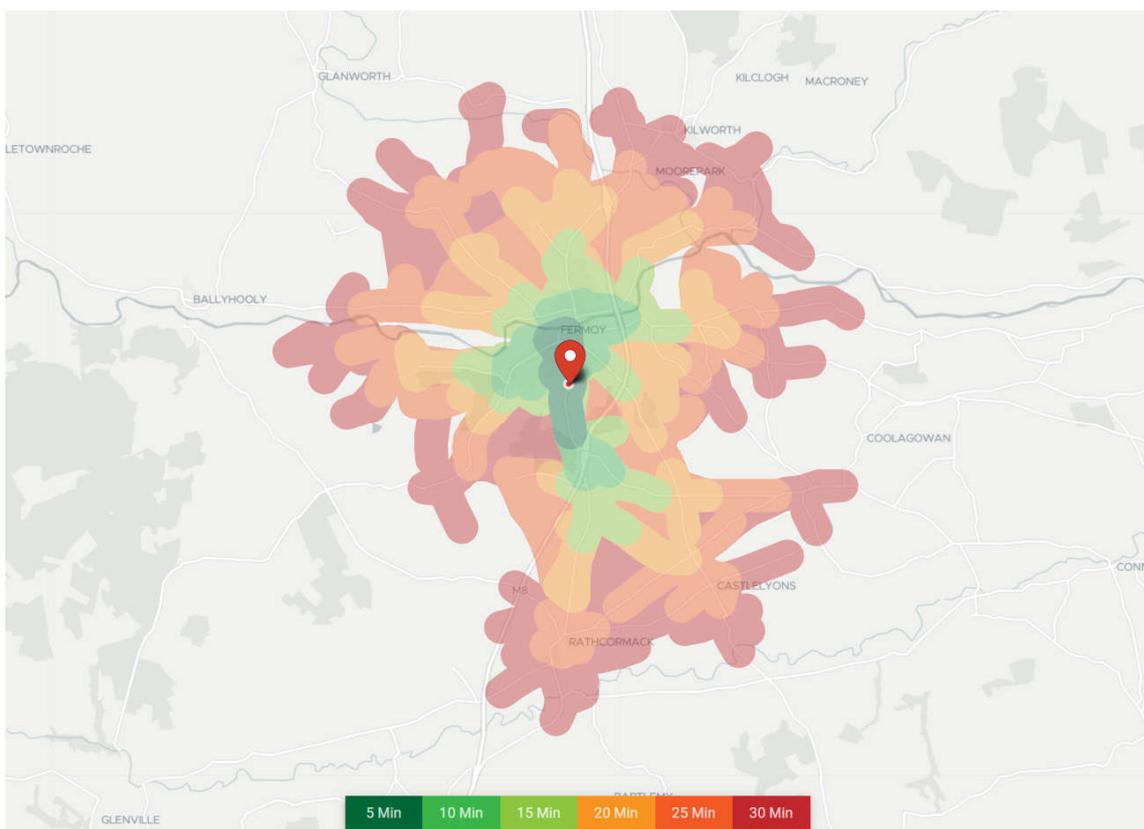


Figure 4.2: Proposed Development: Cycle distance to local area

4.3 The cycle range is presented in similar terms and relates to the average distance travelled in a specific time (15-18 kmh). Fermoy town centre is shown to be within 5 mins cycle of the development site with the extent of the town being within 10 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.

4.4 As part of the development of the scheme entrance access, the R639 will be upgraded to include pedestrian footpaths, off-road cycle paths, and a 4.0m wide toucan crossing. The proposed upgrades will significantly improve connectivity to and from the development site.

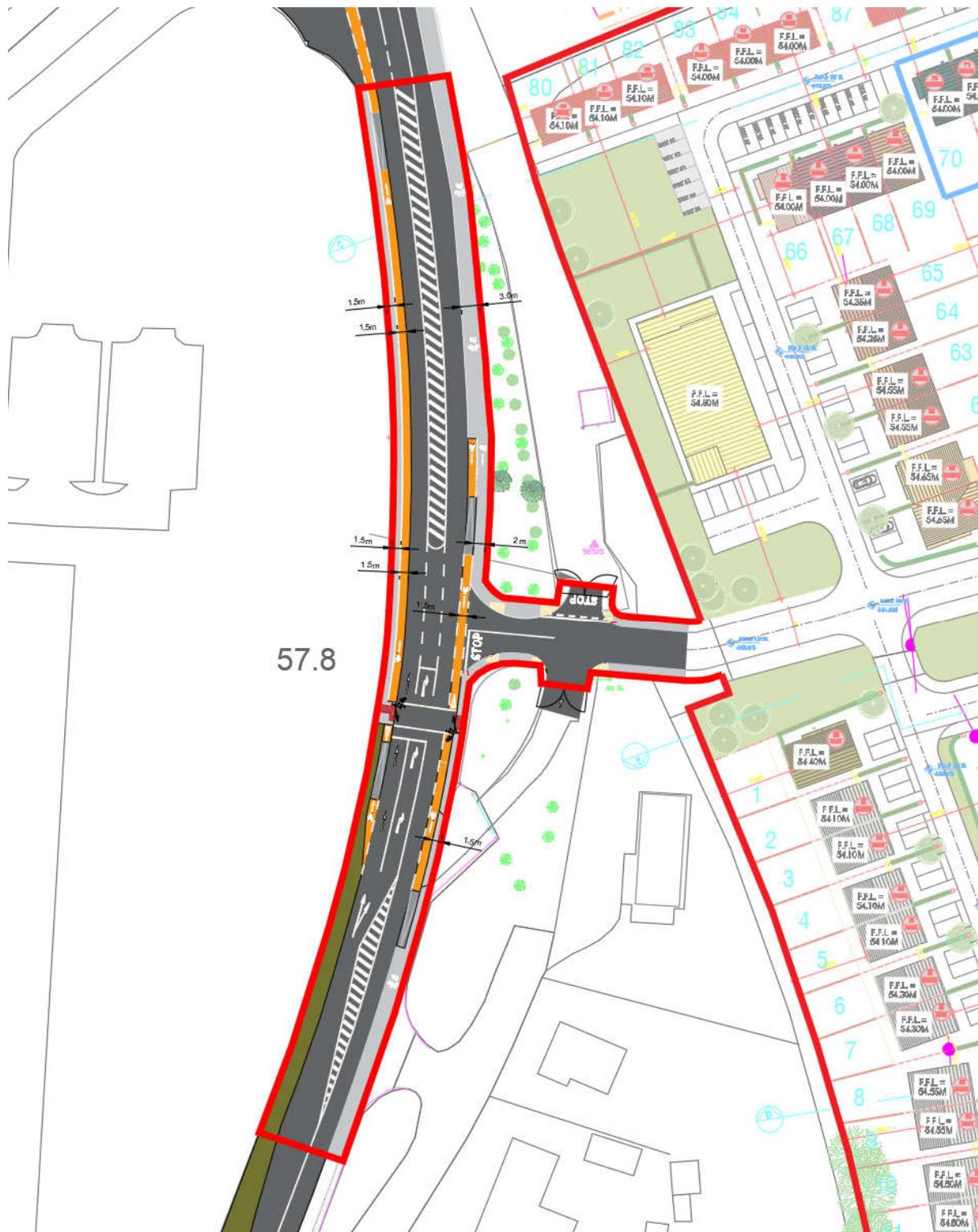


Figure 4.3: Proposed upgrade works to the R639 - plan view

5.0 PARKING PROVISION

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

Table 1a Car Parking Requirements for New Development (Maximum per sq.m)		
Development Type	Cork City North & South Environs	Rest of Cork County
Schools	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level
Colleges of further education / universities	1 per classroom + 1 per 5 students	1 per classroom + 1 per 5 students
Commercial leisure: (amusement centres, play centres, etc.)	1 space per 50 sqm	1 space per 50 sqm
Conference centres: public areas	1 space per 20 sqm	1 space per 7sqm
Other cultural / recreational & leisure uses	Dependent upon nature and location of use	
Residential (All areas)		
Dwelling House	2 spaces per dwelling	
Apartments	1.25 spaces per apartment	

Table 5.1 Extract from County Development Plan (Table 1a)

In accordance with the above table, a total of 602 no. car parking spaces are proposed for the proposed residential development, which are allocated on the basis of housing type and likely demands of future residents. The proposed parking provision allows for 2 spaces per house and 1.25 spaces per apartment.

Additional creche parking has been provided as 1 space per 3 staff and 1 space per 10 children giving a total of 15 spaces.

5.2 Bicycle Parking

Paragraph 4.17 of the *Design Standard for New Apartments* considers the requirement for bicycle parking/storage and includes the following;

“Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.”

Regarding the bicycle parking facilities, as asserted in the “Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for planning Authorities”, they have been assigned as follows:

- No. 1 private bike space x bedroom
- No. 1 visitor space every 2 apartments

For the duplex-apartments, all the bike spaces are placed in secured bike storage near the relative apartments. Accordingly, the design standard requirements for bicycle parking set out in the Guidelines have been complied with.

6.0 ALTERNATIVES

6.1 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.

6.2 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

6.3 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.

6.4 Pedestrians & Cyclists

6.4.1 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. Indeed, the location of this particular proposed development is convenient for most pedestrians.

In terms of cycling the site benefits from existing cycle facilities with proposed upgrades to the public realm linking 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, Kirklees Metropolitan Council and the Irish Energy Centre)

6.5 Public Transport

6.5.1 The proposed development has access to a regular bus route, the 245. 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

7.0 CONCLUSIONS & RECOMMENDATIONS

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 and playgrounds.

7.2 The proposed development includes upgrade works to the R639 which will significantly improve connectivity to and from the site. Measures such as the toucan crossing on the R639 will facilitate safe pedestrian/cycle access into Fermoy through sustainable means of travel.

7.3 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 route 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 There are existing cycling facilities to the north of the development along the R639. The proposed development includes the provision of an off-road cycle lane on the R639 to extend dedicated cycling facilities to the development site.

7.5 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**.

8.0 References

The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans
published by Dublin Transportation Office, Kirklees Metropolitan Council, Irish Energy Centre.

The Traffic Management Guidelines
published by the Dublin Transportation Office

2020 Vision-Sustainable Travel and Transport: Public Consultation Document
published by the Department of Transport

Cork County Development Plan 2014.
published by Cork County Council

Bus Eireann Route Timetables

APPENDIX A

Proposed Site Layout



Figure: Proposed development site plan