

Proposed Mixed Use Development



Mobility Management Plan

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MHL & Associates Ltd.
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1 INTRODUCTION

1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by McCutcheon Halley Planning Consultants on behalf of Bellmount Developments to prepare a Mobility Management Plan (MMP) to supplement a SHD housing planning application process for a proposed mixed use (residential and commercial) complex on an existing brown field site, located adjacent to Blackpool Retail Park. The site is currently operating as fuel station and is located to the north of the Commons Road. The location is well served by public transport, along with pedestrian facilities readily available in the vicinity.

This planning application follows a previous application on the site (Pl. Ref 06/30960) for the construction a 6no storey building consisting of 54no. apartments with commercial/office ground floors units, with the provision of underground basement parking for residents numbering 99no car spaces. Access to the proposed development was via a modified access to Redforge Road.

The current planning application ABP-308537-20 is to consist of The proposed development is for a 5-year permission for a Strategic Housing Development at Millfield Service Station, Redforge Road, Blackpool, Cork comprising:

- The demolition of existing structures on site including a single storey building, pump island canopy, 4 no. fuel pumps and the decommissioning/removal of 4 no. underground fuel tanks; and
- The construction of 114 no. Build to Rent apartments (comprising a mix of 1 and 2 bed apartments) in 2 no. blocks, ranging in height from 4 to 9 storeys;
- 1 no. retail unit;
- Residential amenity facilities including a reception, residents' gym, lounge area and shared workspace;
- The provision of landscaping and amenity areas including an enclosed courtyard and 1 no. rooftop garden;
- The provision of public realm improvements on Redforge Road including widened footpaths and pavement improvements, pedestrian crossing, tree planting, raised tables/planters and seating areas; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground floor level.

It is proposed to provide set down vehicle spaces along the Redforge Road and provide cycle spaces number in line with best practice, as part of the application. The elimination of parking spaces aligns with an established trend to limit parking in urban apartment complexes. From a sustainable travel perspective, limiting vehicular parking spaces serves to force end users to adopt alternative travels modes, different to the single-

occupant private car. This strategy supports national transport policy and with the objectives of the Cork City Development Plan 2015-2021. The following MMP sets out the proposed mobility management initiatives and measures to achieve modal split targets.

1.2 Objectives

This Mobility Management Plan has been prepared in accordance with the requirements of the Cork City Council Development Plan 2015-2021 which identifies the need for such a study. A mobility management plan is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim is to reduce the demand and use of the private car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is:

- To inform residents of alternative modes of travel available to them for their journey.
- To promote healthier, stress-free and cheaper travel for all commuters.
- To manage travel options including walking, scooting, cycling and public transport.
- To reduce trip generation to and from the site, thus eliminating parking demand and traffic generation. Thereby enhancing the environment, improving accessibility and resulting in economic benefits to residents.

The MMP complies, where applicable, with the principles of "Smarter Travel – A Sustainable Transport Future 2009-2020". The primary action points have been reviewed and are proposed for the proposed development. The MMP also references the objectives of the "DTO Advice Note – Mobility Management Plans". The development of an MMP is an open-ended process whereby the compilation of this Plan is deemed to be the first step in its organic evolution. The plan should be developed by the end user and regularly reviewed and revised throughout operation. The appointment of an active Mobility Manager amongst staff members will be a central objective of the Plan. To facilitate the necessary modal split in our approach to commuting, residents will be required to embrace the aspirations set out in this document. The complex should actively promote the use of alternative modes of travel through the management of travel plans, and involvement in a Mobility Plan Management. The staff will be required to participate in car-pooling, cycling and walking and using public transport and taxis where practicable. The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking quality bus corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environ. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

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.

The application proposed no on-site parking spaces which will serve to significantly reduce the site's traffic impact.

2 EXISTING SITE

The site is currently operating as fuel station. Figure 2.1 shows the site location proximity to Blackpool Retail Park, the adjacent Redforge Road and the nearby Commons Road (N20). These are busy urban routes, with the N20 a busy national primary route linking the site to Cork City, to north cork (Blarney, Mallow and Charleville) and onwards to Limerick. Locally the road network links the site to the northside of Cork City including Gurrabraher, Farranree, Fairhill, Ballyvolane and Mayfield. The road is a single carriageway road. The site is currently accessed via two simple priority entrances to the existing fuel station on the Redforge Road.



Figure 2.1 Site Location

Figure 2.2 highlights the proximity of the site to the City Centre, Parnell Bus Station and Kent Train Station. It shows that majority of the city's amenities are within a 5km cycle radius of the site, as identified in the Cork City Development Plan. Furthermore, UCC campus grounds and Cork University Hospital are located on or within the 5km cycling radius. The provision of existing pedestrian and public transport facilities in the vicinity of the site also ensure that the uptake of sustainable travel modes can be realised.

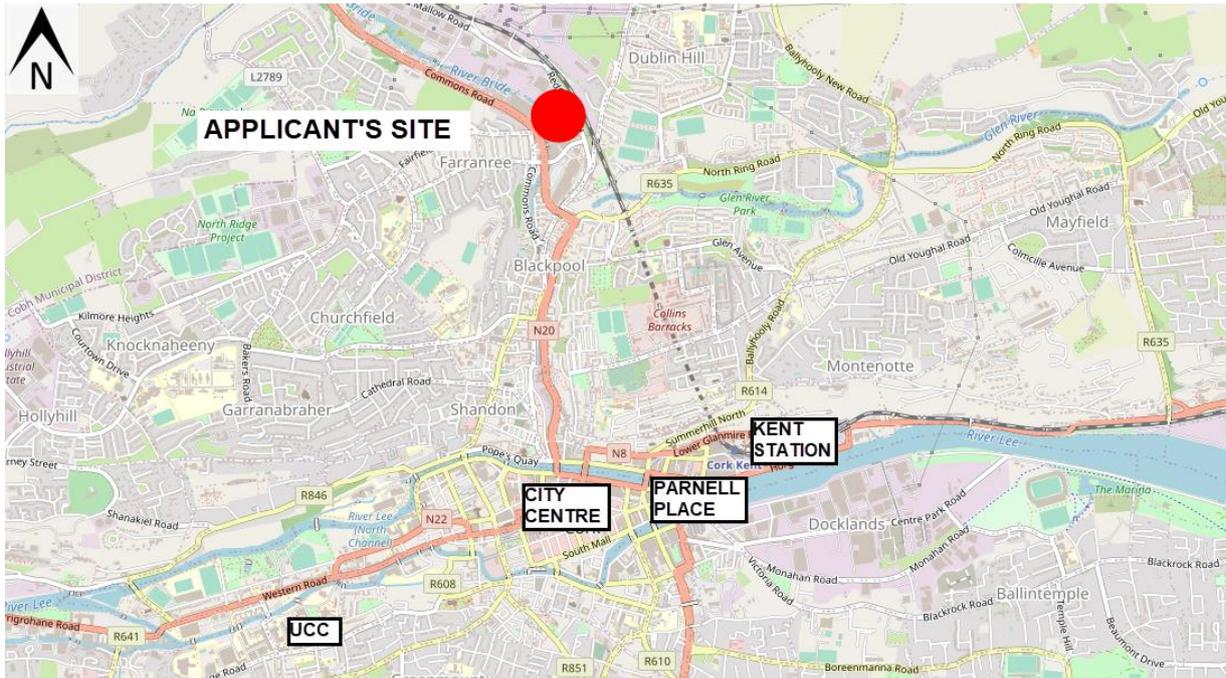


Figure 2.2 Site's proximity to the city centre, UCC and Bus/Train Stations.

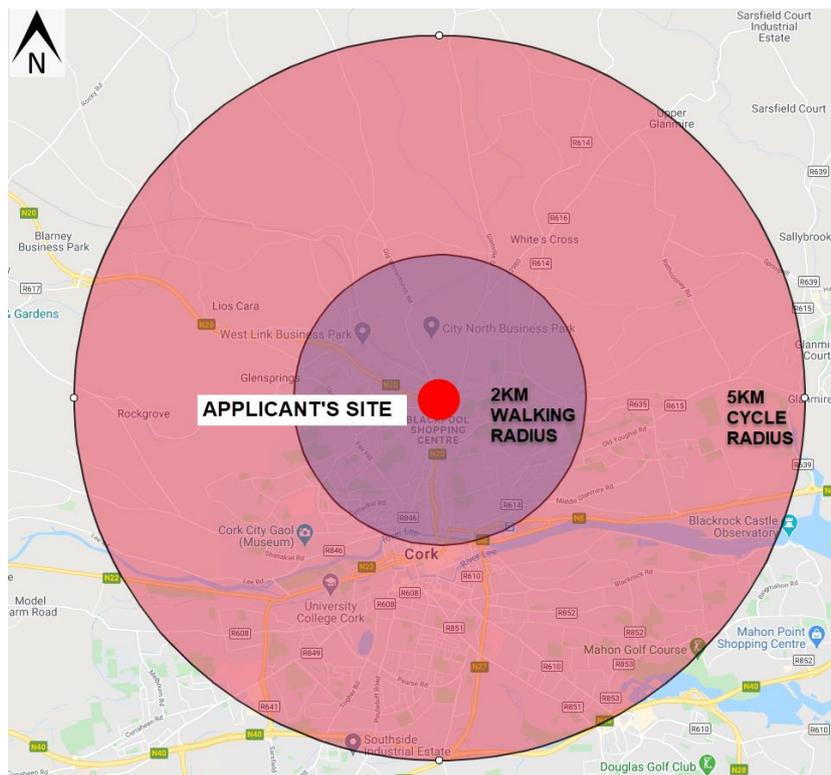


Figure 2.3 Pedestrian and Cycling Radii

Figure 2.3 highlights a 2km walking trip radius for the site location, with a 5km cycling radius also identified. The Cork City Development Plan 2015-2021 identifies walking as an appropriate "mode of transport for trips of 2km or less" and cycling as being "particularly targeted at trips of up to 5km (except where topography poses a significantly limiting factor)". The topography varies to and from the site to the city centre but is not a limiting factor and would be suited to cycle trips. Please refer to

Appendix E showing the applicant's site location with reference to AECOM's contour mapping which was produced for the Cork City Council's Cycle Network Plan.

2.1 Existing Public Transport Infrastructure

Existing public bus stops are located on either end of the applicant's site along Redforge Road, Blackpool Retail Park and Commons Road. The development is approximately 150m from these bus stops which serve the 203, 215, 243 and 248 routes.

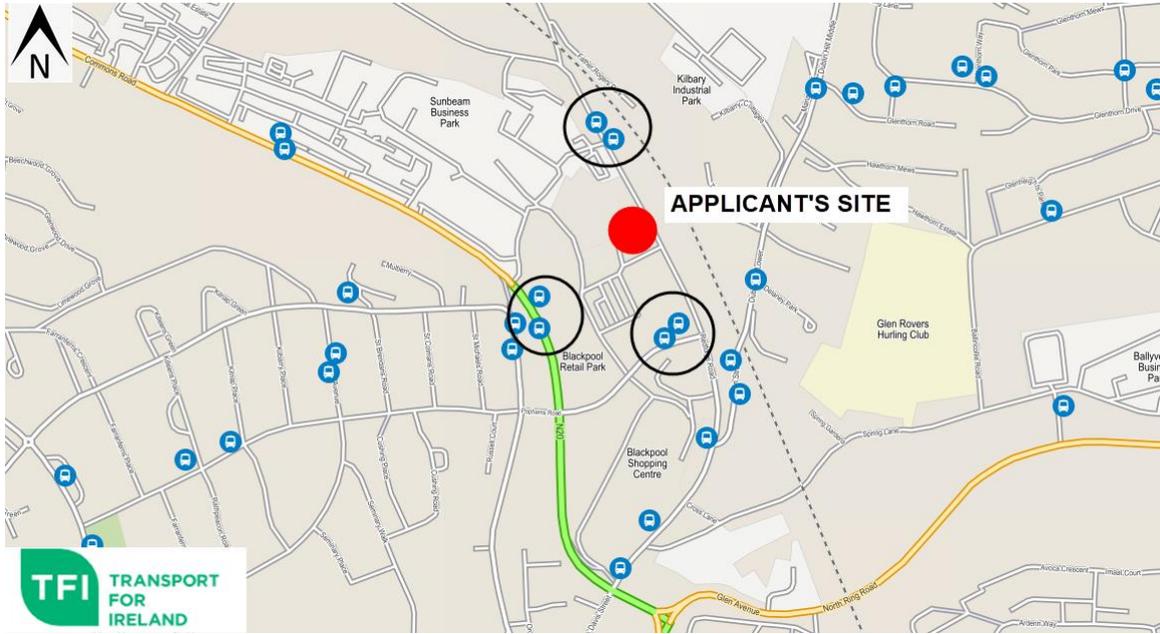


Figure 2.4 Site's proximity to nearby bus stops.

A schematic representation of the city bus services in the vicinity of the site and linking to the wider area is shown in Figure 2.5:

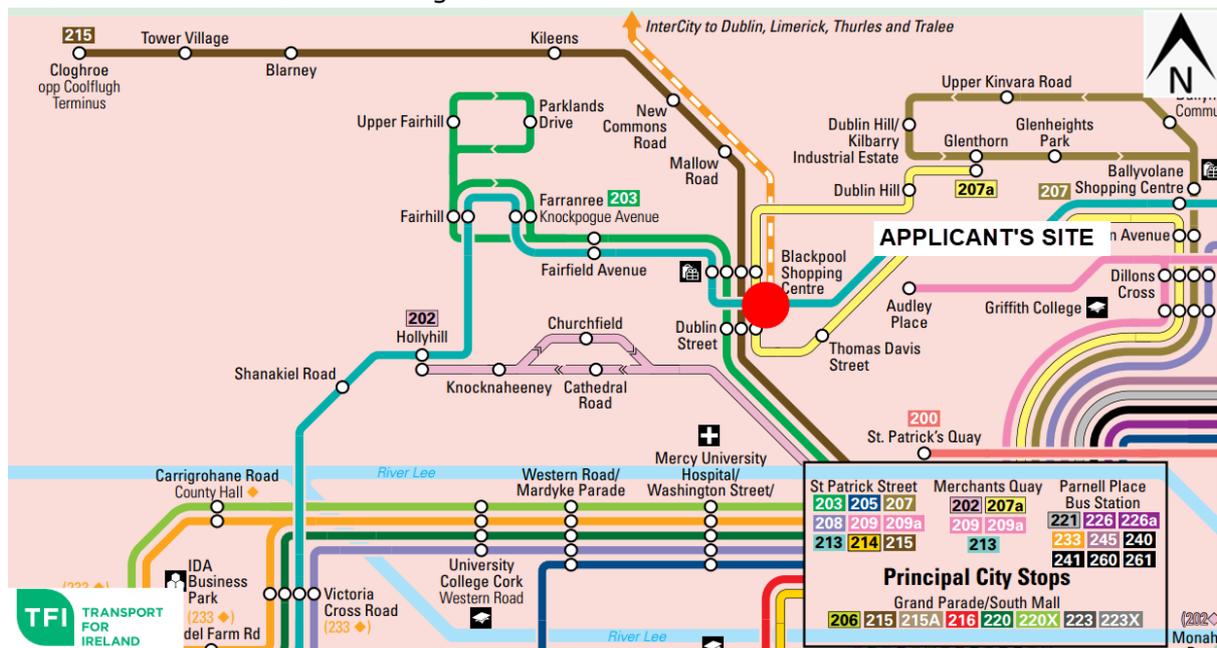


Figure 2.5 Site's proximity to nearby bus stops.

The following bus routes served are:

- 203 - Lehenaghmore – City Centre – Farranree
- 215 - Cloghroe – Blarney – City Centre – Ballinlough – Mahon Point
- 243 - Cork - Mallow - Buttevant - Newmarket
- 248 - Cork - Carrignavar – Glenville

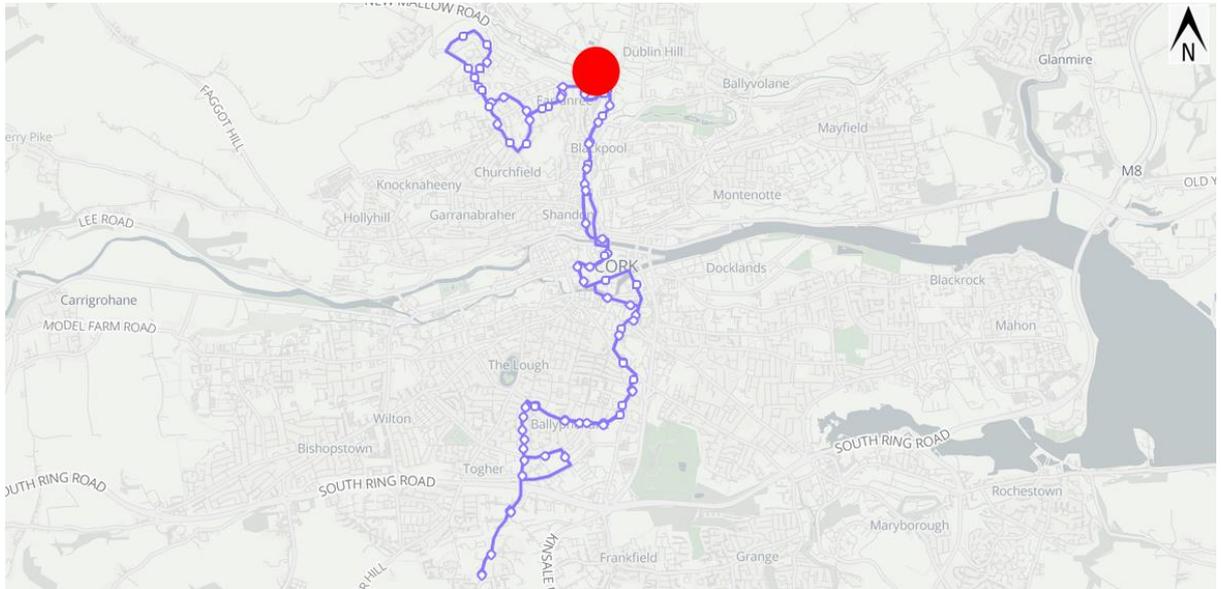


Figure 2.6 203No. Bus route

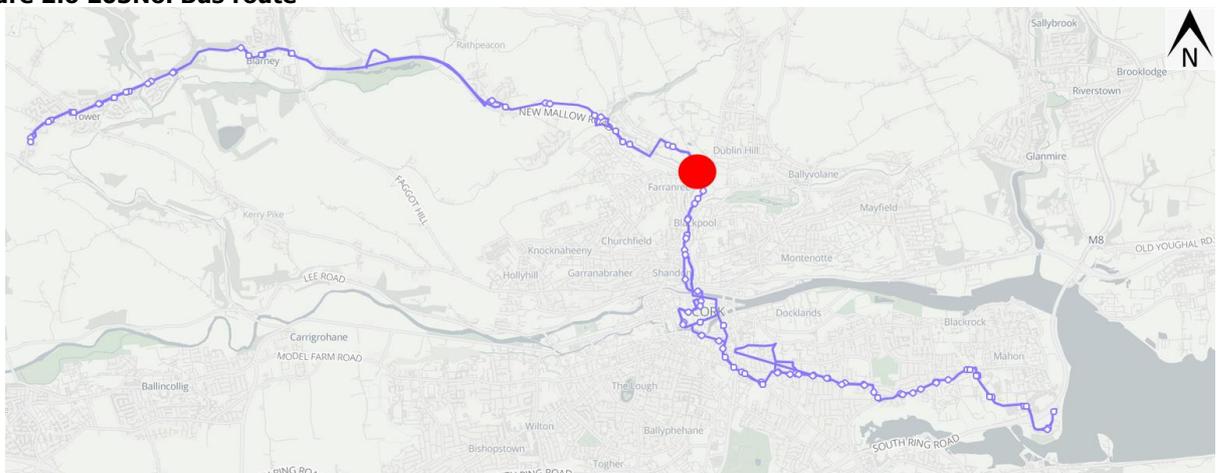


Figure 2.7 215No. Bus route

2.2 Existing Cycle Facilities

Existing dedicated cycle facilities are not widely provided to local commuters. Currently commuting into the city centre by bicycle requires travelling alongside urban street traffic.

The Cork Cycle Network Plan produced by AECOM for Cork City Council grades the existing network within the city, encompassing the routes past the applicant’s site. The following listed cycle routes are relevant for this proposed development location:

- *CCN-U12: N20. There are currently no dedicated cycling facilities on this route. This route is proposed as a primary route connecting the northern environs of the city and interurban route IU-6 (to Blarney) directly with the city centre. The route is currently a traffic dominated urban dual carriageway with no cyclist facilities. This directness of this road providing a connection directly to Cork City Centre from the north is an advantage which should be exploited for the benefit of cyclists, it will be a functional, direct route which will improve journey times for cyclists, increase safety for all road users by reducing vehicular speeds, improve the overall environment of an area currently dominated by traffic and also reduce vehicular emissions and noise by reducing speeds. The current layout of the road, with a hatched central median, wide traffic lanes and grass verges means there is a lot of underutilised roadspace which should be exploited in order to provide high quality segregated cyclist facilities in both directions.*
- *CCN-U8: Watercourse Road and Commons Road. There are currently no dedicated cycling facilities on this route. This is proposed as a secondary route with a mixed street environment. This route will compliment, and act as an alternative to, the primary north-south artery(CCN-U12) on the N20.*
- *CCB-U39: Assumption Road. There are currently no dedicated cycling facilities on this route. This is proposed as a secondary route with a mixed street environment that is an alternative north-south route to the constrained section of the N20.*
- *CCN-U6A: Watercourse Road and Cathedral Walk. There are currently no dedicated cycling facilities on this route. This is proposed as a secondary route which will provide continuity between routes CCN-U8 and CCN-U11. The street currently has a narrow cross section and parking on both sides. The current narrow cross section should be adequate to maintain low traffic speeds therefore it is proposed that a mixed street arrangement is provided along here.*
- *CCN-U11: Upper John Street. There are currently no dedicated cycling facilities on this route. This is proposed as a secondary route with a mixed street designation incorporating appropriate traffic management and signage measures.*
- *CCN-U9: Shandon Street, Gerald Griffin Street, Great William O'Brien Street, Brocklesby Street. There are currently no dedicated cycling facilities on this route. This is proposed as a primary route with a proposed mixed street environment along Gerald Griffin Street and Great William O'Brien Street. This route will provide an additional north south link and will provide direct access to the western city centre. An uphill cycle lane on Shandon Street / Gerald Griffin Street should be provided. The remainder of the route should be mixed street with traffic calming, it is assumed extensive residential car parking will need to remain in place.*

Figure 2.6 below shows the mapping of the existing cycle facilities listed above. The recommendations listed by AECOM should be implemented to provide safe connectivity and present cycling as a viable transport mode from the site and the Blackpool town District.

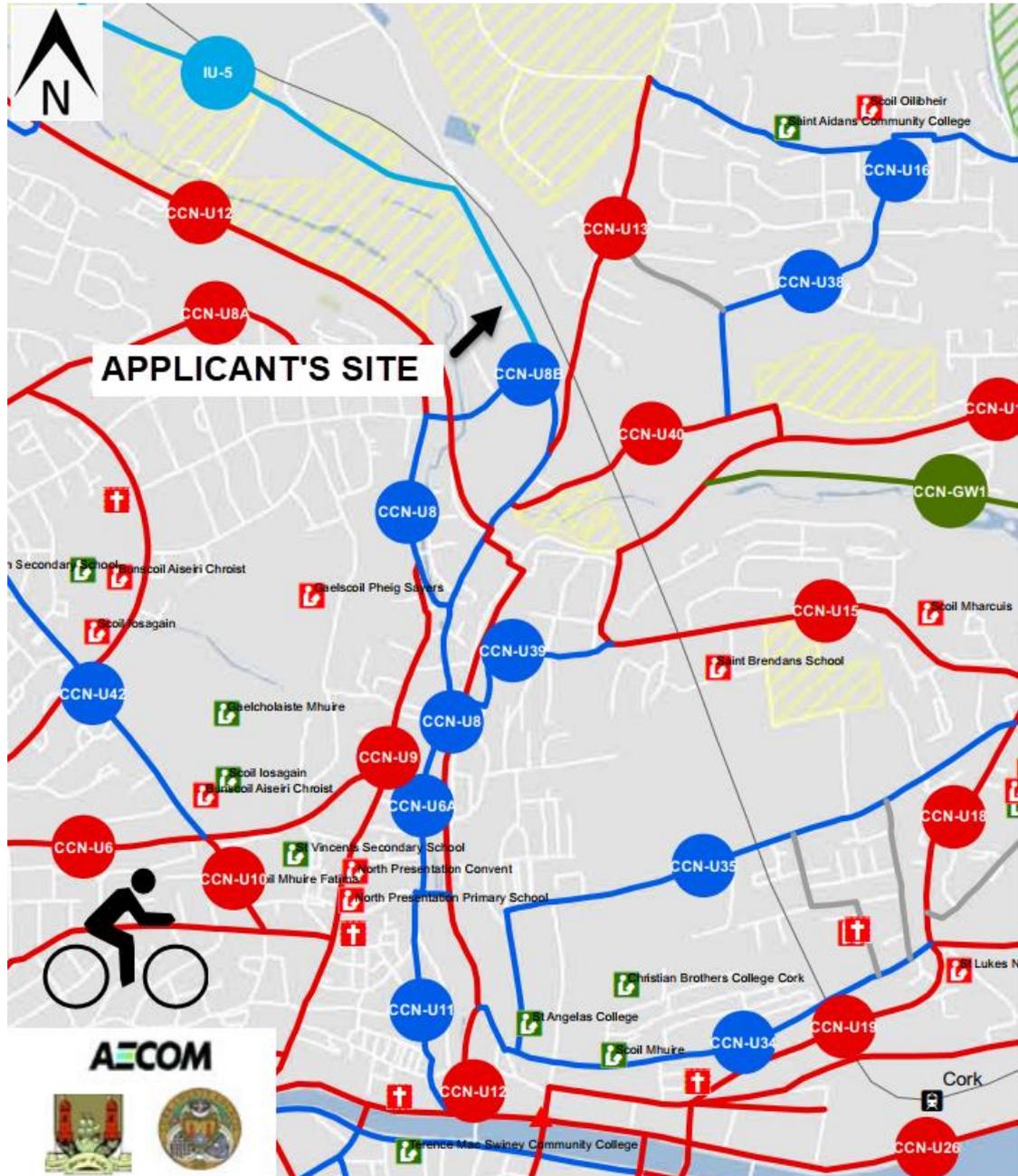


Figure 2.8 Cycle routes identified in the Cork Cycle Network Plan.

2.3 Existing Pedestrian Facilities

Excellent pedestrian facilities are provided to local commuters along the local street network. Walking facilities are provided either side of the carriageway along the Commons Road and connect to the City Centre.

3 PROPOSED DEVELOPMENT

3.1 Planning Application

The applicant’s site is located in an area designated as a “key development area” within the Blackpool District Centre due to its key location to the north of the city centre. (Cork City Development Plan 2012-2021)

A site layout has been developed by the applicant’s Architects, Butler Cammoranesi Architects to reflect this. The site layout shows a single vehicular access point to the rear of the site for maintenance and site deliveries. This was reduced from two entrances that currently are in operation. The reduction in number of entrances is a positive proposal from a road safety point of view, also minimizing the interaction between pedestrians/cyclists and vehicles.

The applicant’s site layout is shown in the figure below with the proposed service vehicle, pedestrian/cycle entrance and bicycle parking areas outlined. The pedestrian entrance from Redforge Road is via a large pedestrian plaza which provides access to the inner pedestrian circulation area of the building.

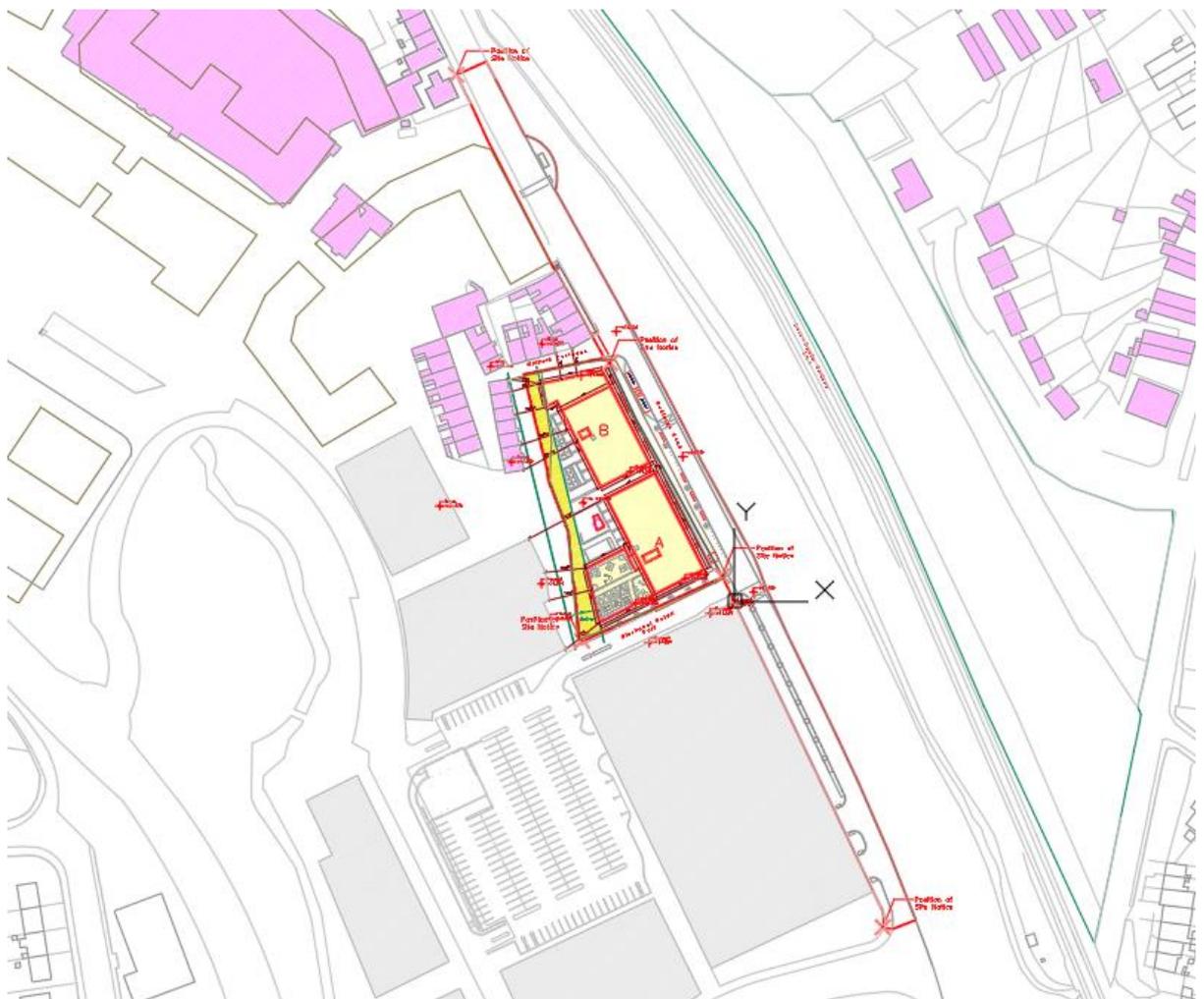


Figure 3.1 Proposed Development Site Layout- Ground Floor (Retail). (Butler\Cammoranesi)

The list below sets out proposed development details:

- Total of 114No. apartments
- The scheme is split into 2 buildings A and B ranging from 4-9 storeys in height, with 77 1 bed units and 37 2 bed units, for a total of 114 apartments.
- 114no. bicycle spaces
- Set down parking along main road



Figure 3.2 Proposed Development Site Layout- Typical Floor Plan. (Bulter\Cammoranesi)

No resident parking is proposed for the site with set down parking only provided. This compares favourably to the maximum allowable provision of 1 car parking space per 1 unit (proposed 114 units), as outlined for Zone 2A (Ref. Table 16.8, Cork City Development Plan 2015-2021). Such a provision represents a positive proposal from a sustainable travel viewpoint. The lack of parking for the site will serve to encourage residents to use alternative travel modes. This document aims to outline how this proposal can be realised.



Figure 3.3 Proposed Development Elevation fronting Redforge Road. (Bulter\Cammoranesi)

4 PLANNED INFRASTRUCTURAL IMPROVEMENTS

4.1 Proposed Pedestrian and Cycle Improvements

Further planned improvement and expansion of off-road pedestrian and cycle facilities are identified, near the site, in the Cork City Development Plan and Cork Cycle Network Plan. As referenced above, substantial off-road and on road cycling/pedestrian facilities are available in the vicinity of the site connecting it to UCC and CIT, with further improvement planned for the area.

The Cycling Network Plan for the Cork City Metropolitan Area (Cork City and Cork County) outlined further detail for cycle improvements throughout the wider Cork City area. An extract from CMATs mapping for the area in the vicinity of the site is shown below. These graphics serves to outline intended improvements to the city cycle network and bus corridors in the vicinity of the site.

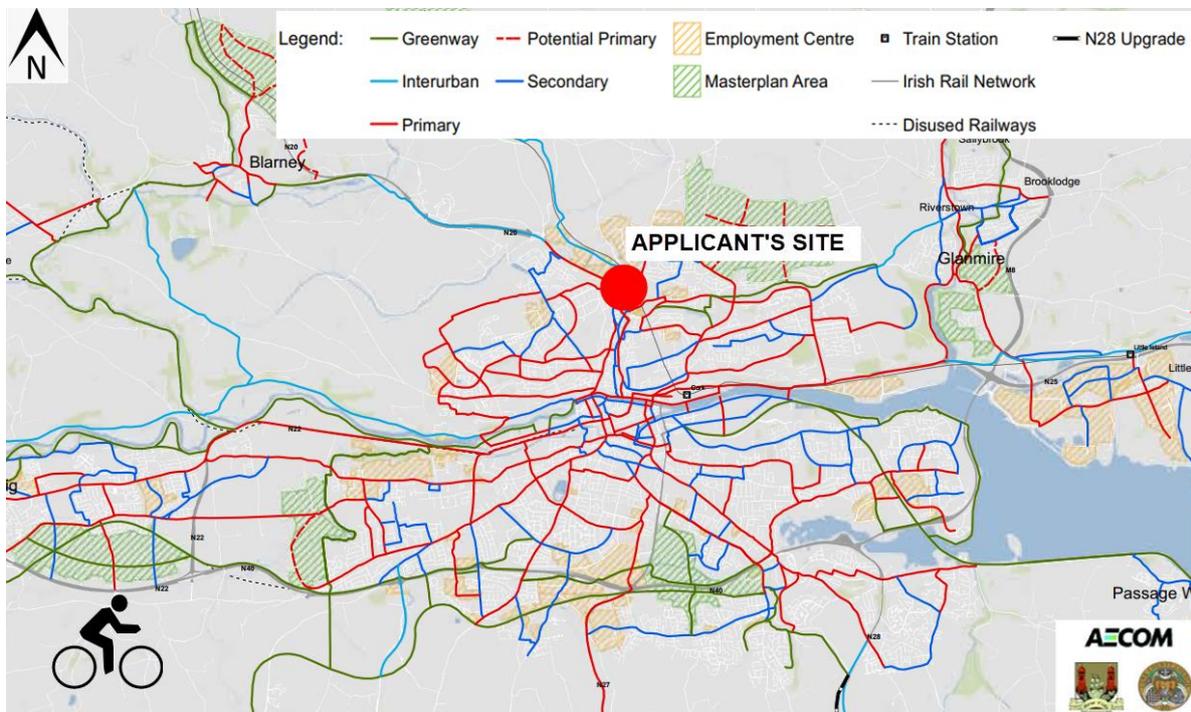


Figure 4.1 Cork Cycle Network Plan – Cork Inter Urban Route Network

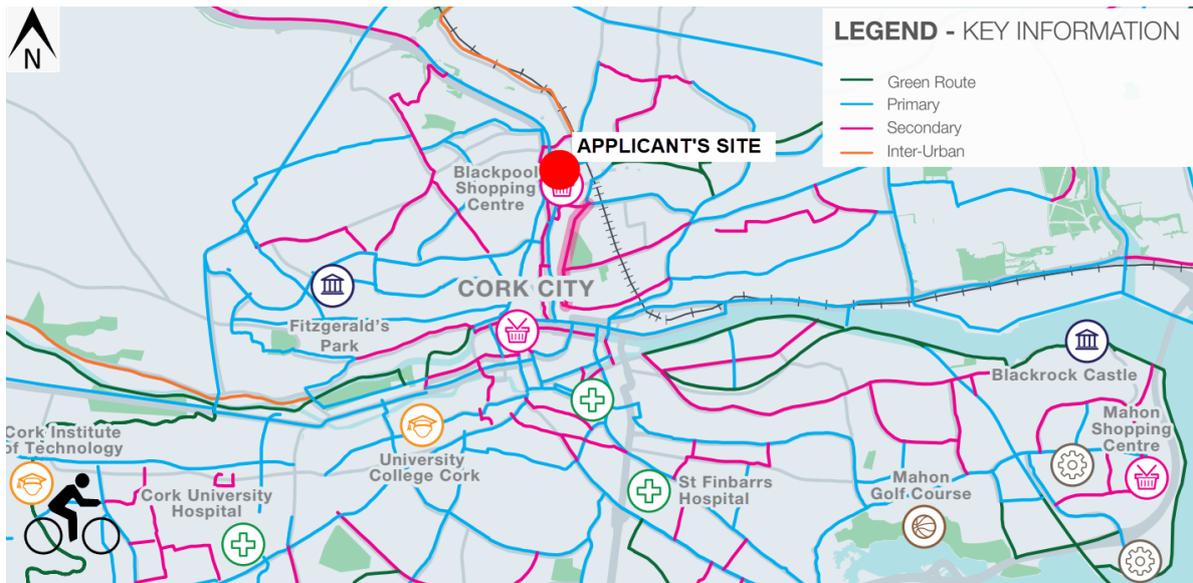


Figure 4.2 Cork Cycle Network Plan – Cork Inter Urban Route Network

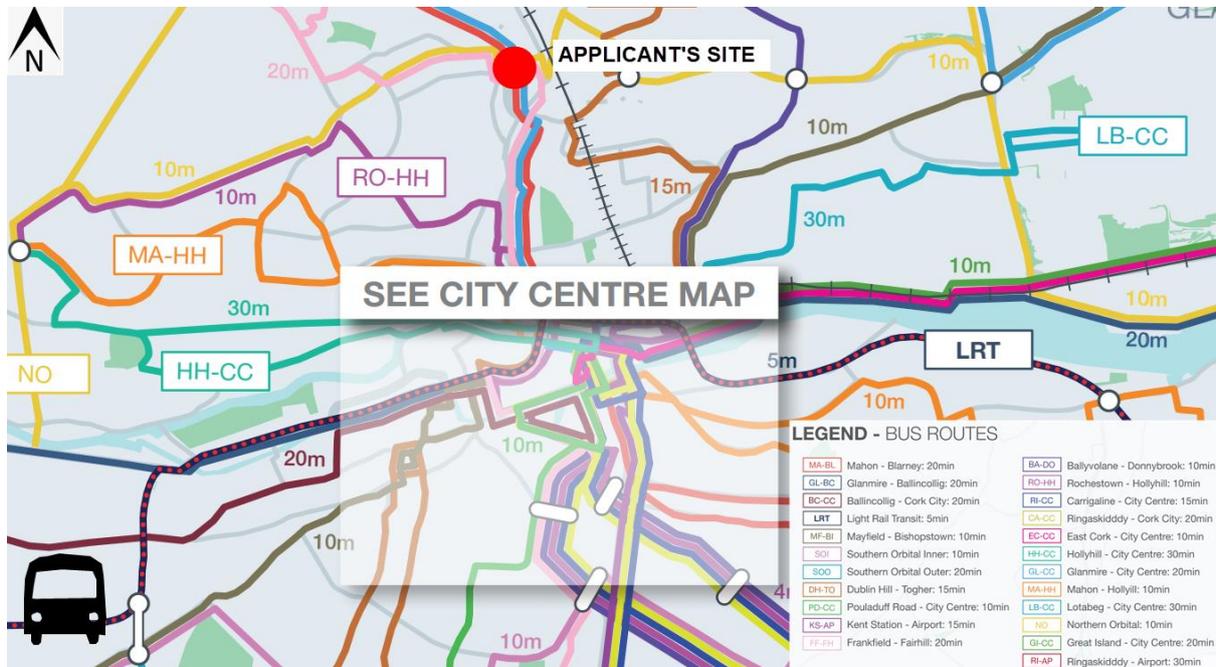


Figure 4.3 BusConnects Routes Map - Cork Metropolitan Area Draft Transport Strategy

5 PROPOSED MOBILITY MANAGEMENT INITIATIVES

5.1 Mobility Manager

It is proposed that the apartment management should appoint a Mobility Manager to implement the recommendations of the MMP and to further develop the plan, on an ongoing basis.

The primary task of the Mobility Manager would be to implement measures and initiatives which may encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals.

5.2 Role of the Mobility Manager

The role of the Mobility Manager is outlined below:

- Collect and advertise local public transport routes and timetables.
- Liaise with local transport providers.
- Liaise with resident on transport issues and possible improvements.
- Liaise with employers on sustainable travel initiatives and plans.
- Liaise with Cork City Council on sustainable travel initiatives.
- Promote sustainable travel modes amongst staff, including car-sharing potential.
- Provide education material regarding sustainable travel to residents.
- Ensure appropriate lockers and safe bike storage facilities are available.
- Monitor road safety of various modes in and around the apartment complex.
- Develop a taxi / drop-off management plan to ensure the efficient operation of the set-down area at the front of the building to ensure no impact of drop off on the busy Common Road.

5.3 Pedestrians and Cyclists

Ensure that the appropriate level of cycle parking is provided. All cycle parking should be secure and ideally covered. The recommended cycle parking quanta, as set out in the Cork City Development Plan 2015-2021, of 1 space per 1 apartment should be provided, where-in-so-far as possible (i.e. approximately 161 cycle stands). It is proposed to provide **330 cycle stands**, in excess of the required number. This aligns with the requirements set out in the Cork City Development Plan. The provision on 330 stands equates to, in excess of, 2 stands for every 1 standard apartment (Ref. Table 16.9 Bicycle Parking Requirements) Please refer to Appendix D for Bicycle Parking Requirements Extract.

The Mobility Manager should monitor and ensure that pedestrians and cyclists facilities are maintained and in a clean, operational condition. The Mobility Manager should also monitor motorbike use and consider the need to provide motorbike parking on site, if required.

Consideration should be given to the implementation of cycle priority road markings within the apartment car park to protect cyclists particularly in the vicinity of the car park and car park entrance.

The fully developed mobility plan will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. The combination of walking with public transport/taxi services should also be encouraged.

'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).

5.4 Local Services and Taxis

The Mobility Manager will provide contact numbers and locations of local taxi ranks as part of its support to residents. Taxis have all the benefits of a drive-share program with the added benefit of giving the user more flexibility on how and when the return trip is made. A reduction in trips particularly during peak hours reduces stress on the roads network as well as fuel consumption and carbon dioxide emissions. Discounts/offers for residents could be negotiated with local taxi ranks/companies.

5.5 Public Transport

The development location is well served by regular bus routes. The proximity of the site to the proposed new Kilbarry Train Station is also highlighted in the submission drawings. The availability of a public transport system like this would allow users of the proposed development an alternative mode of travel, adding to the future modal shift target objectives.

The mobility management plan would be updated to include for:

- Negotiation of travel-related discounts/offers for residents
- Administration of low-cost monthly/annual tax-saver commuter ticket schemes
- Timetables, routes, and maps
- Journey time indicators
- Advertise real-time apps
- Lobby local authorities and bus providers for late-night bus services and extension of the city bike rental scheme.

Government supported programs to encourage people to use public transport include up to a 48% saving on standard pay-over-the-counter charge by means of tax saving schemes.

The Mobility Manager should liaise with the resident's employers assigned Mobility Managers to discuss appropriate public transport initiatives. Such a group should also liaise with Bus Eireann to discuss public transport demand and possible route improvement measures.

5.6 Connectivity to Public Transport Hubs

Bus Eireann provide a number of services (which connect the city centre area to Blackpool). Kent Station provides access to mainline services to/from Heuston Station in Dublin and Tralee in Kerry. It is also served by local commuter routes to/from Middleton and Cobh. Further details can be found at www.irishrail.ie.

Similarly, the Parnell Place Bus Station in Cork provides excellent onward connectivity to destinations countrywide. The 215 provides regular connectivity between the bus station and Commons Road. See www.buseireann.ie for further details. The "Transport for Ireland" "Journey Planner" and associated App provide information on suggested public transport, walking and cycling route options in urban areas.

The main Cork to Dublin rail line runs directly to the northeast of the applicant's site, just opposite the Redforge Road. Currently the nearest available rail connection available within walking distance of the development is at Kent Station in the city centre.

As part of the Cork Metropolitan Area Draft Transport Strategy 2040, a new train station at Blackpool is proposed, as indicated in Figure 5.1. This new train station and rail access will provide excellent resident's connectivity to the upgraded suburban rail network, with Blarney, Cobh and Middleton serviced by 10min frequency train service. The connecting point to this train station is shown to be directly across the road from this proposed development, presenting significant sustainable travel connectivity opportunities to residents.

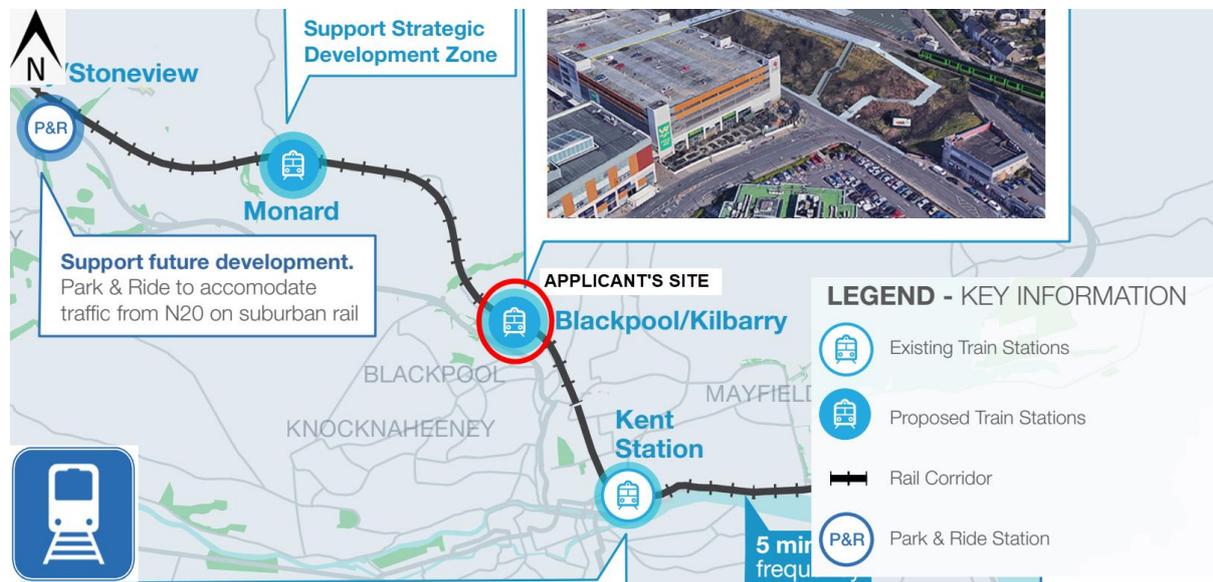


Figure 5.1 Proposed Suburban Rail Map - Cork Metropolitan Area Draft Transport Strategy

As part of the Government's Covid 19 Recovery Plan, priority 1 is to advance the green transition of the economy. €185million has been earmarked for metropolitan commuter rail line in Cork, with the money to be spent in upgrading the lines on the north of Kent Station, allowing for the construction of long-mooted stations at Blackpool, Tivoli and Blarney.

This financial support will provide resident of North Cork and the Blackpool area, with a greater public transport services and links to further connection hubs.

5.7 Coordinating and implementing the plan

The role of the Mobility Manager will be to steer the travel plan in the right strategic direction and co-ordinate its activities with the rest of the facility. The developing Mobility Management Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, possibly included on a notice board in each apartment, in the reception area and on display boards throughout the development would include advice on travel times to bus timetables and maps, information on local taxi services, details of walking and cycling groups. The manager would also be responsible for negotiating travel related discounts with local service providers (taxi companies), the co-ordination of the various user groups and lobbying of the Local Authority bodies for the improvement of services within the general area.

The successful implementation of the plan will also require the careful and attentive control of parking at the specified set down area and in the vicinity of the complex. Parking in inappropriate locations should not be allowed. Parking on the main road, in adjoining properties, on the route of fire-tender or emergency vehicle routes should not be allowed and dealt with appropriately. The effective use of bollards, high kerbs and physical enforcement measures should be applied where necessary, in parallel with monitoring/policing by on site management staff. Parking on the adjoining Redforge Road, Blackpool Retail Park, Brothers Delany Road, Old Whitechurch Road and Commons Road (N20) would not be appropriate and this should be set out as a condition of letting to all tenants.

To be effective in its purpose, the Mobility Management Plan must be kept up to date. Changes to infrastructure such as the provision of cycle lanes, or additional public services coming online all should be reflected in the information being presented to the end user. As previously mentioned, promotion of the alternative modes of transport available should be made on a regular basis.

6 KEY RECOMMENDATIONS

Given the provision of parking is for set down spaces only, it is necessary that substantial efforts be made to encourage the use of sustainable travel modes. The quality of pedestrian and cycle facilities, coupled with the level of public transport available to residents means that achieving an appropriate, sustainable modal split is entirely achievable.

The objective of the Mobility Manager will be to encourage sustainable travel modes to achieve the required modal split and improve this quanta year-on-year. To this end the Mobility Manager will review and set targets for increases in the modal share for walking, cycling and bus travel annually.

Key site-specific recommendations include:

- Appoint Mobility Manager to further develop and implement Mobility Management Plan
- Advertise all local bus route timetables.
- Advertise all bus route timetables from Blackpool (e.g. 203, etc)
- Ensure future renters/buyers of the apartments are informed of the parking restrictions of the site and that on street parking is discouraged.
- Provide information on specific travel options and journey times by sustainable modes to various destination (including those identifies in Figure 2.5)
- Provide all travel information on noticeboard in individual apartments, at reception and at communal areas.
- Provide local Taxi company contact details and endeavour to provide standardised, negotiated rates to particular college, city and transport hubs (e.g. train or bus station).
- Ensure that parking is controlled and monitored at all times and that illegal parking, in inappropriate locations is not permitted.
- Provide safe, clean and dry cycle facilities.
- Provide information on local and national travel initiatives.
- Control & regulate on-site car parking & ensure that particular parking areas are assigned to adjoining apartment block only to reduce.
- Ensure no parking associated with the complex occurs on the adjoining streets by referencing same in tenant agreements.
- Advertise new cycle, pedestrian and bus route information.
- Liaise with residents on site specific concerns and initiatives.

- Liaise with local authority sustainable travel offices and Bus Eireann.
- Liaise with UCC/ CIT/ resident's employers Mobility Managers

7 REFERENCES

- The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans *published by Dublin Transportation Office, Killeeshillegan 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 City Development Plan 2015-2021 Volume 1
- Cork Cycle Network Plan. Aecom for Cork City Council
- Cork Metropolitan Area Draft Transport Strategy (CMATS)
- Bus Eireann
- TFI (Transport for Ireland)

8 APPENDIX

9 APPENDIX A – WALKING AND CYCLING ISOCHROME MAPS

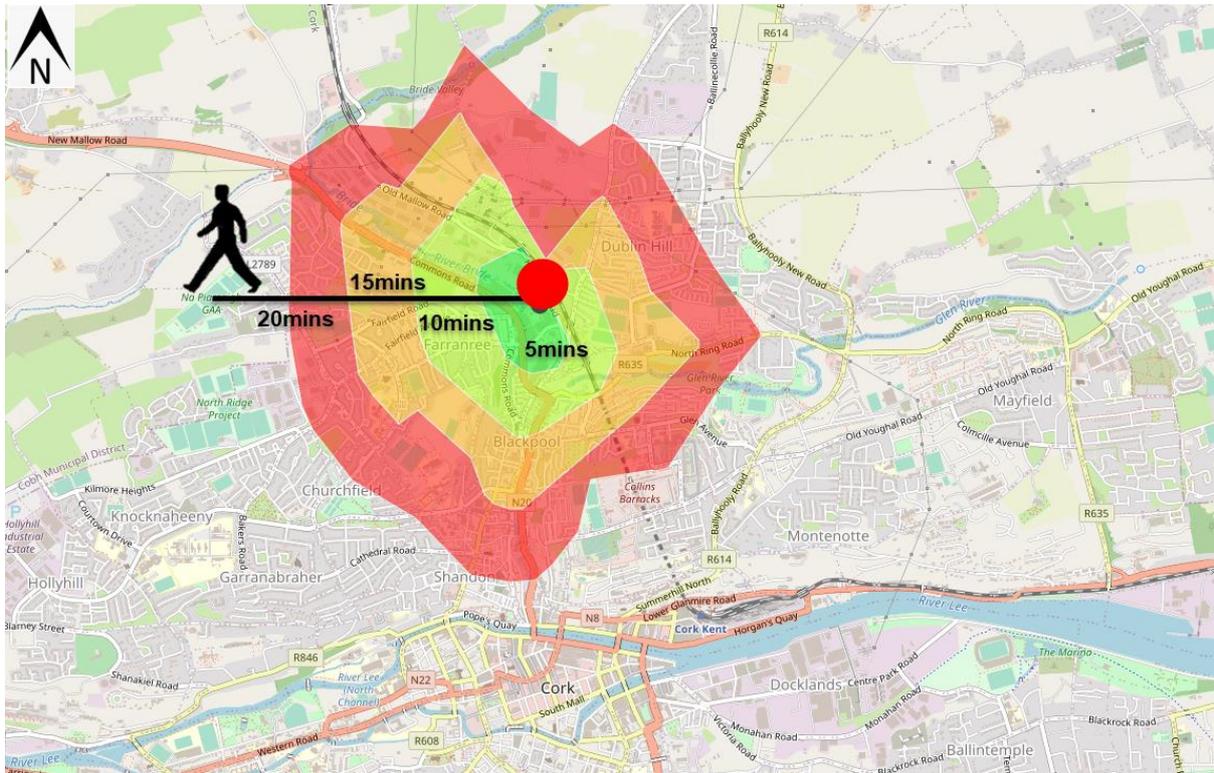


Figure 9.1 – Walking Isochromes. 5min interval range from site

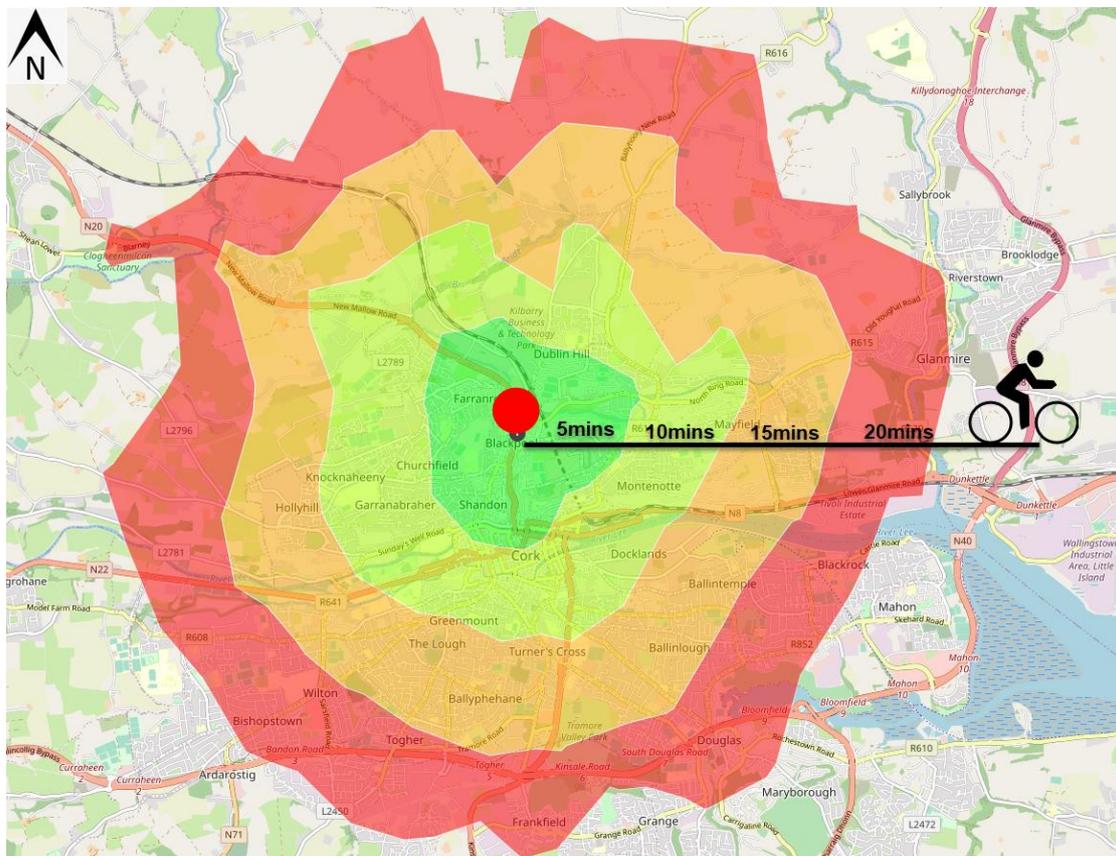


Figure 9.2 – Cycling Isochromes. 5min interval range from site

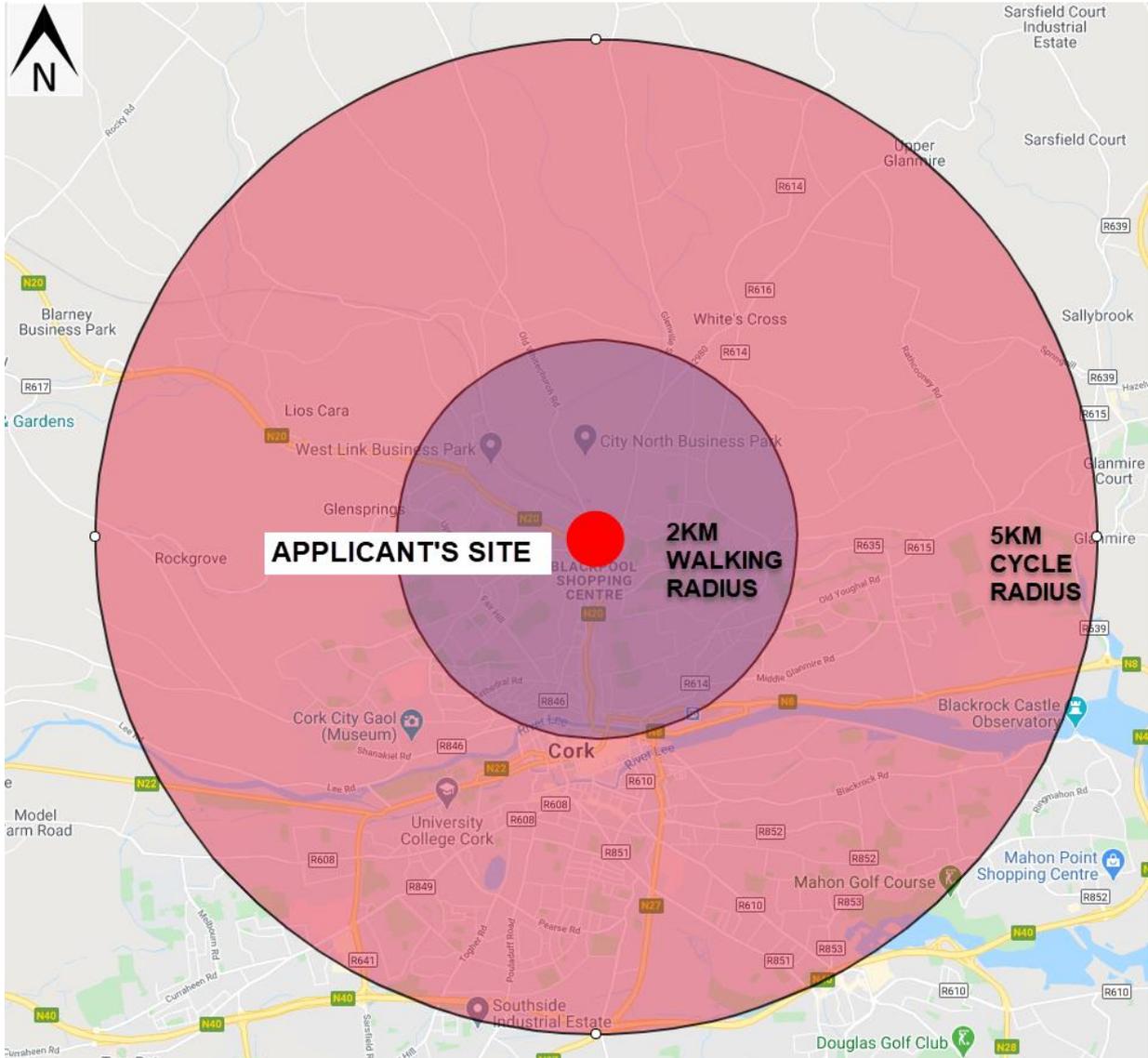


Figure 9.3 2km walking and 5km cycling range from applicant's site

10 APPENDIX B – LOCAL BUS ROUTES / TIMETABLES

Please refer to www.buseireann.ie / www.transportforireland.ie for the latest route timetables.

11 APPENDIX C – CORK CITY DEVELOPMENT PLAN MAP

Table 16.9 Bicycle Parking Requirements

Land Use	Cycle Parking Requirement
Residential	
Standard Apartments	1 per unit in City Centre / Inner Urban Areas
	0.50 per unit in Suburbs
Student Apartments	0.5 per bed space
Retail	
	GFA = Gross Floor Area
Convenience (food) store	1 per 100m ² GFA
Shopping Centre	1 per 200m ² GFA
Non Food Retail	1 per 250m ² GFA
Retail Warehouses	1 per 250m ² GFA
Employment	
Retail Offices	1 per 250m ² GFA
General Offices	1 per 150m ² GFA
Business and Technology	1 per 200m ² GFA
Light Industry (and related Uses)	1 per 250m ² GFA
Warehousing and Distribution	1 per 500m ² GFA

Figure 11.1 – Bicycle Parking Requirements. Cork City Development Plan 2015-2021

12 APPENDIX D – CORK CONTOUR MAP

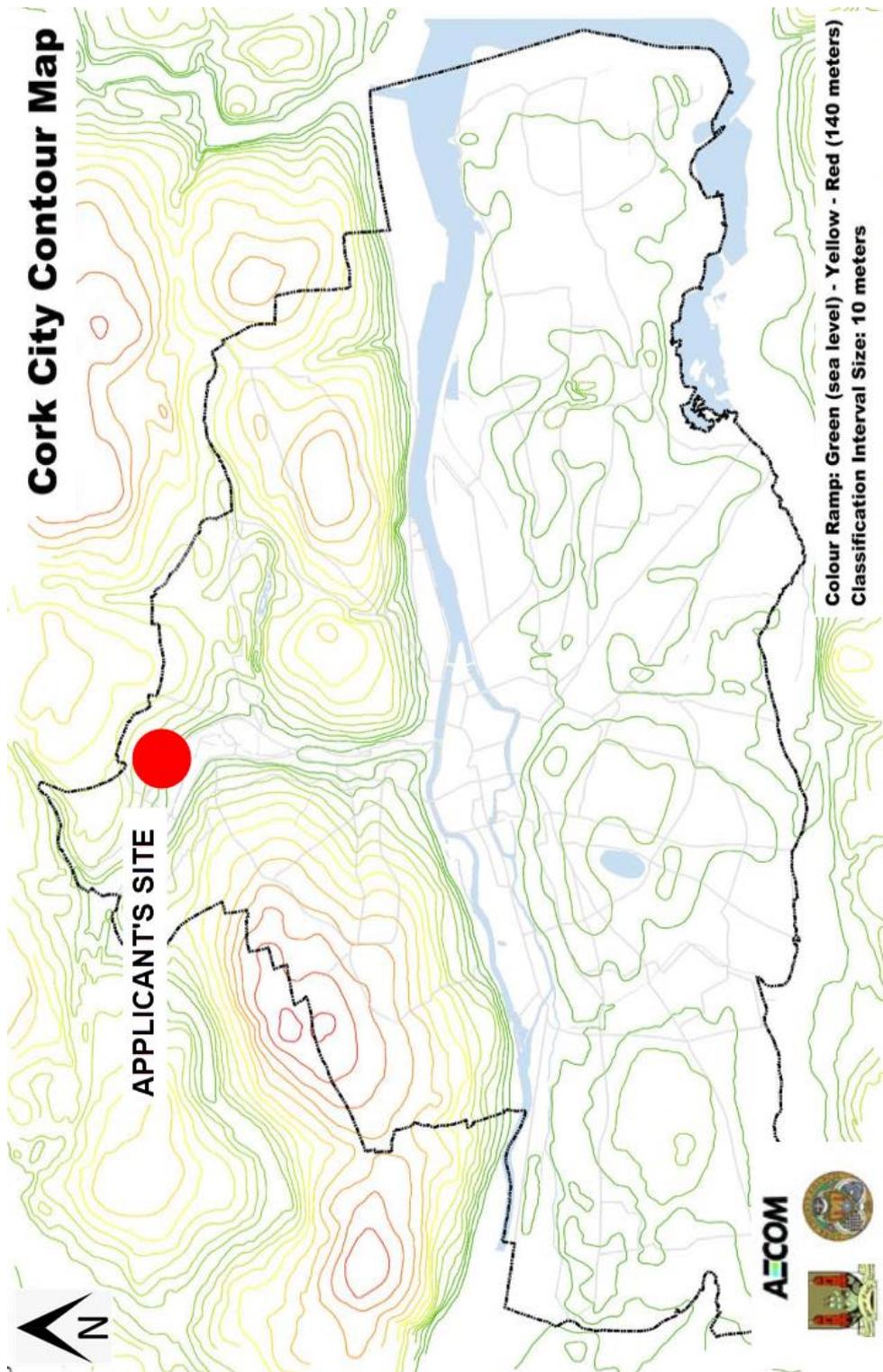


Figure 12.1 – Cork Contour Map. Cork Cycle Network Plan (AECOM).



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