COAKLEY
CONSULTING ENGINEERS

Whitebox Student Campus, Groody Road, Newcastle, Castletroy, Co. Limerick
Groody Developments Ltd.
MOBILITY MANAGEMENT PLAN (MMP) REPORT

Coakley Consulting Engineers
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1 Introduction

1.1 General

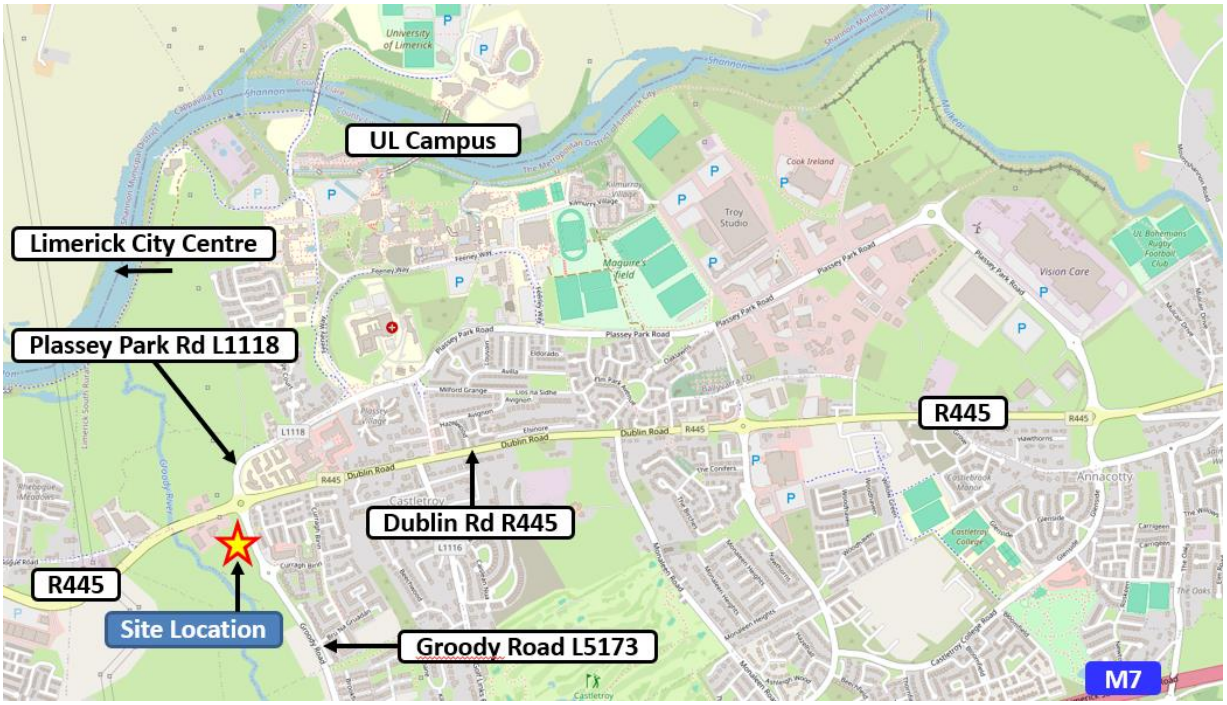
Coakley Consulting Engineers (CCE) were appointed by Groody Developments Ltd., to undertake a Mobility Management Plan (MMP) Report to support in support of a Large-Scale Residential Development (LRD) planning application for the proposed Whitebox Student Campus development on Groody Road, Newcastle, Co. Limerick, the location of which is shown below in Figure 1.1.

This MMP report should be read wholly in conjunction with all other documents and information submitted as part of this planning application, in particular all original scale drawings. Coakley Consulting Engineers has taken into account and made reference to the following documents and information in preparation of this report:

- *Traffic and Transport Assessment Report by Coakley Consulting Engineers*
  - *Including DMURS Quality Audit and Road Safety Audit Reports*
- *DMURS Compliance Report by Garland*
- *Design Statement by Fewer Harrington and Partners Architects*
- *NTA – Smarter Travel Campus programme – Transport for Ireland (TFI)*
- *NTA – Workplace Travel Plans - A Guide for Implementers*
- *University of Limerick – Smarter Travel Campus natives and information*
- *Mobility Management Plans - DTO Advice Note*
- *The DoT document DMURS - 'Design Manual for Urban Roads and Streets'*
- *CSO Statistical Information*
- *Limerick Development Plan 2022-2028 and other National Policy documents*

As shown in Figure 1.1, the proposed development is ideally located in a sub-urban residential area adjacent to the University of Limerick (UL) campus, approx. 3.0 km east of Limerick City centre. The site is bounded to the north by the Dublin Rd R445 and to the east by Groody Rd L5173. The site is surrounded by a high-quality urban environment and is within easy walking or cycling distance of the UL campus, all key services and several public and sustainable transport options available nearby.

Figure 1.1 *Site Location and Current/Future Local Road Network*



1.2 Mobility Management

The overall objectives of a Mobility Management Plan (MMP) and Workplace Travel Plan are to promote awareness, make a firm commitment and set realistic targets to reduce, where possible, the reliance on the private car, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport, improve site accessibility, lower car ownership levels, reduce parking demand and in the case of this development, justify and provide a practical rationale for the relaxation of Development Plan parking requirements and standards for this urban development.

These objectives should be achieved through the promotion and implementation of both 'soft' (promotion and operational) and 'hard' (infrastructural) measures where reasonable, and the monitoring of travel choices and other patterns over time to gauge progress against targets.

This Mobility Management Plan (MMP) has been prepared to guide the delivery and management of several coordinated measures and initiatives which ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed development and reduce parking demand for both Students and Staff.

This document aims to inform 4 distinct audiences; the first is the appointed Mobility Manager (Travel Plan Coordinator) who will be responsible for implementing, monitoring and updating the MMP. The second is the Local Authority who are eager to ensure that the MMP initiatives are appropriately ambitious, deliverable and implemented where possible. The third are the residents, visitors and staff of the proposed development who may be unfamiliar with the MMP process. The fourth is University of Limerick Smarter Travel Campus programme which is coordinated by the Buildings and Estates department.

This Mobility Management Plan includes:

1. Essential information about site accessibility and the existing and future transport infrastructure
2. A clear statement and commitment to actively encourage and promote sustainable travel
3. A set of objectives and targets that are both realistic and ambitious
4. An Action Plan containing a package of suitable hard and soft measures and initiatives that are both appropriate to the development, site location and target demographic and importantly will promote awareness and support sustainable travel patterns to achieve the set of objectives and targets outlined in Section 5.0.
5. Monitoring of travel choices and other patterns over time to gauge progress against MMP targets and objectives.

The MMP process encompasses 9 principle steps illustrated in Figure 1.2. From the time of publishing, the MMP remains an 'active' document which continues to evolve and develop during its lifecycle.

Figure 1.2 *– Typical MMP Process and Lifecycle*

2 Proposed Development and Policy

2.1 General

The proposed schedule of the LRD student accommodation development is outlined below in Table 2.1

Table 2.1 – *Proposed Development Schedule*

Proposed Development	Apartments	Bedrooms	Blocks
Student Accommodation	**196**	**1,400**	**5**

2.2 Proposed Site Layout

The proposed site layout shown below in Figure 2.1 was designed by Fewer Harrington and Partners Architects (FHP) with civil engineering input from Garland and CCE. Please refer to all original scale drawings submitted for planning. The proposed site layout includes the following:

- 32no. car parking spaces & cycle parking spaces for residents/staff (306no.) & visitor (46no)
- Footpath provision meeting all desire lines and on western side of Groody Road
- Controlled shared pedestrian and cycle crossing (Toucan) on Groody Road
- Safe, sheltered and secure long term cycle parking and also visitor, EV & shared cycle parking
- Mobility impaired and EV parking conveniently located near building entrances

Figure 2.1 *- Proposed Site Layout (extract from FHP Drawing PP1.01)*

The proposed site layout takes into account the overarching guidelines and principles of DMURS within the development and placing greater importance on the movements of vulnerable road users throughout the development.

The site layout is carefully designed with the principles of safety, accessibility, connectivity, permeability and sustainability. The design allows for safe access and movement for both vehicles and vulnerable road users (pedestrians and cyclists) in terms of footpaths, pedestrian and cycle desire lines, junction type, crossing points, and vehicle speeds, sightlines, dropped kerbs, tactile paving, cycle parking and more.

See also accompanying DMURS Quality Audit and Compliance Statement reports.

2.3 Proposed Car and Cycle Parking Provision

As outlined below and on Table 2.3, the proposed parking provision of 32no. car parking spaces and 343no. cycle parking spaces takes into account development plan standards, a variety of key factors and criteria and is also supported by a separate Traffic and Transport Assessment report:

Table 2.3 – *Parking Requirements and Provision*

Land-use	Units	Maximum Parking Standard	Max. Requirement	Provision
Car Parking	1,400 beds	1 space per 15 beds (Zone 2)	93	32
Including				
EV parking		1/5 spaces	4	4
Disabled Parking		5%	2	2
Cycle Parking	1,400 beds	1 per 5 bedrooms	280	306
Visitor Cycle	Spaces for visitors, EV bikes, shared bikes		/	46

a) The proposed development meets various criteria for the relaxation of parking standards including the site location in close proximity to public transport, availability of potential on-site car and bike sharing services, and other sustainable travel infrastructure which are proposed and supported by this Mobility Management Plan.

a) In addition, this MMP report also considers the ongoing award-winning work between University of Limerick and the National Transport Authority (NTA) as part of the Transport for Ireland (TFI) Smarter Travel for Campuses programme which aims to change travel behaviour and attitudes in terms of sustainable modes of travel among both students and staff.

b) The *maximum* allowable car parking provision for each city zone as laid down in Table DM 9(a) of the Development Management Standards contained in the Limerick Development Plan.

    a. The proposed development is located in Zone 2

    b. The development Plan states that '… the provision of car parking for residential development at a reduced rate to the maximum standards will be considered where the Planning Authority are satisfied that good public transport links are already available or planned'.

c) As outlined in Section 4.2, the proposed Year 1 MMP mode of travel targets take into account the ideal site location in close proximity to UL, the MMP action plan of measures (see Section

5), the existing CSO mode of travel statistic from UL student accommodation areas (see Section 3.2), comparative mode of travel statistics from similar Galway student accommodation (Section 3.3), local facilities, the upcoming and planned improvements to infrastructure, facilities and services for public transport, pedestrians and cyclists proposed as part of the LSMATS, BusConnects and other schemes.

d) The MMP assumes a typical low level of private car use (2.5%) and car ownership among students, and this results in minimal private car parking demand and provision (32no. spaces).

e) The MMP takes into account the Limerick Development Plan and other national transport policies of a modal shift away from the private car to more sustainable means of mobility.

f) The site is located adjacent to several existing high-quality and high-capacity public transport (bus) routes, and this will be further improved with the implementation of BusConnects Limerick which will also deliver high-quality off road cycle lane infrastructure between the site, UL and city centre.

g) Cycle parking is provided as per standards outlined in Table DM 9(a). Long stay cycle parking spaces are located in safe, secure and sheltered cycle parking areas with short stay visitor cycle parking located throughout the development. Although the development plan does not contain requirements for e-bike charging/parking spaces, the applicant is willing to provide a number of conveniently located spaces if required. Cycle parking is proposed in convenient and passively surveilled locations.

h) Subject to discussions and agreement with an appropriate service provider, the Applicant is willing to consider and provide for a shared bike service within the development.

i) Mobility Impaired Parking is provided at the standard rate of 5% (1 per 20 spaces) and located in close proximity to building entrances to minimise walking distances. Additional mobility impaired spaces can be provided if required.

j) The required EV parking spaces will be provided on site including charging infrastructure and also ducting for potential future EV charging for all parking spaces.

k) Subject to discussions and agreement with an appropriate service provider, if required, the Applicant is willing to consider and provide for a dedicated Car Share space(s) within the development. Industry experience indicates that 1no. Car Sharing space (i.e. GoCar or similar service) has the potential to replace/equal 10-20 car parking spaces in terms of overall use and demand. The mobility management plan will inform residents of the benefits of car sharing in a city location and outline the true cost of owning and running a car which sits parked for 95% of the time (based on current statistics).

2.4 Policy Framework

The site location within the city, local transport links, development type, target demographics, car ownerships levels and supporting local, regional and national policy should help justify the relaxation of parking standards for the development.

a) **Local Policy**: Limerick Development Plan (see Policy Framework)

b) **Other Policy:** Recent guidance from the Department of Housing, Planning and Local Government 'Sustainable Urban Housing: Design Standards for New Apartments – March 2018' highlights that the default policy for new apartment dwellings located within close proximity to public transport, is for car parking provision to be ***'minimised, substantially reduced or wholly eliminated'*** in certain circumstances. Student accommodation would be considered an appropriate and suitable development type to minimise parking provision.

c) It is noted that the concept for car parking reduction or elimination in apartments is relatively new in Ireland, and therefore, proposals to implement a more sustainable approach for car parking may take time. Case studies[1] in the UK with reference to the 'Build to Rent' schemes, or Public Rental Schemes (PRS) demonstrate that the total average of car ownership for privately owned 1-2 bedroom residences is 0.6-0.7 cars per residential unit. This is compared with a car ownership of just 0.3 cars per residential unit for 1-2 bedroom residences that are rented (non-owner occupied). This data suggests that car parking demand for the rental market is also likely to be lower than traditional build to sell schemes in Ireland.

2.4.1 Limerick Development Plan 2022-2028

The Limerick Development Plan (2022-2028) sets out a clear vision and strategy to provide an effective, sustainable and accessible transport system. A key objective is to seek reduced dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

The overall policy approach seeks to look beyond catering for car dominated road space and focus on quality of life, the need for people to travel and the development of 10-minute cities and towns, where people can live close to their workplace, community facilities and services, thereby reducing the need for a private car.

This approach will be supported by a range of key Development Plan policies and objectives relating to sustainable mobility including:

- ***Policy TR P1*** - ***Integration of Land Use and Transport Policies***. 'It is a policy of the Council to support and facilitate the integration of land use and transportation policies, to ensure the delivery of sustainable compact settlements, which are served by sustainable modes of transport.'
- ***Policy TR P2 - Promotion of Sustainable Patterns of Transport Use***. It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009 – 2020, to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.
- ***Policy TR P5 - Sustainable Travel and Transport***. 'It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and

[1] Unlocking the Benefits and Potential of Build to Rent' report by British Property Federation commissioned from Savills and academically reviewed by LSE

seek to implement the 10 minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.'

- ***Objective TR O11 - Universal Design***. 'It is an objective of the Council to ensure that all transport schemes incorporate high-quality urban realm design that is attractive, safe, comfortable and accessible for all individuals.'
- ***Objective TR O12 - Limerick – Shannon Metropolitan Area Transport Strategy***. 'It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders.
- ***Objective TR O13*** - ***Delivering Modal Split*** away from private car use. 'It is an objective of the Council to:
    - a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities.
    - b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.
- ***Objective TR O28 - Mobility Management***. 'It is an objective of the Council to require the submission of Mobility Management Plans, subject to the guidance provided in the Toolkit for School Travel, Safe Routes to School Programme, Workplace Travel Plans – A Guide for Implementers and Achieving Effective Workplace Travel Plans – Guidance for Local Authorities, for any development that the Council consider will have significant trip generation and attraction rates, at peak hours or throughout the day and where existing or proposed public transport may be utilised***.***
- ***Objective TR O44 - Traffic Management***. 'It is an objective of the Council to require the submission of Mobility Management Plans and Traffic and Transport Assessments in accordance with the requirements of Traffic and Transport Assessment Guidelines (2014), for developments with the potential to create significant additional demands on the traffic network by virtue of the nature of their activity, the number of employees, their location or a combination of these factors and for significant developments affecting the national and non-national road network.' See Draft Development Plan Chapter 11.8 Transport and Infrastructure for details.

Although the Development Plan recognises that many areas of Limerick are currently poorly serviced by frequent public transport networks and therefore require sufficient parking, the Plan also recognises that the parking requirements (Table DM 8 a) for many areas of the city and for specific planning applications and development types can be relaxed in part or whole in exceptional circumstances[2] including:

[2] See Draft Limerick City Plan 2022-2028 Section 11.8.3 Car and Bicycle Parking Standards

1. Limited/Restricted site area - Site size whereby refurbishment on sites of any size or urban infill schemes on sites of up to 0.25ha, car parking provision may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and location;
2. Proximity to public transport service;
3. Sustainable travel infrastructure supported by a Mobility Management Plan;
4. Availability of car sharing and bike/ebike sharing facilities on-site and in the vicinity;
5. Existing car parking in the vicinity, including on street and the potential for dual use subject to agreement and management details;
6. Impact on traffic safety and the capacity of the road network;
7. Urban design, regeneration and civic benefits of the proposal including enhancement of public realm.

As outlined below and throughout this Mobility Management Plan (MMP) report and separate Traffic and Transport Assessment Report, the proposed development meets a number of these 'exceptional circumstance' and is supported by key Development Plan Objectives and Policies, thereby justifying a relaxation of car parking standards and requirements (see Tables 2.3).

2.5 University of Limerick Smarter Travel

In 2023, the University of Limerick (UL) was the first university in Ireland to receive a gold level Smarter Travel Mark accreditation from the Smarter Travel Programme at the National Transport Authority (NTA). It is hoped that this MMP can work with UL over time to promote sustainable travel modes.

The Smarter Travel Mark is recognition of UL's commitment to changing attitudes and behaviours regarding walking, cycling, public transport usage and carpooling by implementing measures that facilitate, support and encourage sustainable travel options for staff, students and visitors.

The Smarter Travel team in the Buildings and Estates department at UL continue to develop a range of smarter travel initiatives, transport options, and the promotion of sustainable travel.

Among the many initiatives each year, in recent times UL have developed e-scooter and electric bike pilot schemes partnering with Limerick City and County Council to roll out a dockless bike share scheme linking the campus to Castletroy and the city centre. UL have also recently partners with GoCar to provide a car share service on campus and have an ongoing bicycle hire scheme for students. UL has also implemented 'free' week long bike trials to see if switching to cycling would suit your travel needs and also operates the UL Bike Doctor each Tuesday during term from 10:30 to 16:30 offering free bike mechanic and maintenance services. See Appendix A for more information.

The UL website www.ul.ie/buildings/travel-transport has a wide variety of information available to both staff and students for a range of travel modes including infrastructure maps, travel times by various modes, campus entrance locations, shower locations on campus, challenges, competitions and more.

- Walking: www.ul.ie/buildings/travel-transport/walking
- Cycling: www.ul.ie/buildings/travel-transport/cycling#facilities

- Bus: www.ul.ie/buildings/travel-transport/bus
- Train: www.ul.ie/buildings/travel-transport/train
- Car: www.ul.ie/buildings/travel-transport/car
- Plane: www.ul.ie/buildings/travel-transport/plane

2.6 Smarter Travel Limerick – A Sustainable Transport Future

Smarter Travel was published in 2009 by the Department of Transport which represents the national policy documentation outlining a broad vision for the future and establishes objectives and targets for transport. The document examines past trends in population and economic growth and transport concluding that these trends are unsustainable into the future. In order to address the unsustainable nature of current travel behaviour, Smarter Travel sets down a number of key goals and targets - including:

- Total vehicle km travelled by car will not significantly increase
- Work-related commuting by car will be reduced from 65% to 45%;
- 10% of all trips will be by cycling;
- The efficiency of the transport system will be significantly improved.

The document recognises that these are ambitious targets, and outlines a suite of 49 actions required to achieve these targets – summarised under the following four main headings:

- Actions aimed at reducing distances travelled by car and the use of fiscal measures to discourage use of the car;
- Actions aimed at ensuring that alternatives to the car are more widely available;
- Actions aimed at improving fuel efficiency of motorised travel; and
- Actions aimed at strengthening institutional arrangements to deliver the targets.

2.7 Sustainable Urban Housing: Design Standards for New Apartments

This guideline document was produced by the Department of Housing, Planning and Local Government. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.

With the demand for housing increasing, it is critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as ‘build to rent’, ‘shared accommodation’ or ‘student accommodation’.

Walking and cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

3 Existing and Future Travel Conditions

3.1 Site Location - Local Amenities

As shown in Figure 1.1, the proposed development site is ideally located in terms of its close proximity to a wide range of local amenities and is within easy walking and cycling distance of several key attractors and typical vehicle trip generators including retail, employment, education, entertainment, leisure and transport facilities such as public parks, sports and fitness clubs and other services such as banking, laundry and more.

The proposed development meets the Development Plan Policy TR P5 which seek to implement the 10-minute city/town concept, promote compact growth and reduce the need for long distance travel. The proposed development site is located in an urban area surrounded by a road network with facilities and infrastructure for vulnerable road users and public transport users.

3.2 Existing Travel Patterns – CSO

The Central Statistics Office (CSO) census data and Small Area Population Statistics (SAPMAP) has been used to gather data for existing 'School or College' mode of travel to patterns for nearby UL student accommodation areas and also a comparable location in Galway city, with those selected having similar characteristics to the proposed development in terms of their location, proximity to the main campus, accessibility characteristics, local services, type of accommodation and type/demographic of resident (i.e. students).

Although 2022 Census data is available, 2016 data was also used as the 2022 census was undertaken as Covid restrictions were still being removed and normal student travel patterns may not have returned fully. Also note that CSO travel data for any primary and secondary school children living in these areas is included in the data and therefore *may* increase 'private car' use statistics.

As outlined below, CSO data reveals that the main mode of travel for local students is walking at approx. <80%, cycling at ~5%, bus at ~5% and private car use at <7% with some areas as low as 1%.

The proposed development is located in close proximity and easy walking and cycling distance to the campus and also to a wide range of local amenities and several key trip generators such as retail, café, restaurants and more.

Therefore, it is reasonable to assume that private car use within the development would be in the region of only 2.5% and 32no. parking spaces have been provided to match this level of expected demand for 1,400 resident students.

Table 3.1 outlines modes of travel for both the overall Limerick City and Suburbs (settlement area) shown in Figure 3.1 and the combined average travel patterns for several local CSO SAPMAP small areas broken down into travel to/from college/school.

Figure 3.1 *– CSO SAPMAP screenshots (Limerick City Area and Several Local Small Areas)*

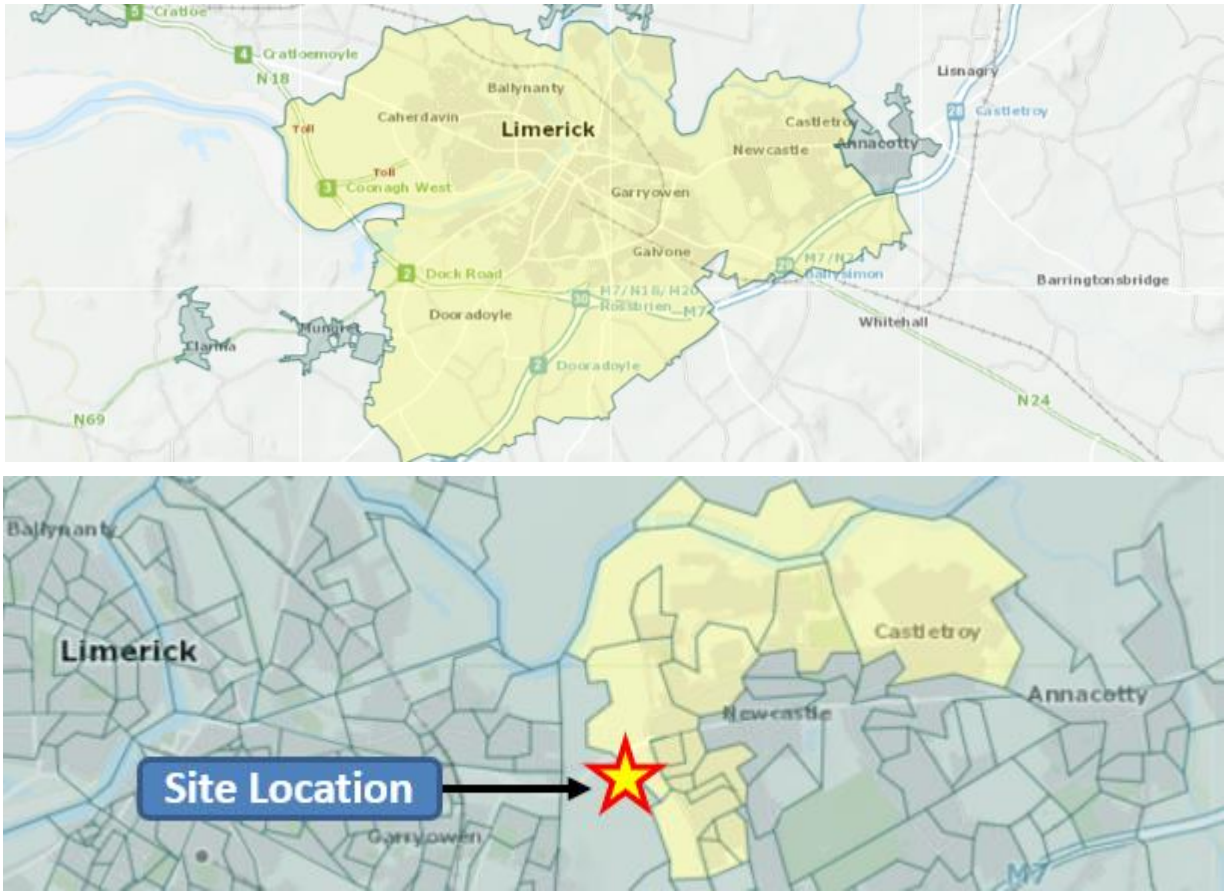
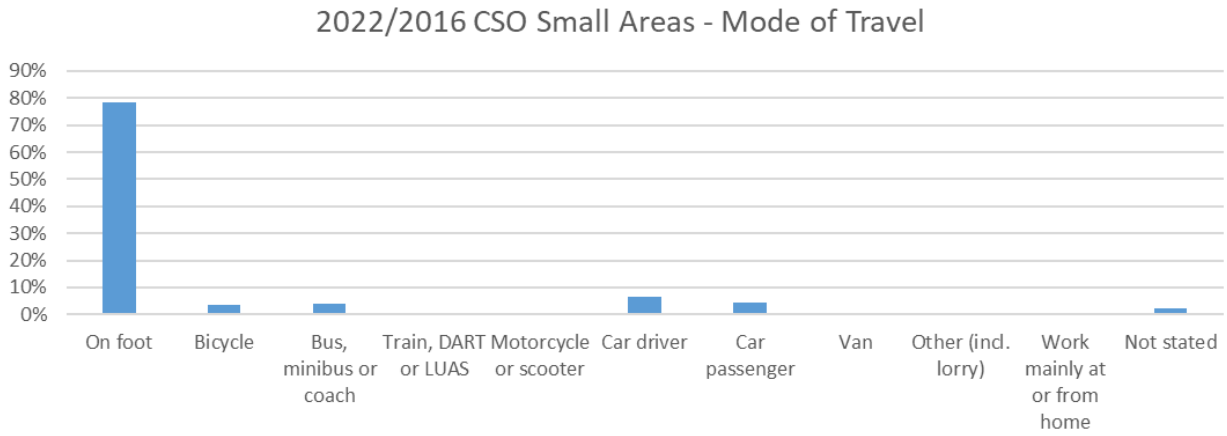


Table 3.1 *– CSO Limerick City & Local Small Areas - Mode of Travel to School/College*

Travel Mode	Mode of Travel to School/College
	CSO Small Areas (see Figure 3.1) – Student Accommodation
On foot	79%
Bicycle	4%
Bus, minibus or coach	4%
Car driver	7%
Car passenger	4%
Work mainly at or from home	0%
Not stated	2%
TOTAL	100%

Figure 3.2 – *CSO SAPMAP – 2022/2016 CSO 'Travel to School/College' Modal Split – Local Small Areas*



These statistics demonstrate that residents and those working in or visiting the proposed development will likely rely less on provide car use for typical daily trips and use more suitable modes of transport such as walking, cycling and public transports. With significant public transport improvements proposed as part of both Active Travel, LMATS and BusConnects (see Section 3.0), the proposed development and local area could greatly benefit and a large shift to public transport and more sustainable modes of travel could be possible.

3.1 Comparable Mode of Travel Patterns – CSO Statistics

To further back up and inform the expected mode of travel targets (see Section 4), comparable data from 4no. similar student accommodation areas in Galway city (see Figure 3.3) were selected with similar characteristics to the proposed development in terms of their location, proximity to the main campus, accessibility characteristics, type of accommodation and type of resident (i.e. students).

- Area 1 - Small Area Ref. Sa2017_068006013 – Corrib Village
- Area 2 – Small Area Ref. Sa2017_068010010 – Cúirt na Coiribe / Dun na Coiribe.
- Area 3 - Small Area Ref. Sa2017_068010011 – Gort na Coiribe
- Area 4 - Small Area Ref. Sa2017_068010012 – Gort na Coiribe (rear)

***Figure 3.3** – CSO SAPMAP Comparable Areas for assumed Mode of Travel Statistics*

The principal mode of travel used by student residents in each catchment area is summarised in Table 3.2 below which reveals that the clear majority of those travelling to college from these primarily student residential areas do so on Foot (89.3%), followed by cycling (6.8%). In comparison only 3.4% travel by private car (2.3% car driver & 1.1% car passenger). Only 0.6% travel by bus to college, however this is not surprising given the close proximity of these areas to the NUIG campus.

***Table 3.2** – CSO Limerick City Settlement Area & Local Area Surrounding Site - Mode of Travel*

Travel Mode	Mode of Travel to School/College
	Galway Student Accomodation
On foot	89.3%
Bicycle	6.8%
Car driver	2.3%
Car passenger	1.1%
Public Transport (Bus)	0.6%

3.2 Walking

The site is ideally located in terms of potential connectivity, permeability and accessibility to the university and city centre on foot, cycling or by public transport.

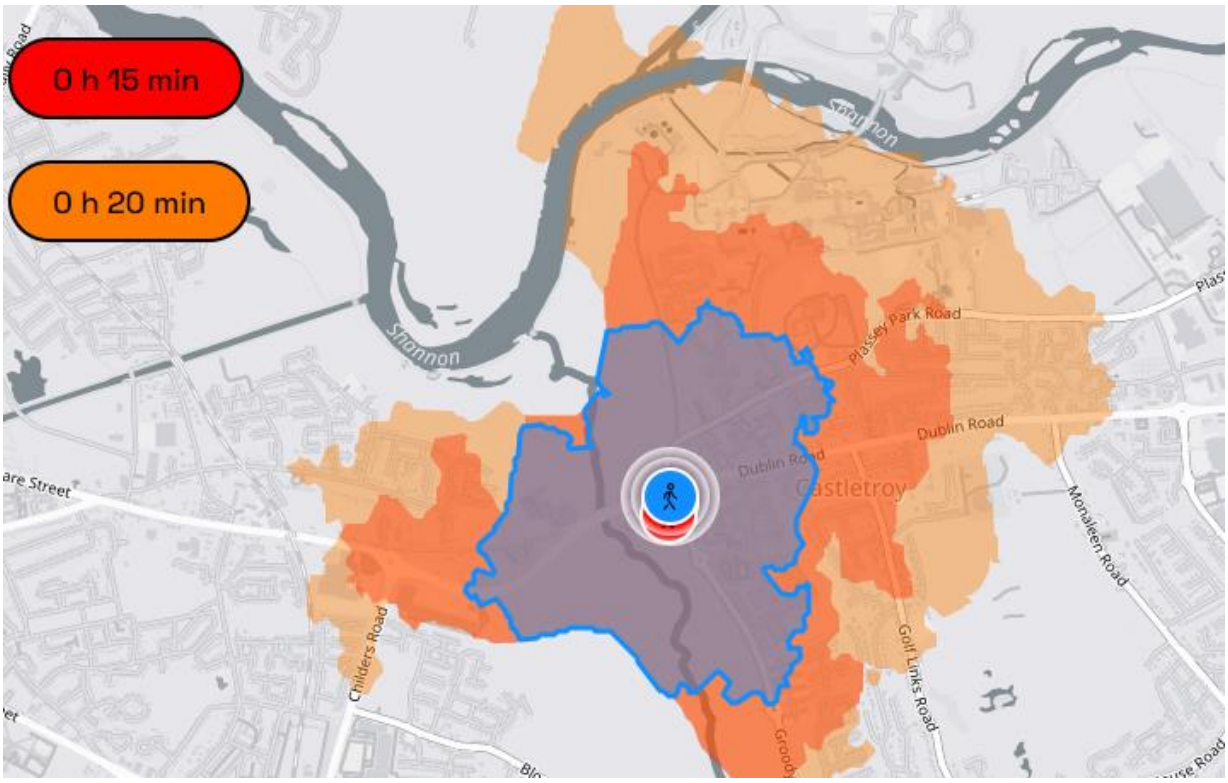
The sites ideal proximity and accessibility to the university, city centre, current and future public transport routes and other key local attractors including retail, café, restaurants and more will ensure that walking is the key mode of travel for residents.

Typical walk times are outlined on Table 3.3 and Figure 3.4 shows a isochrone diagram illustrating how far the average Adult/Student (3.1mph/5km/h) can walk in 10, 15 and 20 minutes from the site and that the university campus is within a 10 min walk of the site.

Table 3.3 – *Average Walk Times and Distances*

Walking Time	Avg. Distance (Child)	Avg. Distance (Adult)	Avg. Distance (Commuter)
	4.3 km/h or 1.21m/s	5km/h or 1.39m/s	6km/h or 1.65m/s
5 minutes	363m	417m	495m
10 minutes	726m	834m	990m
20 minutes	1,452m (1.45km)	1,668m (1.67km)	1,980m (1.98km)

Figure 3.4 *Approx. Walking Time Isochrones Diagram*



3.3 Cycling

Similar to walking, the proposed site is ideally located within easy cycling distance of the university campus, city centre, local shops, amenities and more. The proposed development includes safe, secure and passively surveilled parking spaces for residents/staff (306no.) and also visitor cycle parking (46no.) which comprise standard visitor racks, EV bike spaces and shared cycle spaces.

The site is surrounded by existing high-quality off-road and on-road cycle lane infrastructure but also planned future improvements as part of the BusConnects proposals

Typical cycling times are outlined below in Table 3.4 based on typical cycle speeds for adults is 10mph (16.1km/h) or 4.47m per second and for commuting cycling speed of 15mph (24km/h) or 6.7m per second.

Table 3.4 – *Average Cycle Times and Distances*

Cycle Time	Avg. Distance (Adult)	Avg. Distance (Commuter)
	16km/h or 4.5m/s	24km/h or 6.7m/s
5 minutes	1,341m (1.34km)	2,010m (2.01km)
10 minutes	2,682m (2.68km)	4,020m (4.02km)
20 minutes	5,364m (5.36km)	8,040m (8.04km)
30 minutes	8,046m (8.05km)	12,060m (12.06km)

Figure 3.5 *Approx. Cycle Time Isochrones Diagram*

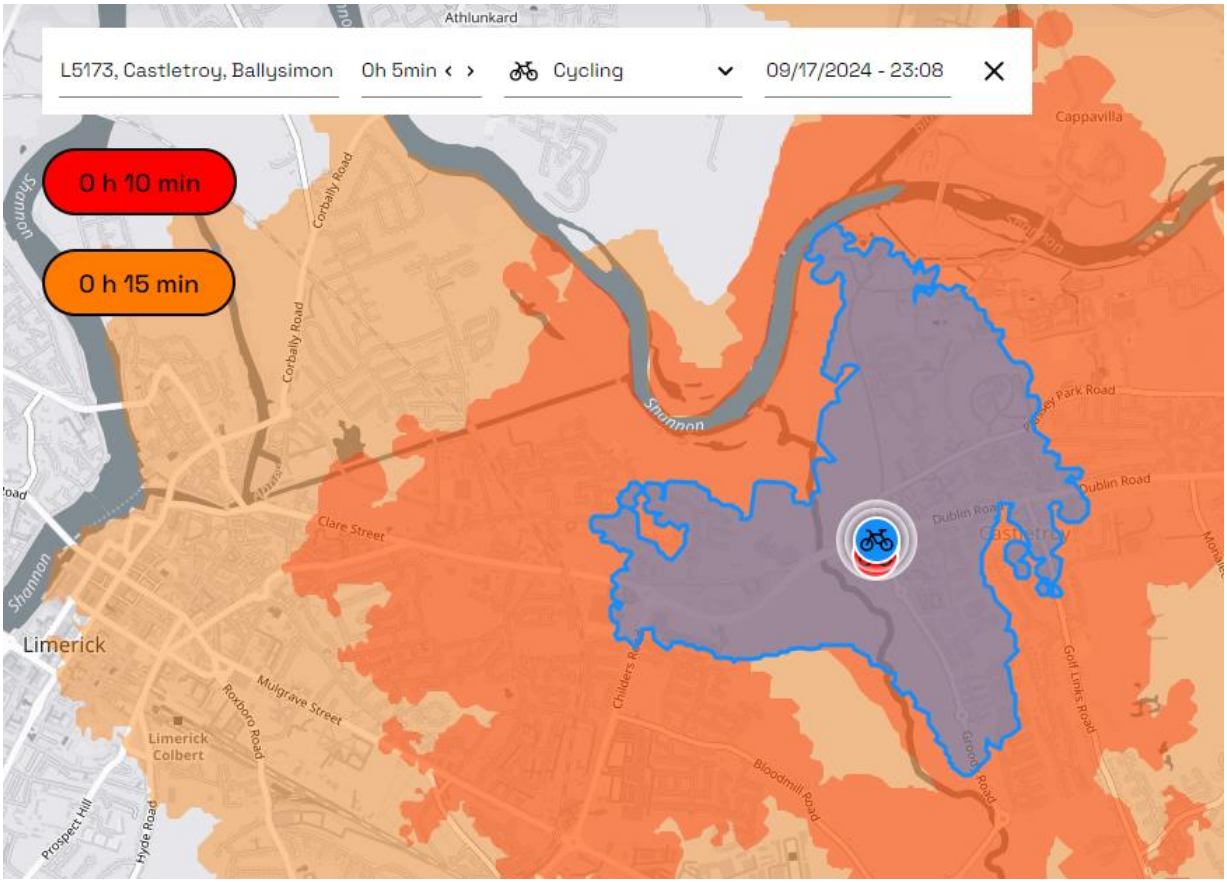


Figure 3.5 above shows that the entire UL campus is within a 5 minute cycle of the proposed development and city centre is within only a 10 min cycle time which suggests that cycling could be an attractive mode of travel for residents. Cycle links to a potential Groody district park to the west of the site have also been included (see Limerick City and Environs Green and Blue Infrastructure Strategy 2024).

Figure 3.6 below illustrates the Proposed Limerick Cycle Network as presented in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS). Although routes and alignments are indicative and subject to change through the statutory scheme appraisal process, it is clear to see that the site is ideally located on the Dublin Road Primary Cycle Route and the Groody Road Secondary

Route which will provide high quality off-road cycle infrastructure and allow cyclists to easily access the UL campus and entire cycle network, reduce travel times and improve safety.

As outlined in Section 3.6, several draft routes contained in BusConnects Limerick also pass the site and will help deliver the above off-road cycle lane infrastructure.

These proposed measures will make cycling to and from the proposed development a more realistic and attractive travel option and will help achieve the NTA 2040 cycle travel mode targets of 18.7% during AM Peak hour and 16.9% throughout the day.

Figure 3.6 *– Proposed Limerick Cycle Network - LSMATS*

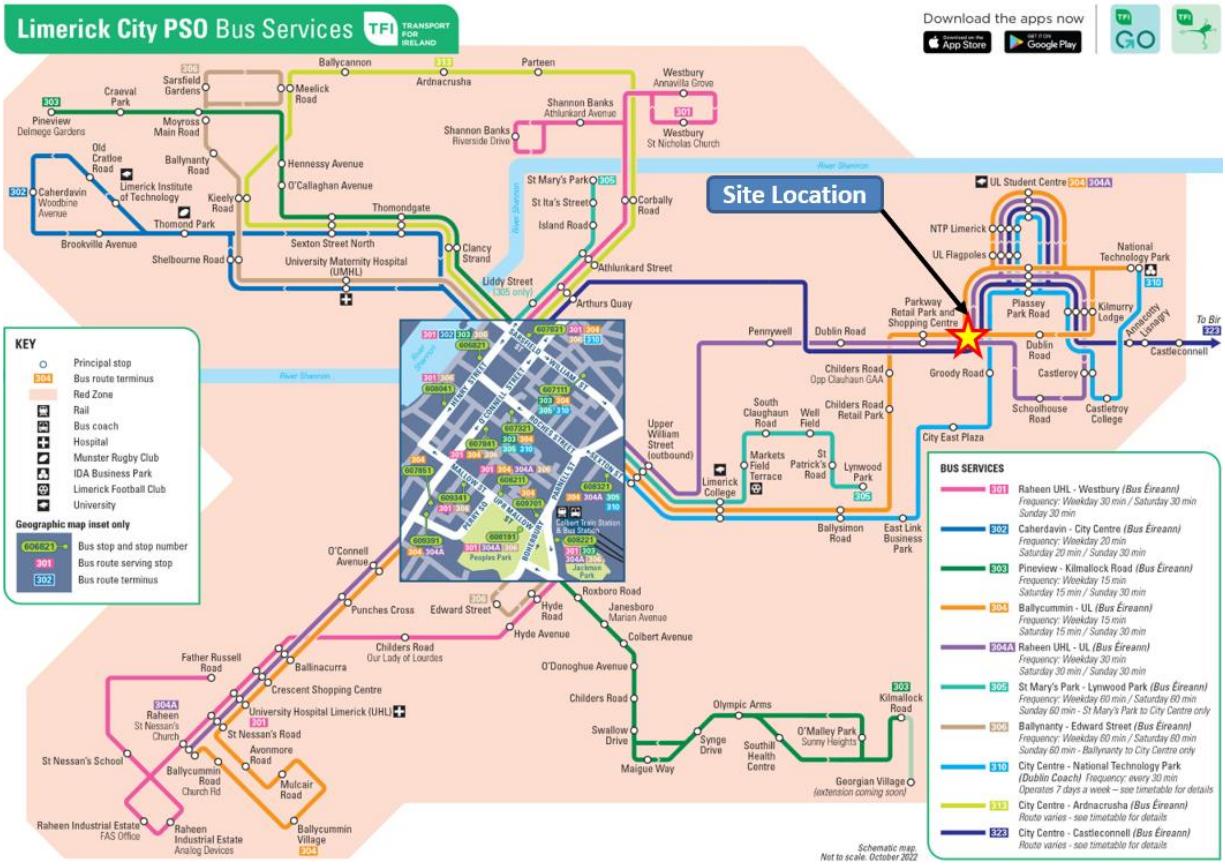
3.4 Public Transport – Existing Bus Routes

As shown in Figure 3.7, the proposed site is well served and is located within a 1min walk of several bus routes including the following:

1. Route 310 on Groody Road – City Centre to National Tech Park. Freq: Every 30mins/7 days
2. Route 304 on Dublin Road – Ballycummin to UL. Freq: every 15mins Mon-Sat, 30mins Sun
3. Route 304a on Dublin Road – UHL to UL. Freq: every 30mins 7 days
4. Route 323 on Dublin Road – City Centre to Casteconnell. Freq: varies

These existing routes provide residents with easy high frequency access to the UL Campus, local amenities and the city centre including the main bus and train station (services every <15mins during peak times).

Figure 3.7 – *Local Public Transport – Bus Stops, Routes and Train Station (source TFI.ie)*



With continual advance in technology and the use of mobile platforms harnessing the use of GPS on your phone, real time public transport information has never been more accessible. GPS has transformed public transport information and now, exact user location, bus stop and 'real time' route information is available 'live' on your phone via mobile websites and Apps such as Google Maps and the Transport for Ireland website www.transportforireland.ie and app. Timetables for the various public transport services can be found at www.journeyplanner.transportforireland.ie with a sample timetable and more in Appendix D.

3.5 Existing Bus Capacity Assessment

As part of the MMP report, CCE undertook a review of the weekday frequency and capacity of the existing public transport network in the area to accommodate bus passenger trips generated by the proposed development and to confirm that these existing services would remain within capacity once the proposed development is fully occupied and before the proposed BusConnects Limerick new routes and infrastructural changes have been implemented.

Independent bus capacity and occupancy surveys were undertaken by Traffinomics on Thursday 18th September 2024 the results of which are summarised below in Table.

The table below includes the route number, route origin-destination, weekday bus frequency, the average capacity (permitted passengers seating and standing) of the bus types used on each route during the survey, the average bus occupancy during the survey period and more.

Table 3.5 – *Bus Capacity Survey Results*

Route	Stop and Route	Frequency	Capacity*	Occupancy	Spare Cap.
310	Groody Rd: AM 8-9am Northbound	30mins	65pax	13%	87%
310	Groody Rd: PM 5-6pm Northbound	30mins	65pax	20%	80%
310	Groody Rd: AM 8-9 Southbound	30mins	65pax	52%	48%
310	Groody Rd: PM 5-6 Southbound	30mins	65pax	23%	77%
304	Dublin Rd: AM 8-9am to UL	15mins	80pax	23%	77%
304	Dublin Rd: PM 5-6pm to UL	15mins	80pax	19%	81%
304	Dublin Rd: AM 8-9am to City	15mins	80pax	40%	60%
304	Dublin Rd: PM 5-6pm to City	15mins	80pax	43%	57%
304a	Dublin Rd: AM 8-9am to UL	20mins	80pax	38%	62%
304a	Dublin Rd: PM 5-6pm to UL	20mins	80pax	20%	80%
304a	Dublin Rd: AM 8-9am to City	20mins	80pax	70%	30%
304a	Dublin Rd: PM 5-6pm to City	20mins	80pax	32%	78%

* Average capacity (permitted seating and standing) for combined bus types used on the route

To calculate capacities, the average 'comfortable' capacity of each bus type was assumed to be:

1. Single Decker City Bus (Capacity): Seating 30, Standing 20, Total: 50
2. Bendy Bus (Capacity): Seating 50, Standing 30, Total: 80
3. Double Decker (Capacity): Seating 60, Standing 30, Total: 90

As shown above, on average the key bus services near the proposed development operate well below capacity with significant reserve capacity available for expected trips by public transport.

The survey reveals that the maximum bus occupancy does not occur on any service travelling to UL but only occurs on one bus service during each peak hour travelling towards the city centre.

For AM services, the maximum occupancy occurs at approx. 8:30am as people travel to the city for 9am start times. Conversely, the PM maximum occupancy occurs at closer to 6pm when Universities / Work finish each day.

Further details of this bus capacity survey are available on request.

3.6 Limerick Shannon Metropolitan Area Transport Strategy (LSMATS)

The Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) was published in 2022 and sets out the framework for the delivery of the transport system required to further the development of the Limerick Shannon Metropolitan Area as a hub of cultural and social development and regeneration; as the economic core for the Mid-West; as an environmentally sustainable and unified metropolitan unit; as a place where people of all ages can travel conveniently and safely; and a place that attracts people, jobs and activity from all over Ireland and beyond.

The LSMATS was prepared by the NTA in collaboration with Limerick City and County Council, Clare County Council, and Transport Infrastructure Ireland. The cooperation of Irish Rail was also a key input.

The strategy includes and examination and vision for road, public transport, bus, rail, cycle, pedestrian networks and more within the study area and importantly, it assisted and informed the ongoing BusConnects Limerick programme and draft route network design outlined below.

Figure 3.8 below illustrates the Proposed Bus Priority Measures as presented in LSMATS but this has since been superseded in certain locations by the draft BusConnects routes outlined below.

Figure 3.8 *– Proposed Bus Priority Measures - LSMATS*

Although the proposed bus routes are again indicative and subject to change through the statutory scheme appraisal process, it is clear to see that the site is ideally located on key bus routes, thereby further improving the attractiveness of bus travel.

Figure 3.9 below illustrates the Proposed Phase 2 Rail Network as presented in LSMATS which indicates a new potential train station at Ballysimon approx. 3km (5min drive) to the south of the proposed development

This new train station could potentially provide additional benefits in terms of increasing sustainable transport options to and from the site (train and bike, train and walk, train and bus, P&R and more).

***Figure 3.9** – Proposed Phase 2 Rail Network - LSMATS*

3.7 BusConnects Limerick

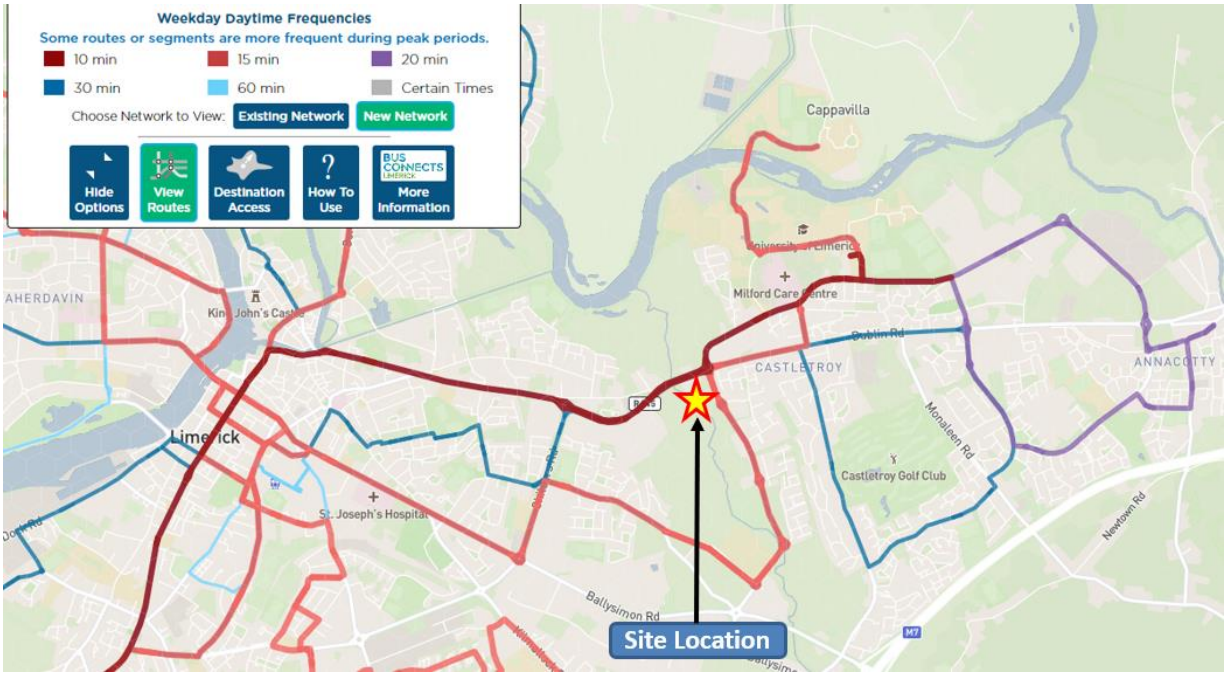
The National Transport Authority (NTA) published its final new bus network for Limerick in Dec 2023 with roll out of new services in 2025 onwards. BusConnects Limerick is a programme of nine measures to fundamentally transform Limerick's bus system. This programme will assist in realising the ambition of the Limerick Shannon Metropolitan Area Transport Strategy, to significantly increase public transport use. The proposed strategy for a new Bus Network for Limerick will greatly enhance bus travel with new and improved services transforming the public transport network.

Under the proposals within the Limerick bus network redesign report, the level of bus services in Limerick city and its suburbs will increase by approximately 70%. 61% of people in Limerick city would be located within 400 metres walk of a bus stop, up from 53%. The added service levels will be enabled by the extension of bus services to new areas, more routes with frequent services, an enhanced Sunday timetable and a new 24-hour route. In particular, the proposed development will significantly benefit from the following proposed high frequency BusConnects routes and below in Table 3.6 and illustrated on Figure 3.10.

***Table 3.6 –** Proposed BusConnects Routes and Frequencies serving the proposed development*

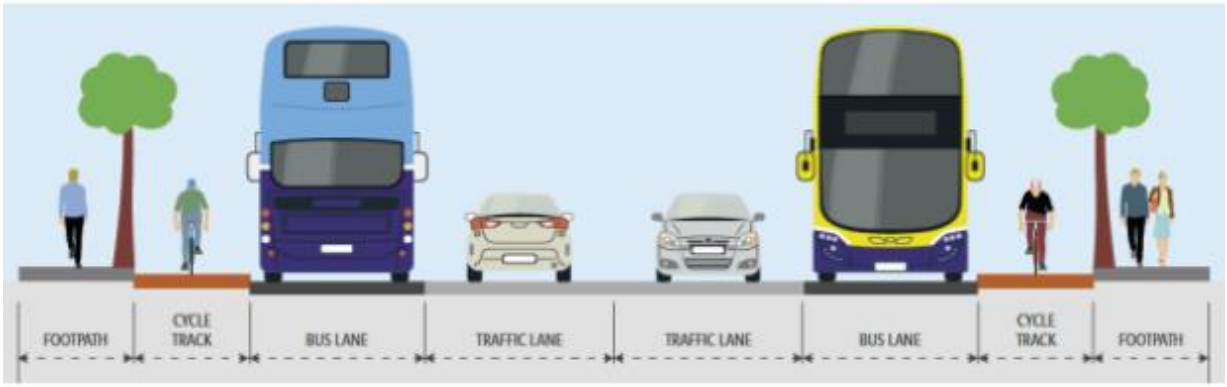
Number	Route	Weekday Freq.	Sat Freq.	Sun Freq.
2	Moylish - UL North Campus	15mins	15mins	15mins
4	St Nessans Church – UL	10mins	15mins	15mins
6	Coonagh Shopping Centre – UL	30mins	30mins	30mins
4a	Raheen Ind. Estate – Annacotty	20mins	30mins	30mins
4b	Mungret Park – Annacotty	20mins	30mins	30mins

Figure 3.10 – *BusConnects Limerick New Network (screenshot from online map)*



The Applicant supports the BusConnects network and as agreed with LCCC, the proposed development layout does not encroach on an agreed 4m setback inside the existing fence line boundary of the subject site as requested by LCCC Active Travel. This setback allows for all required potential NTA BusConnects upgrade works including bus lanes, cycle lanes, footpaths, bus stops and more for a typical desirable minimum 20m cross section shown below which comprises 3m wide traffic and bus lanes, and 2m wide footpath and cycle lanes.

Figure 3.11 – *Typical BusConnects Cross Section*



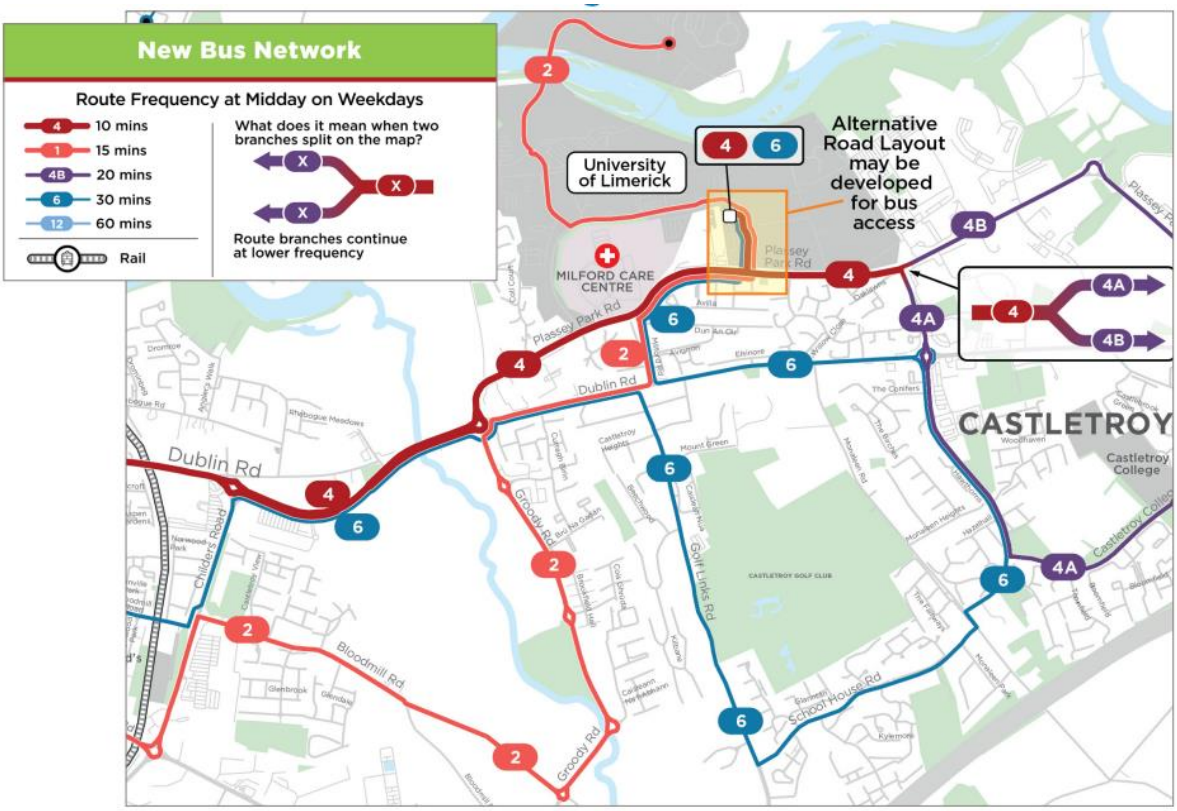
The Applicant is also more than willing to support the provision of a Bus Stop (s) on Groody Road including bus shelter and layby. For BusConnects it is proposed that bus stops should be spaced approximately 400m apart on typical suburban sections of the route, dropping to approximately 250m in urban centres (CIHT Buses in Urban Developments, January 2018).

The proposed buildings entrances are likely to be within <100m of any future bus stops (i.e. <1min walk) and therefore trips by bus between the proposed development and UL, city centre or other destinations would be an attractive mode of travel.

3.8 BusConnects and University of Limerick

After the City Centre, the University of Limerick (UL) is the second most important public transport destination in Limerick. As shown in Figure 3.12 below, the new BusConnects network surrounding UL would significantly increase service in this area, making travel to many parts of Limerick faster.

Figure 3.12 – *BusConnects Network near UL*



As outlined above, Route 4 on Dublin Road, every 10 minutes would be the fastest, most frequent and most direct path from the proposed development to UL campus, City Centre and Dooradoyle, via the Dublin Road and Clare Street. In the eastbound direction, Route 4 would split into Route 4A and Route 4B, every 20 minutes, providing service to parts of Castletroy and Annacotty.

Next, Route 2 on Groody Road, every 15 minutes would connect the proposed development with north campus, central campus, and would continue to shopping and services on Childers Road and in the City Centre. This route would also provide direct service to TUS Moylish and Caherdavin.

Finally, Route 6 on Dublin Road, every 30 minutes would provide service from the proposed development to various UL campus to areas and south of the Dublin Road. It would also continue to City Centre and the Ennis Road. Making this possible would rely on two key changes to bus circulation. A new bus facility and terminus for Route 6 located off the Plassey Park Road UL would be the main campus bus stop (design and location TBC). Two-way bus circulation on some campus roads will be required to allow Route 2 to reach north campus.

Access from the proposed development to UL and Colbert Station would rely on Routes 2 and 4. There would be a 400 metre walk in the City Centre between the train station and the nearest bus stop. Passengers unable to make this walk could use Routes 1 and 3 at Colbert Station to interchange with Route 4 at O'Connell Street.

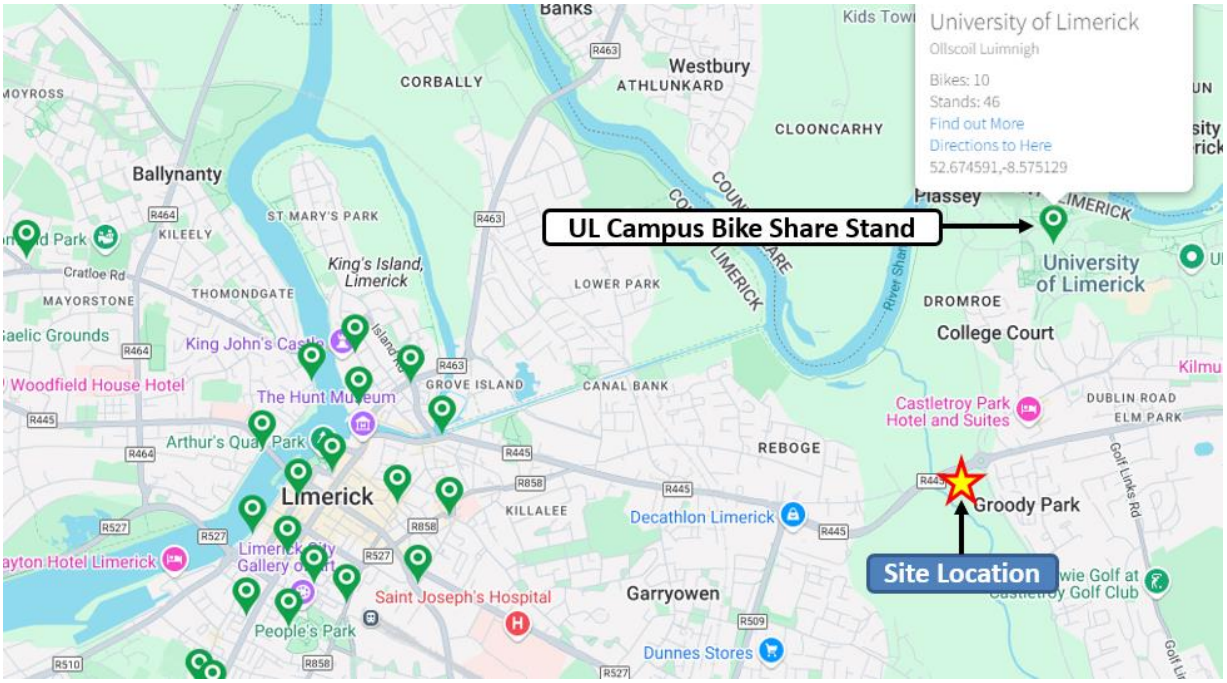
3.9 Bike Sharing

There are a number of bike share options available in Limerick City.

- TFI Bike Share is a self-service bike rental service open to all from 14-years old with Docking Stations located throughout Limerick making it easy to get around on a TFI bike, whether it is commuting to college, the city or leisure. For more information visit www.bikeshare.ie. New bike stations are being continually added where required. Each TFI Bikes station consists of a terminal and stands for the bikes. The bikes are locked into the stands and released by the system when a bike is hired. When you're done, the bike can be locked back into a stand at any station within the city.
    - At present there are 23 stations and 215 bikes located throughout Limerick City and as shown below in Figure 3.13.
    - There is one station located within the UL campus in close proximity to the proposed site which has 46 stands.
    - The bike share app provides users with live information for each station such as the number of bikes available to use at that moment, live GPS directions to each station and more
- Nextbike by TIER operate a dockless bike sharing service in the Castletroy to City Centre area where you can rent one of 80 pedal bikes or 75 e-bikes at numerous stations. Once the App is downloaded and users register, they can locate the nearest available bike, unlock the bike and then start their journey by scanning a simple QR code. You are then charged by time and type of bike used.

Subject to discussions and agreement with a local service provider, the Applicant is willing to cater for a shared bike service area within the development.

Figure 3.13 *– Existing TFI Bike Share Locations and nearest location highlighted (www.bikeshare.ie)*



3.10 Car Sharing

There are a number of car share options available in Limerick City. GoCar by Europcar is a self-service car rental service with locations conveniently located throughout Limerick as shown in Figure 3.14. With 14no locations throughout the city, GoCar offer easy to use pay-as-you-go driving with hourly rates from only €9/hr on a return to base scheme.

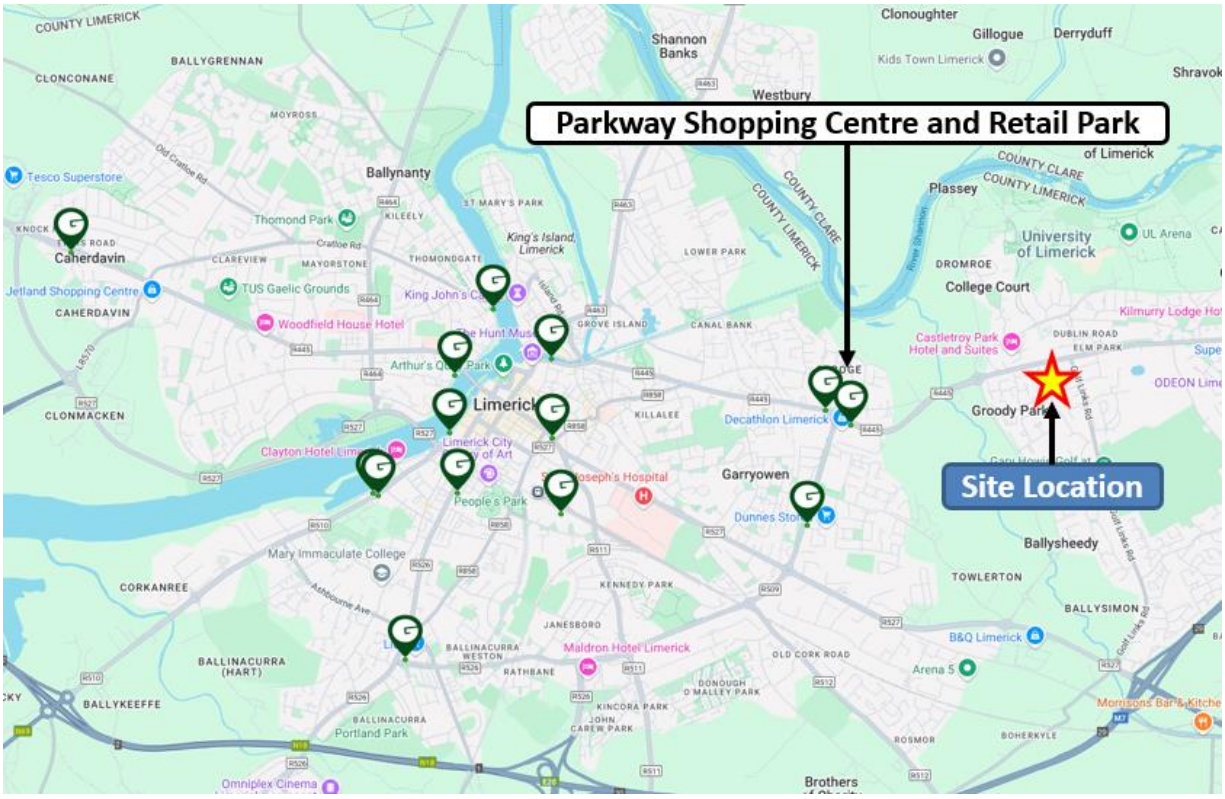
Members can book cars online or via the app, access the vehicle using their phone or GoCard, enter a pin to release the keys and they're off. Multiple vehicle types are available from cars to large vans.

As shown in Figure 3.14, there are 2no. GoBase rental locations in the Parkway Shopping Centre and Retail Park in close proximity to the site (<10mins walk) which can easily be availed of if a resident requires a car.

Other car share providers include Enterprise CarClub (1no. location), DriveYou/Hyundai (2no. locations), Yuko/Toyota (2no. locations) and more.

Subject to discussions and agreement with a local service provider, the Applicant is willing to cater for a car share parking space(s) within the development.

Figure 3.14– *Car Share Locations*



4 Objectives and Targets

4.1 General

The overall aim of this MMP report is to demonstrate that the proposed apartment development can operate in a sustainable manner with the proposed parking provision for its residents and this can be achieved by

- Reviewing existing local mode of travel statistics (CSO) – See Section 3.2.
- Ensure all residents are aware of the sustainable transport options available to them
- Provide quality and relevant information to residents through appropriate mediums
- Encourage the use of sustainable modes of transport
- Promote walking and cycling as a health benefit to residents
- Promote healthy lifestyles and sustainable vibrant local communities

The above objectives can be achieved through considering both hard and soft initiatives and measures as outlined in Section 8.0.

4.2 MMP Mode of Travel Targets

The proposed Year 1, 3 and 5 MMP targets shown in Table 4.1 take into account the ideal site location in close proximity to UL, the existing CSO mode of travel statistic from UL student accommodation areas (see Section 3.2), comparative mode of travel statistics from similar Galway student accommodation (Section 3.3), local facilities, the upcoming and planned improvements to infrastructure, facilities and services for public transport, pedestrians and cyclists proposed as part of the LSMATS, BusConnects and other schemes.

A key objective of the MMP is also to take into account and aim for the 'Limerick City and Suburbs' mode of travel targets set down in Section 20 of the NTA document Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) which are shown below in Table 4.1 for comparison purposes.

***Table 4.1** – Mode of Travel MMP Targets and comparative CSO statistics and NTA LSMATS targets*

Travel Mode	Mode of Travel Targets for Residents and Staff					
	NTA LSMATS AM Peak 2040 Targets	CSO UL Student Areas (Table 3.1)	CSO Galway Student Areas (Table 3.2)	Proposed MMP Targets		
				Year 1	Year 3	Year 5
Walking	32.7%	79%	89.3%	*75 %*	*70%*	*67%*
Cycle	18.7%	4%	6.8%	*11 %*	*15%*	*18%*
Public Transport	12.3%	4%	0.6%	*11 %*	*12%*	*12.5%*
Car driver	36.3%	7%	2.3%	*2.5 %*	*2.5%*	*2.0%*
Other (passenger)	/	6%	1.1%	*0.5 %*	*0.5%*	*0.5%*
Total	100%	100%	100%	*100%*	*100%*	*100%*

Although the aim is to reduce vehicular trips and the use of private cars and connected parking demand within the proposed development, another key objective of the MMP is to improve awareness, change travel behaviour and attitudes of students through the introduction and promotion of a range of measures through an Action Plan to encourage more sustainable modes of transport such as walking, cycling, public transport and bike and car sharing (carpooling) to achieve these targets.

The key daily college trip type to and from UL campus has the best potential for change in terms of more sustainable travel modes. This trip type has the potential to be influenced by various MMP measures to achieve a higher percentage of sustainable modes of travel to and from the site.

As a 'live' document, the MMP objectives and preliminary Year 1 Mode of Travel Targets and should be reviewed and revised over time as part of the MMP monitoring process (see Section 6).

4.3 Predicted Trips by Travel Mode

Based on the MMP Year 1 Mode of Travel Targets in Table 4.1 above, the estimated AM and PM peak hour trips by each mode of travel are shown in Table 4.2 below.

Table 4.2 – *Estimated Peak Hour Trips by Expected Mode of Travel*

1,400 Students		AM Peak Hour (8-9am)		PM Peak Hour (5-6)	
Travel Mode	**Year 1 Targets**	**Arrivals**	**Departures**	**Arrivals**	**Departures**
On foot	75 %	18	205	180	92
Bicycle	11 %	3	37	33	17
Public Transport	11 %	3	37	33	17
Car driver	2.5 %	1	7	6	3
Passenger/Other	0.5 %	0	1	1	1
TOTAL	**100%**	**25**	**288**	**253**	**130**

The trip generation estimates above, along with other site accessibility information and potential measures such as car sharing and bike sharing explored as part of this MMP suggest that the overall provision of 32no. parking spaces for this proposed student accommodation development is not only realistic and feasible, but it is also a proactive and sustainable approach which is suitable for this development location, type and target demographic but also compliments and supports local, regional and national policy objectives.

In addition, based on the expected peak hour trips by public transport (i.e. 37 trips to UL in am peak), these levels of public transport use will not have an impact on the capacity of either the current bus routes or proposed future BusConnects routes. Sufficient reserve capacity is available to cater for predicted public transport demand to and from the proposed development.

The proposed quantity of cycle parking (306no. long term and 46 short term

spaces) is also expected to more than cater for the expected cycle demand and peak trips.

5 Action Plan

5.1 Proposed Action Plan Measures

In order to achieve the objectives and targets set out above, the Action Plan outlined below in Table 5.1 contains both 'Soft' measures (operational and promotional) and 'Hard' (infrastructural) measures for consideration as part of the live plan. The key opportunity to implement 'Soft' measures as part of residential development is to provide and display information to new residents in shared spaces within the development such as the lobby/entrance/lift area.

***Table 5.1** – Action Plan*

#	Category	Action	Year
1	**Soft**	Inform residents through a *Student Welcome Pack* and staff about the UL Smarter Travel Campus initiative and this Mobility Management Plan (MMP) process, the measures implemented, the objectives, annual mode of travel targets and the annual Travel Survey to be completed. Details of the Student Welcome Pack include the following key chapters and topics which are expanded further in the Operational Student Management Plan document submitted for planning. 1. Welcome/Introduction 2. Registration Process 3. Student Portal and Management System 4. Your Accommodation 5. Safety and Security 6. Health and Welfare 7. Maintenance 8. Housekeeping 9. Waste & Recycling 10. Room Inventory 11. Post and Deliveries 12. Pedestrian access, drop offs and more. 13. Travel Plan and Mobility Management Plan 14. Parking Management Strategy (Car, Cycle, EV, Mobility, etc) 15. Making a Complaint and Behaviour Policy 16. Emergency Procedure The final Student Welcome Pack will be designed, approved and available prior to development completion and will also inform residents	**1**

#	Category	Action	Year
		about all UL Smarter Travel Campus initiatives (see also appendix A) ▪ Walking: www.ul.ie/buildings/travel-transport/walking ▪ Cycling: www.ul.ie/buildings/travel-transport/cycling#facilities ▪ Bus: www.ul.ie/buildings/travel-transport/bus ▪ Train: www.ul.ie/buildings/travel-transport/train ▪ Car: www.ul.ie/buildings/travel-transport/car ▪ Plane: www.ul.ie/buildings/travel-transport/plane	
2	**Soft**	Work with the Smarter Travel team in the Buildings and Estates department at UL who have recently attained the NTA Smarter Travel Mark accreditation for their work on the various Smarter Travel initiatives	**1**
3	**Soft**	Provide students and staff with key walking, cycling, public transport and parking information in both print and digital format (online).	**1**
4	**Soft**	Create online digital map of the UL campus area with key transportation information and other essential student information.	**1**
5	**Soft**	All promotional material created should also be made available on the university website and students/staff informed of any new and useful services that become available over time	**1**
6	**Soft**	Share the UL website with residents and staff www.ul.ie/buildings/travel-transport/walking which provides various information regarding walking times, pedestrian entrances, shower locations on campus and more	**1**
7	**Soft**	Display travel information for walking, cycling and public transport (Maps, etc) in a prominent location within the development	**1**
8	**Soft**	Provide and display travel information and locations for both nearby bike and car sharing services in a prominent location within the development	**1**
9	**Soft**	Provide and display information about convenient routes to / from local services (e.g. shops, doctors, dentist, pharmacy, laundry, café, etc.).	**1**
10	**Soft**	Promote and display information on the availability of ‘real time’ travel information on websites and app which allows users to plan their trips in on various sustainable modes of transport including, walking, cycling, bus, train, taxi, car share, bike share and more. See the following: ▪ www.journeyplanner.transportforireland.ie ▪ www.google.com/maps	**1**

#	Category	Action	Year
11	**Soft**	Transport for Ireland (TFI) provide information, useful tools and services online and in print. https://www.transportforireland.ie/available-apps/	**1**
12	**Soft**	Provide residents with cost comparison of using car and bike sharing services and public transport compared to purchasing, taxing, insuring, fuel, parking costs and maintaining a private vehicle	**1**
13	**Soft**	Display information about Public Transport Tickets in particular Student, LEAP tickets and more	**1**
14	**Soft**	Provide shared umbrellas for residents at appropriate location using an honesty system to encourage walking even during poor weather	**1**
15	**Soft**	Provide cycle parking information to all new residents including UL bike hire initiatives, bike sharing services and more	**1**
16	**Soft**	Use Cycle Time Travel Maps (isochrones diagrams) to illustrate cycle times from various surrounding key locations	**1**
17	**Soft**	Display information about Cycle to Work Tax Saver Scheme in a prominent location within the building	**1**
18	**Soft**	Promote participation in National Bike Week for day for residents	**1**
19	**Soft**	Support the establishment of a Bicycle Users Group (BUG) where cyclists can work together to encourage cycling and improve facilities for cyclists for the development, local area and more	**1**
20	**Hard**	Create a bike repair and maintenance area/base within the development cycle parking area, stock with the required tools, make it available to all residents and any staff and organise cycle maintenance training.	**2**
21	**Hard**	Review cycle parking demand within the site and provide additional facilities if required.	**2**
22	**Hard**	Support the consideration and provision of car and bike sharing facilities	**2**
23	**Hard**	In conjunction with LCCC, the NTA and others, investigate the feasibility of ‘Real Time’ bus stop time displays for existing and proposed nearby bus stops within the development shared areas.	**2**
24	**Soft**	Provide the Travel Survey to residents in print and digital formats for the annual Monitoring Phase to increase the rate of return. Digital formats	**2**

#	Category	Action	Year
		survey may include Survey Monkey, Google Forms, etc.	
25	**Hard**	In conjunction with LCCC, where required, review and continue to improve accessibility and connectivity for the mobility impaired or sensory impaired residents between UL campus and building entrances along desire lines (footpaths, crossing points and more).	**2**
26	**Hard**	Where required, review and continue to improve public street lighting and other facilities on the road network surrounding the site.	**2**
27	**Hard**	Continue to liaise with National Transport Authority (NTA) regarding the proposed Bus Connects network, in particular, the routes and bus stops adjacent to the development.	**2**

To implement the MMP Actions the following steps are taken:

- Establish a named Mobility Management Coordinator and Steering Group through which all decisions should be made in relation to the consideration, implementation and review of the proposed measures and actions, in conjunction with the Local Authority Active Travel department.
- Implement an awareness campaign to promote the Mobility Measures/Actions:
    - Leaflets/ Mobility Fact Sheets/newsletter/website
    - Present to residents when they occupy the unit
    - Information campaigns should be repeated regularly
    - Consider and implement the recommended measures and review success

6 Monitoring

6.1 Monitoring Mode of Travel

The MMP should be monitored and reviewed annually by the MMP Co-ordinator (See Section 8):

- The first 'Travel Survey' of residents should be carried out on the first anniversary of the date of residents occupying the building
- Undertake the travel survey annually thereafter, for a period of 3 years, thereby monitoring progress over time
- The results of the Travel Survey to be monitored against the Objectives and Targets (Section 4) and the Action Plan (Section 5) of this MMP
- The 'Blank' Annual Travel Survey Questionnaire is contained in Appendix B of this report. This should be converted in digital format for use online if required. To increase the rate of return of survey, it is recommended that they be conducted both in print and online and give the options of both.
- The Annual Travel Survey will be filled out by each Resident and and/or the MMP Co-ordinator with the overall results recorded and monitored annually
- Upon completion of the questionnaire, the appointed MMP Co-coordinator will compile a Monitoring Report which contains:
    - Summary of results from the annual Travel Survey for residents
    - Details of any initiatives carried out during the year
    - Indicate if the 'soft' and/or 'hard' measures in the Action Plan have been considered, commenced or implemented over the previous year and if they have been considered successful or unsuccessful; and
    - Details of any promotional material used, displayed or created to promote sustainable travel.
- The appointed MMP Co-ordinator will submit the annual Monitoring Report to the Active Travel / Mobility Management section of the Local Authority for a period of three years or more if required.
- A 'blank' Monitoring Report Template is contained overleaf in Table 6.1 which can be filled out and submitted to the Local Authority each Year. Questions 1 to 9 in the Monitoring Report Template are to be compiled directly from the results of the Travel Survey Questionnaire in Appendix B.
- In order to promote and increase awareness on sustainable travel modes of travel the results of each monitoring report should be made available to all staff and residents
- The survey will also ask residents what if any improvements could be made in or around the site, for example, additional bike or car sharing locations, bus timetable information and more.

- A potential addition or alternative to the annual survey could be the use of Central Statistics Office (CSO) Census 2016 Small Area Population Statistics (SAPMAP) can be reviewed every 4 years for the immediate local area and can be used to gather data for existing commuting travel patterns of residents and the local community. Using Census statistics will allow a direct comparison with 2016 mode of travel statistics shown in Table 2.1.

Table 6.1 *– MMP Co-ordinator - Monitoring Report Template*

Item A: Question 1 Modal Share	**Baseline**	**Modal Split Target**	**Year 1 Survey**	**Change +/-**	**Year 2 Survey**	**Change +/-**	**Year 3 Survey**	**Change +/-**
On foot	79%	75 %	%					
Bicycle	4%	11 %	%					
Public Transport	4%	11 %	%					
Car driver	7%	2.5 %	%					
Other	6%	0.5 %	%					
Car Share	/	/	%					
Bike Share	/	/	%					

Question 2 & 3	**Ped**	**Cycle**	**Bike Share**	**Bus**	**Taxi**	**Car**	**Car Share**	**Car Passenger**
Q2 Year 1	%							
Q2 Year 2	%							
Q2 Year 3	%							
Q3 Year 1	%							
Q3 Year 2	%							
Q3 Year 3	%							

Question 4	**<1km**	**1-2km**	**2-4km**	**5-10k**	**10-20**	**20+**	**Average**	**Min**	**Max**
Q4 Year 1	%								
Q4 Year 2	%								
Q4 Year 3	%								

Question 5	**Own a Car**	**Do Not Own a Car**	**Why? Do not require a car**	**No Parking available**	**Cost**	**Park nearby**	**Consider**	
							Car Share	**Bike Share**
Q5 Year 1	%							
Q5 Year 2	%							
Q5 Year 3	%							

Question 6 to 14	**Action Plan Measure Number**	**Well Implemented %**	**Implemented %**	**More Info Required %**	**Not Aware of Measure %**
Q6					
Q7					
Q8					
Q9					
Q10					
Q11					
Q12					
Q13					
Q14					
Q15					

General	Baseline	Year 1	Year 2	Year 2
Number of Residents				
Members of GoCar				
Average Monthly Use (Hours)				
Members of Bike Share				
Average Monthly Use (Hours)				
No. of Long term Cycle Spaces	306			
Short Term/Visitor Cycle Spaces	46			
Average Daily Occupancy				

Item B	Year 1	Year 2	Year 3
Incentives Carried Out	**Notes:**	**Notes:**	**Notes:**

Item C	Tick Box and Enter year				
Action No.	**Considered**	**Commenced**	**Implemented**	**Successful**	**Not Successful**
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					

7 Travel MMP Co-ordinator

7.1 Nominated Travel Plan Co-ordinator

The nominated Travel Plan (MMP) Co-ordinator details are shown below. The Co-ordinator will be responsible for reviewing and considering each of the proposed measures and if required, undertaking the travel mode survey.

Name	Hough Catriona
Position	Travel Plan Co-ordinator – Whitebox
Address	12th Floor, Riverpoint, Lower Mallow Street, Limerick, Ireland.
Phone	051 310 304
Email	catriona@whiteboxltd.ie

8 Conclusion

8.1 Proposed Action Plan Measures

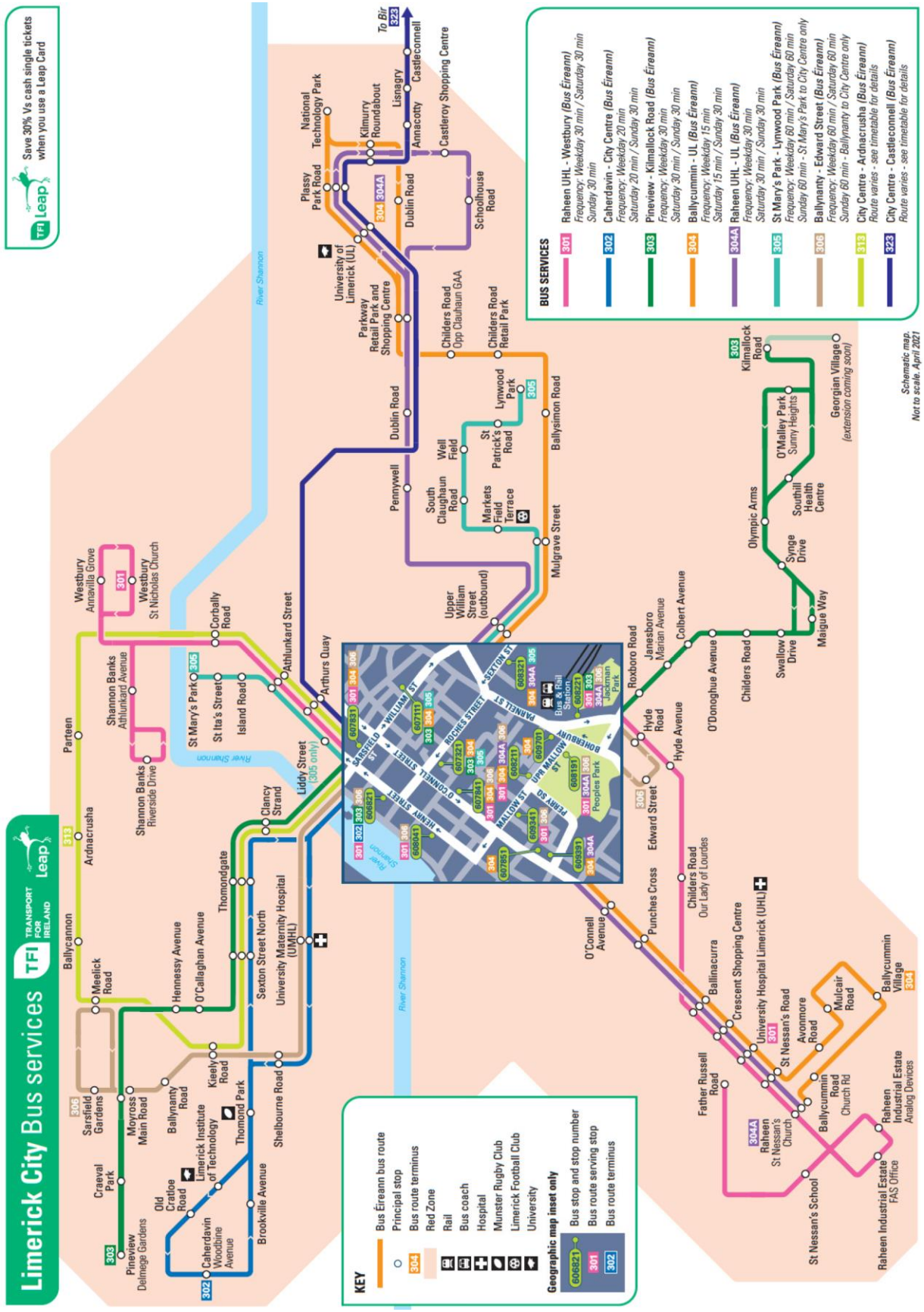
This Mobility Management Plan Report has been compiled to demonstrate that the proposed development can operate in a sustainable manner with reduced parking provision for its residents.

The development's ideal location in close proximity to UL, apartment mix and type, its proximity to several public transport options, local infrastructure and facilities for both pedestrians and cyclists and other easily accessible services only minutes' walk from the development ensure that residents and visitors can easily avail of alternative transport modes and that provision of reduced parking is both appropriate and sustainable based on-site location and development type.

The proposed development meets all exceptional circumstances contained in the Limerick Development Plan (Section 11.8.3) and other key Development Plan sustainable mobility objectives and policies and can therefore justify the relaxation of car parking standards and requirements.

This is a live document that can be continually updated and monitored, where required.

Appendix A – Public Transport and other MMP Information



Iarnród Éireann
Irish Rail

FACILITIES

WALKING

How long would it take to walk or cycle to University of Limerick?

Check out the timeband to see how long it would take you to walk or cycle to and from campus. Don't forget to use the cycle planner to find the best route for you.

Walking paths on campus are well signed, well-lit and secure. Check out the City Centre to University of Limerick Riverbank Walk.

CYCLING

There are cycle racks throughout the campuses. Cycle racks have CCTV or passive surveillance however cyclists are strongly encouraged to ensure that they lock their bicycle appropriately — with a strong lock.

There are 15 fleet bikes present. You can borrow a bike for up to a week and see if you'd like to make cycling your primary means of travel – and it's free!

The UL Bike Doctor operates each Tuesday during term from 10:30 to 16:30 offering free bike mechanic services as part of the Farmer's Market. The service is paid for by the University.

There is a bike maintenance pillar in the bike hub.

UL participates in the yearly active challenges organised by the Smarter Travel team at the NTA. For more information see **smartertravelcampus.ie**

The Cycle to Work scheme is available to all staff at Maynooth University.

You can use a salary sacrifice arrangement to **save up to 52%** of the retail price of bike and equipment.

smartertravel campus

Smarter Travel Campus is a hands-on programme working with Third Level Institutions to implement campus travel plans - or actions to encourage and support students and staff to **walk, cycle, take public transport or carpooling** on the commute to campus.

Smartertravelcampus

Smartertravelcampus

TFI TRANSPORT FOR IRELAND

www.transportforireland.ie

PUBLIC TRANSPORT

The nearest train station to the campus is Limerick Colbert station. The station is the terminus for the Dublin-Limerick, Limerick-Ballybrophy and Limerick-Galway lines. Connections for Cork, Clonmel, Carrick-on-Suir, Waterford and Kerry stations can be made at Limerick Junction. There is no direct bus service that connects the train station to the University of Limerick, however a number of bus services are available which stop near the station on Sexton Street. Colbert Station is less than 5 minutes walk from the Sexton Street bus stop. Services departing nearby Colbert Station going in the direction of UL can be found on Lower William Street, which is approximately a 10 minute walk from Colbert Train Station.

There are several buses serving UL; **Bus 304** operated by **Bus Éireann** travels from Ballycummin to UL. **Bus 304a** travels from Raheen University Hospital Limerick to UL and **bus 323** from the City Centre to Castleconnell. **Bus 307** and **308** are operated by Dublin Coach and travel from UL to William Street. **Bus 300** travels from Dublin to Ennis / Killarney / Tralee via Limerick University and is operated by Dublin Coach.

A number of regional services operate on campus. Daily services operate from the main UL bus stop at the Stables and other weekend services operate from the East Entrance Car Park bus stop. Please visit the Students Union reception for details of all regional services.

For staff members it's also possible to get Tax saver tickets. The cost is deducted directly from the employee's Gross salary, and **massive savings of between 28.5% and 52%** can be made off the regular price, depending on ticket type and your tax band.

LEAP CARD

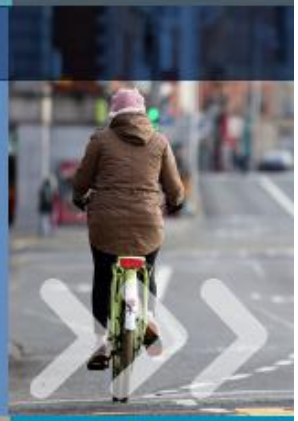
TFI Leap Card is a convenient way to pay for public transport services in Dublin, Cork, Galway, Limerick, Waterford, Sligo, Athlone and Wexford.

It saves you carrying change and **TFI Leap Card fares are up to 31% cheaper than cash single tickets!** TFI Leap Card users in the Dublin area also benefit from smart discount features such as Capping and the Leap 90 Discount. Using your TFI Leap Card is easy. Simply buy your card, Top-Up with Travel Credit or a period ticket and away you go!

FACILITIES

There are several active commuting facilities available on the University of Limerick campus.

There are showers available in different buildings around the campus. For more information, please refer to the map.



GETTING AROUND

TRANSPORT FOR IRELAND (TFI) APPS

The TFI Journey Planner App from Transport for Ireland is the only journey planner that provides timetable and map information from all licenced public transport providers across Ireland. It is the only app that allows you to plan and start your journey from your doorstep.

TFI Leap Top-up App is a free app for NFC (near-field communication) enabled Android phones. It allows you to instantly top-up your TFI Leap Card, check your balance, collect and buy tickets and check how close you are to reaching your daily and weekly cap values.

The TFI Real Time Ireland App is the only app that integrates all real time information services from Dublin Bus, Bus Éireann, Go-Ahead Ireland, DART, Iarnród Éireann and Luas services. The app provides live updates, helping you plan your journey efficiently on the TFI public transport network.

The TFI Driver Check App is a service that allows users to check that the vehicle they are about to hire has been registered correctly and that the driver has the appropriate license to operate the vehicle. If the information appears incorrect, it is possible to submit a report.

Download on the App Store | GET IT ON Google play

The TFI Cycle Planner App provides information on the best cycling routes for trips in the Dublin, Cork, Galway, Limerick and Waterford city areas.

If you are new to cycling or getting out on the bike after a long break, the TFI Cycle Planner will find a route that avoids roads with heavy traffic and also avoids difficult turns at busy junctions to help you get comfortable cycling your bike around town and beyond.

CAR SHARING & DRIVING

A number of dedicated carpooling spaces are available (up to 10.00am Mon to Fri) in several staff car parks.

After 10.00am these will revert to standard staff spaces. These spaces are clearly marked with signage and blue coloured road markings. The criterion for parking in one of these spaces is to have two valid staff parking disks on display. The security staff check these every morning and any car found parked in violation of this policy will be liable to be clamped.

There are charging facilities available for electric vehicles.

TAXI

If you decide to travel by taxi you can use the free Taxi Driver Check app to verify your taxi and email it to a friend.

Taxis can also be booked in advance - see **transportforireland.ie** for licenced dispatch operators.

TRAVEL OPTIONS AND SERVICES FOR:

UNIVERSITY OF LIMERICK

- Bus
- Bus Stop Number
- Bus Route 307
- Bus Route 308
- Cycle Distance
- Shower
- Set Down Area
- Walking Distance
- Campus Entrance
- Pedestrian/Cyclist Entrance
- River Bank Walk/Cycleway
- Covered Bike Parking
- ATM
- Electric Charge Points

How to Use Bus Stop Numbers

All bus stops have their own unique number. You can use this number to find out what buses serve a stop, and when they are due.

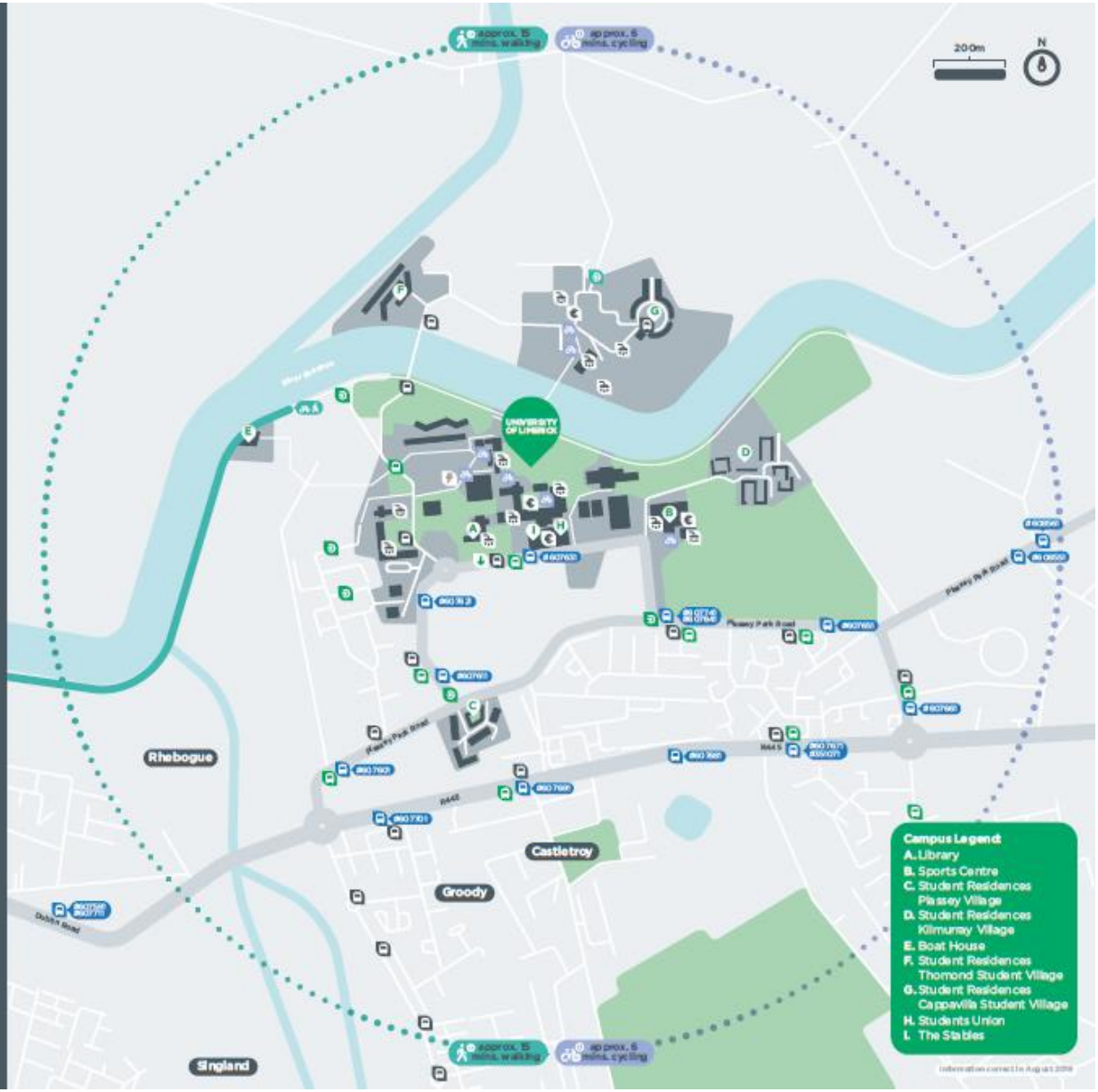
Download the **TFI Real Time Ireland app** to search for information for your bus stop. You can find your bus stop number on the bus stop, or on this map for stops close to your campus.

For more transport information, visit **Transportforireland.ie**

Journey Planner | Real Time Ireland | Cycle Planner | Driver Check | Leap Top-Up

Student Leap cards are available from your Students Union. You can top up online at **www.leapcard.ie**, at your nearest Payzone agent, or using the Leap Top Up app (for Android).

TFI TRANSPORT FOR IRELAND



Appendix B – Resident Travel Survey

TRAVEL SURVEY - Baseline and Annual Monitoring **FULLY ANONYMOUS SURVEY**

1. TRAVEL DETAILS

Resident	☐	Staff	☐	Customer	☐	Please tick appropriate Box
Employed	☐	Student	☐	Other	☐	Please tick appropriate Box

Q1 - How do you usually travel each day to work, school or college?
Tick the Box - If you travel on more than one mode, please number boxes..1...2...3

☐	On Foot	☐ Passenger in Car	Any Comments:
☐	Cycle	☐ Taxi	
☐	Bus	☐ Truck/Van	
☐	DART/LUAS	☐ Other Means	
☐	Car Share	☐ Work From Home	
☐	Motorcycle	☐ Bike Share Scheme	

Q2 - Which Mode of Transport do you occasionally use?
Tick the Box

☐	On Foot	☐ Passenger in Car	Any Comments:
☐	Cycle	☐ Taxi	
☐	Bus	☐ Truck/Van	
☐	DART/LUAS	☐ Other Means	
☐	Car Share	☐ Work From Home	
☐	Motorcycle	☐ Bike Share Scheme	

Q3 - Which Mode of Transport would you Consider on some days?
Tick the Box

☐	On Foot	☐ Passenger in Car	Any Comments:
☐	Cycle	☐ Taxi	
☐	Bus	☐ Truck/Van	
☐	DART/LUAS	☐ Other Means	
☐	Car Share	☐ Work From Home	
☐	Motorcycle	☐ Bike Share Scheme	

Q4 - How far do you usually Travel each day?
Tick the Box

☐	Less than 1km	Any Comments:
☐	Between 1 and 2 km	
☐	Between 2 and 4 km	
☐	Between 5 and 10 km	
☐	Between 10 and 20 km	
☐	Over 20 km	

Q5 - Do you own a car? ☐ Yes ☐ No

If No, why not? Please Tick the Box (s)

☐	Do not require a car for daily commute	Other Reason or Any Comments:
☐	No Parking Availability within building	
☐	Too Expensive	
☐	Do you park nearby	
☐	Would you consider the car share scheme	
☐	Would you consider the bike share scheme	

Measures that I am aware have been implemented (R/S = Questions for Residents & Staff only)

	Well Implemented	Implemented	Implemented more info req.	Not Aware
Q6 - Walking and Cycling Travel Info	☐	☐	☐	☐
Any Comments				
Q7 - Cycle to Work Scheme Info	☐	☐	☐	☐
Any Comments				
Q8 - Cycle Parking Facilities	☐	☐	☐	☐
Any Comments				
Q9 - Cycle Maintenance Training (R/S)	☐	☐	☐	☐
Any Comments				
Q10 - Cycle/Bike Sharing Scheme (R/S)	☐	☐	☐	☐
Any Comments				
Q11 - Public Transport Travel Info	☐	☐	☐	☐
Any Comments				
Q12 - Public Transport Tax Saver Info	☐	☐	☐	☐
Any Comments				
Q13 - Parking Management Strategy (R/S)	☐	☐	☐	☐
Any Comments				
Q14 - Car Sharing Scheme - CarClub (R/S)	☐	☐	☐	☐
Any Comments				

Q15 - Suggested Measures or Improvements

Any Comments