



**Waterman Moylan**  
Engineering Consultants

# **Mobility Management Plan**

Dunshaughlin West / Phase 2 SHD, County Meath.

September 2020

**Waterman Moylan Consulting Engineers Limited**

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### Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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**Comments**

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# 1. Introduction

Waterman Moylan have been appointed by Castlethorn Construction ULC. to provide Engineering services on a **Strategic Housing Development** (SHD) of the lands on the border of Dunshaughlin, Co. Meath. This report has been prepared as part of a planning submission to An Bord Pleanála, for the proposed development of 415 No. residential units with 1 No. Crèche facility and all associated infrastructure necessary to service them.

The proposed residential development forms Phase 2 of the overall development within the townlands of Readsland, Roestown and Knocks. Phase 1 has been approved under Reg Ref.DA/120987, ABP Ref. PL17.241988 and is currently under construction nearing completion.

This **Mobility Management Plan** has been compiled with reference to the National Transport Authority guidance, 'Achieving Effective Workplace Travel Plans – Guidance for Local Authorities' and 'Workplace Travel Plans – A Guide for Implementers', and Meath County Council's Development Plan 2013-2019 Appendix 17: Mobility Management Plans .

The objective is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport. This Mobility Management Plan covers the transport issues associated with:

- a) The construction stage of the development,
- b) The employment uses of the development,
- c) The residential element of the development, and
- d) The general public visiting the development.

## 1.1 Site Description

The site is located within the townlands of Readsland, Roestown and Knocks, Dunshaughlin, Co. Meath and is split into two portions. The first portion is located north of Drumree Road and will be referred to throughout this report as **North Site**. The second portion is located to the south of the Phase 1 development and will be referred to throughout this report as **South Site**. Phase 1 is a residential development that has been approved under Reg Ref.DA/120987, ABP Ref. PL17.241988 and is currently under construction nearing completion.

### North Site

The northern site is bounded by agricultural lands to the north and west, with Drumree Road running along its southern border and the R125 running along its eastern border. The north site also surrounds an existing residential property in the south eastern corner.

### South Site

The south site is bounded by the R125 to the west and by Phase1 to the north. Agricultural lands are adjacent to its southern border with mention the community college lands adjoining to the east as shown Figure 1-1 below.

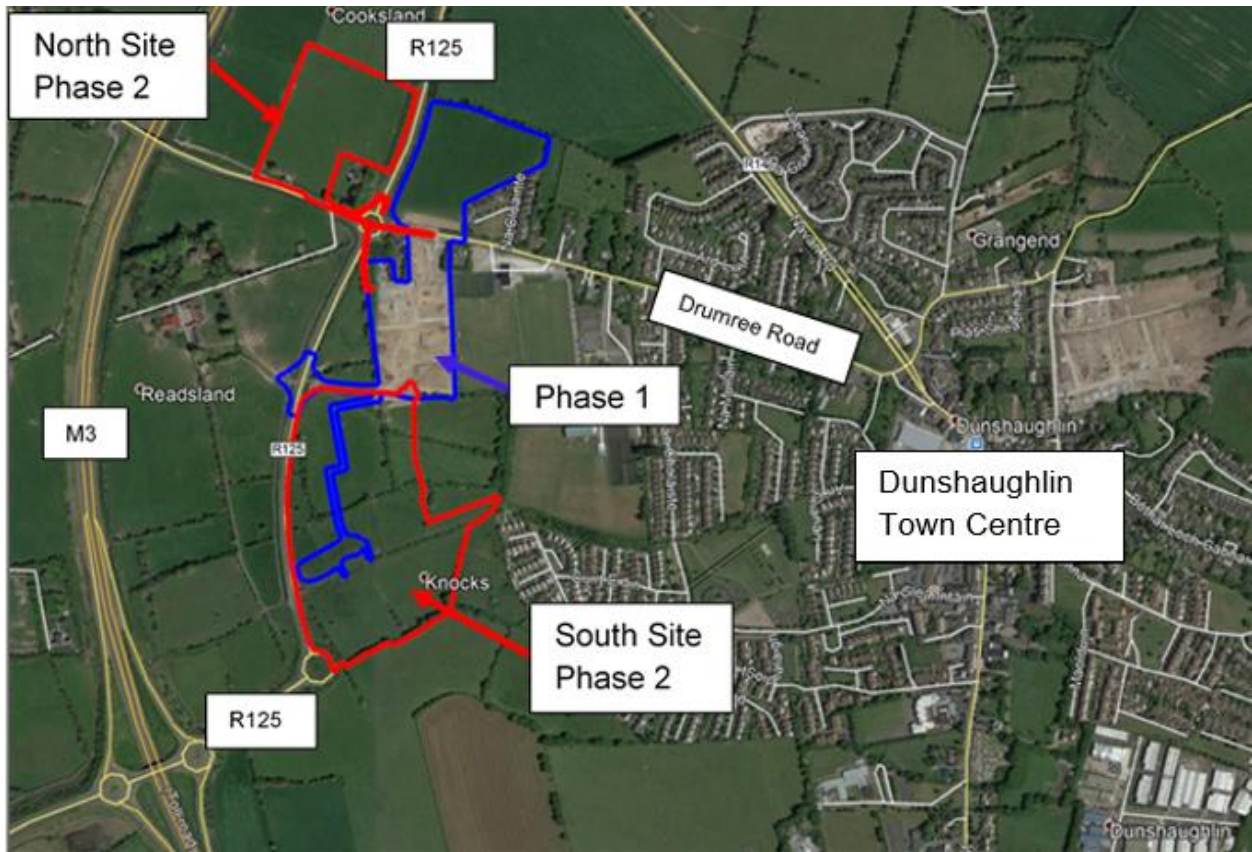


Figure 1-1: Site Location

## 2. Scope of this Mobility Management Plan

This plan will consequently assess and examine the management of the typical construction traffic that will be generated by workers attending the site and by the employment uses during the operational phase of the development. It will also assess the residential occupancy stage, however as it would not be normal to provide a mobility management plan for this use, and as such, only a commentary on this phase is provided. It will also encourage the residents/general public using the development to avail of public transport by improving awareness of public transport options and by providing information on bus routes and train services and timetables.

The construction Management Mobility Plan will have the targets of

- Promoting sustainability
- Enhancing public transport use
- Reducing dependency on the use of the private car for the journey to the development.

### **Mobility Management**

Mobility management will be a key operational feature of the development. The developer and building occupiers will implement the Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport use and reducing dependency on the private car for staff journeys to work. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Travel Plan is intended to deal with the typical day-to-day operating conditions at the site. The targets set out in the Plan will be achieved against the background of expanding public transport capacity.

It will also encourage the general public using the development to avail of public transport by improving awareness of public transport options and by providing information on bus routes.

It is worth noting that it is expected that upon completion and during the lifetime of the development, the targets and measures will be refined accordingly. The targets and measures set out in this document are seen as a starting point and represent best practice for a development of this nature.



### 3. Development Programme and Facilities

At the time of preparing this Mobility Management Plan, the proposed development is in the planning phase.

It is proposed that the development will be constructed in 3 phases. All three phases are separate self-contained sites with the likelihood of two phases being active at certain time periods within the overall construction timeframe.

During the first phase the section of South Site that is located north of the River Skane will be constructed, during the second phase the section of South Site located south of the River Skane will be constructed and finally, during the third phase the North Site will be constructed.

It is estimated that the duration of construction works will last 24 to 36 months depending on the sales demand. During the initial periods of each phase it is estimated that typically 50 to 60 staff will be on site per day and during peak construction periods it would fluctuate up to 150 to 200 staff and contractors on site per day in total. This is based on the information received from the Phase 1 works.

A **Construction Management Plan** has been prepared for the proposed development which is enclosed under a separate cover.

As part of the **Construction Management Plan** and the **Mobility Management Plan** it is proposed to target a significant reduction in the number of workers driving to/from the site. Personnel will be encouraged and informed of the public transport options in the area.

## 4. Mobility Management Objectives

### 4.1 Overall Strategy

The strategy for this Mobility Management Plan is to encourage pedestrian travel instead of vehicular. The objectives of the Plan can be summarised as follows:

- a) Aim to reduce the number of private vehicles used by single occupants,
- b) Encourage alternative transport methods rather than private vehicles to and from the development, especially during network peak periods,
- c) Motivate the use of more sustainable transport methods for trips to and from the development,
- d) Increase the percentage of construction workers and creche staff choosing to walk, cycle or travel by public transport to and from the development.
- e) Develop an integrated approach to mobility management including public transport, private vehicles and suppliers of commercial services accessing the site,
- f) Cultivate an alliance with providers of public transport and tenants/owners of other major developments to promote a sustainable transport network.

The overarching goal is to maximise opportunities to use alternative transport methods to/from the development and reducing the need of the private vehicles.

### 4.2 Construction Mobility Management Targets – Construction Staff

Due to the proximity of the proposed site to Dunshaughlin town centre, which is serviced by Bus Eireann, it is proposed to target a significant reduction in the number of workers driving to/from the site. Personnel will be informed and encouraged to use the public transport options in the area.

There are three No. existing Bus Eireann routes which run along the R147 through Dunshaughlin;

- 190: Dublin - Dunshaughlin - Navan - Kells
- 190A: Dublin Airport/City Centre – Ashbourne – Ratoath – Dunshaughlin – Navan - Kells
- 190B: Dublin – Dunshaughlin – Kilmessan - Trim

Table 4-1: Bus Eireann Frequencies

Bus Routes	Weekdays Frequency	Saturday Frequency	Sunday Frequency
190	30-60 min Off Peak 20-40 min Peak	30-60 min	30-60 min
190A	60 min	60 min	60 min
190B	120 min	120 min	120 min

Access from the proposed development sites to the subject bus stops in Dunshaughlin Town Centre is via Drumree Road. A second link is under discussion to extend the cycle/pedestrian route along the River Skane to link to College Park, Dunshaughlin town Park and Main Street to the east, subject to final details being agreed with MCC and the adjoining landowner (LMETB). The location of the subject bus stops in relation to the proposed development sites is illustrated in Figure 4-1 below.

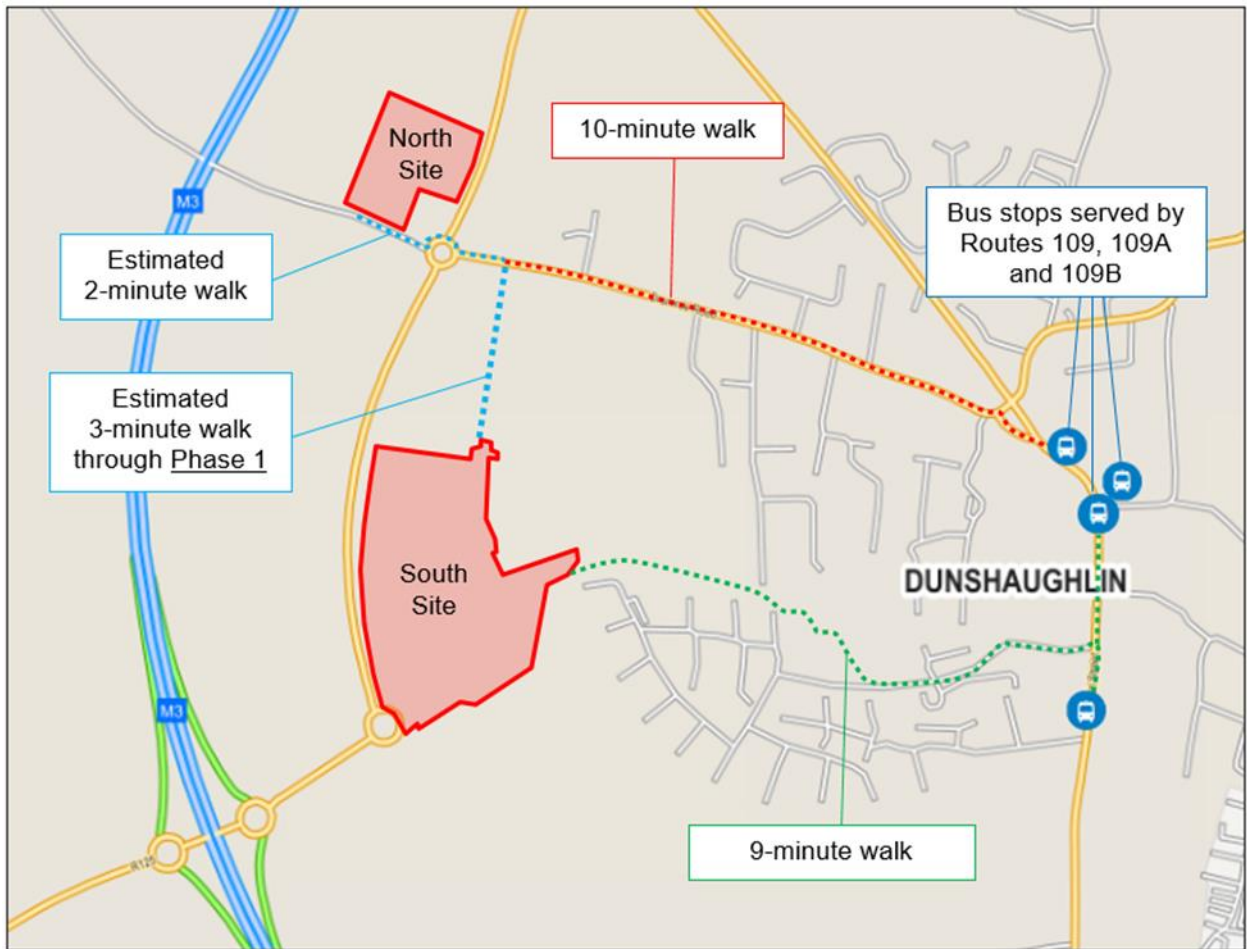


Figure 4-1: Bus Stop Locations

Travel time from the subject bus stops in Dunshaughlin Town Centre to Dublin Airport is approximately 52 minutes and to Busaras Terminal is approximately 55 minutes. In the opposite direction, the travel time from the subject bus stops in Dunshaughlin to Navan is approximately 20 minutes, to Kells it is approximately 40 minutes, and to Trim it is approximately 32 minutes.

The proposed development has been designed to the **Design Manual for Roads and Street (DMURS)** to maximise pedestrian safety/linkages both within and to the surrounding urban environment. Minor roads have been designed with low traffic speeds to prioritise pedestrians and cyclists in the form of “Home Zones”, whilst incorporating a number of dedicated pedestrian and cycle routes.

## 5. Mobility Strategy Plan

### 5.1 Strategy of Travel

During construction of the development, it is proposed to implement a strategy of encouraging construction staff to travel as often as possible to and from the site by modes other than the private car.

To this end, the strategy will be to encourage construction and creche staff to reduce dependency on using private cars for travelling to work and instead encouraging travel by public transport, by cycle and on foot.

The methodology to be employed to implement the strategy will include:-

- The provision of an extensive information service for public transport routes at a public location(s) within the development;
- The ongoing updating of public transport information adjacent to the development;
- Advising creche staff of tax incentives for public transport and bike-to-work schemes;
- Encouraging a car-pooling scheme;
- The provision of good levels of accessibility to and serviceability of the development by public transport modes;
- The location of bus stops which will continue to be a significantly positive factor in the ongoing access to public transport;
- Lobbying the public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving the development;
- The ongoing updating of public transport information within the development;
- Continued liaison with the National Transport Authority, Meath County Council and private bus operators;
- The provision of cycle parking within the development;
- The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development in the agreement with Meath County Council.

Pedestrians will be encouraged to walk to connect with bus stops and local amenities. The roads in the vicinity of the development have safe footpaths and pedestrian crossings, and the development is a short distance away from Dunshaughlin Town Centre and several employment centres.

The strategy for cyclists is based upon providing cycle facilities such as safe and secure bicycle parking.

## 6. Specific Measures

### 6.1 Construction Phase

#### On Site Parking Controls

A minimum amount of general parking will be provided for operatives on site due to the sparsity of public transport options in the area and the lack of cycling lanes. An additional small number of spaces may be maintained near the site access for VIP visitors. Personnel will be encouraged and informed of the available public transport options in the area.

#### Public Transport

The Main Contractor, as part of his site set up arrangements, shall appoint a Coordinator responsible for the implementation of the Plan and shall carry out the following tasks as part of their role:

- The provision of an extensive information service for public transport options and routes at a public location(s) within the development for construction workers.
- The ongoing updating of public transport information adjacent to the development.
- Advising company staff of tax incentives for public transport.

#### Cycling

For those who wish to cycle to and from the development, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided.

#### Walking

The proposed site is situated near Dunshaughlin Town Centre where the option to rent accommodation is prevalent. It is likely that many workers who will have the security of a fixed work location for the duration of the project will rent locally within walking distance of the site.

### 6.2 Operational Phase – Residential/Commercial Uses

A management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed to be the Co-ordinator. The Co-ordinator should be appointed within 2 months of the site being occupied. A dedicated commuter area will be provided where travel information, timetables, access to the internet and notice boards will be provided.

The Co-ordinator will be responsible for:

- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Liaison with public transport operators and officers of the Planning and Transport Authorities;
- Production of information reports for the Developer, the Occupier(s) and the Planning and Transport Authorities

#### Travel Survey

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets for modal split

The information requested in the questionnaire should include:

- Employee details (address, position in company, mobility restrictions);

- Employee work pattern (full / part-time, shift work);
- Current travel pattern and
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes)

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage residents/staff to complete and return them.

The information obtained from the survey should be entered on to a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

### **Public Transport**

Up to date local bus and train timetables will be maintained at fixed points within the buildings on the site. Residents/Staff will be advised of their location. The Occupier(s) will provide residents with a starter travel pack showing alternative modes of travel to the Site. Where possible, the Occupier(s) will advise visitors to the site of alternative modes of travel to that of the private car i.e. the provision of public transport.

### **Provision for Cyclists**

Secure parking facilities will be provided on the site for residents/staff. Local cycle route information will be provided at fixed points within the development and residents will be advised of their location in the Information Pack.

### **Car Parking**

The Co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces reserved for individual uses within the site, will be accessible only to those users.

### **Information Updates**

The co-ordinator will be responsible for the preparation of an information leaflet updating residents of any changes to public transportation timetables in the area and keep them informed of any transport developments of note in the area. This information should be issued to residents at a frequency of not less than once every 12 months.

### **Working Practices**

The Co-ordinator will encourage the Occupier(s) to advertise job vacancies locally. Staff living locally will be encouraged to walk or cycle. The benefits arising from the incentives such as the bike-to-work scheme will be clearly communicated to all employees.

## **6.3 Operational Phase – General Public**

Once the development is completed and operational, members of the general public will be encouraged to use public transport to travel to and from the development. This will be achieved by increasing awareness of public transport by way of public notices/advertising within the development. Public transport information will be displayed at prominent locations within the development which will provide details on shortest routes to the nearby bus together with nearby bus routes and timetables.

## **6.4 Access and Surrounding Highway Network**

At present the main vehicular access to the North Site is from the L2208 along the site's southern border, and for the South Site from the R125 to the west of the site. The main roads in the area are R125 that runs along the eastern border of the North Site and along the western border of the South Site, Drumree Road to the north of the South Site, the L2208 that runs along the southern border of the North Site and the M3 to the west of the site.

## 6.5 Opportunities for Car Sharing

Car Sharing is a mode of car rental where people can rent cars for short, medium or long term. Car Sharing contributes to a sustainable mode of travel due to a decrease the car ownership. The following outlines the benefits of car sharing

- Each car can be accessed by multiple drivers, 24/7 and bookable at a moment's notice;
- Reduce the requirement for private transport;
- Reduce the need for car parking spaces;
- Helps reduce the number of cars on the road, traffic congestion, noise and air pollution, frees up land traditionally used for parking spaces, and increases use of public transport, walking and cycling; and
- The vehicles used are newer than the average car, and therefore more environmentally friendly and safer.

Car club/car sharing ensures that a car is available to residents should they need one.

## 6.6 Future Pedestrian and Cycling Facilities within the Development

The proposed pedestrian and cycle links for the Phase 2 development can be seen in Figure 6-1 below, which is an extract of the Water Moylan Drawing 12-081A-P160.

The Waterman Moylan Drawing 12-081A-P160 reflects the existing pedestrian/cyclists arrangements that have been provided along Drumree Road to the town centre as well as proposed arrangements. Discussions have taken place with MCC to facilitate the link around the River Skane, which will link east wards to the town centre in the future in accordance with Dunshaughlin Development Plan.

Multiple pedestrian accesses are proposed for the North and South Site, including accesses to future developments. Refer to Figure 6-1 (extract of Drawing 12-081A-P160), Figure 6-2 and Figure 6-3 below for details.

Additionally, the Skane River greenway will extend further east outside the proposed South Site development boundary and will continue along the river within adjoining lands towards The Park. The proposed greenway alignment and legal ownership boundaries are shown on O'Mahony Pike Drg No. 1214A-OMP-00-ST-DR-A-1903 accompanying the documentation package. A letter of commitment to the greenway delivery from the adjoining landowner is also included as part of the submitted documents.



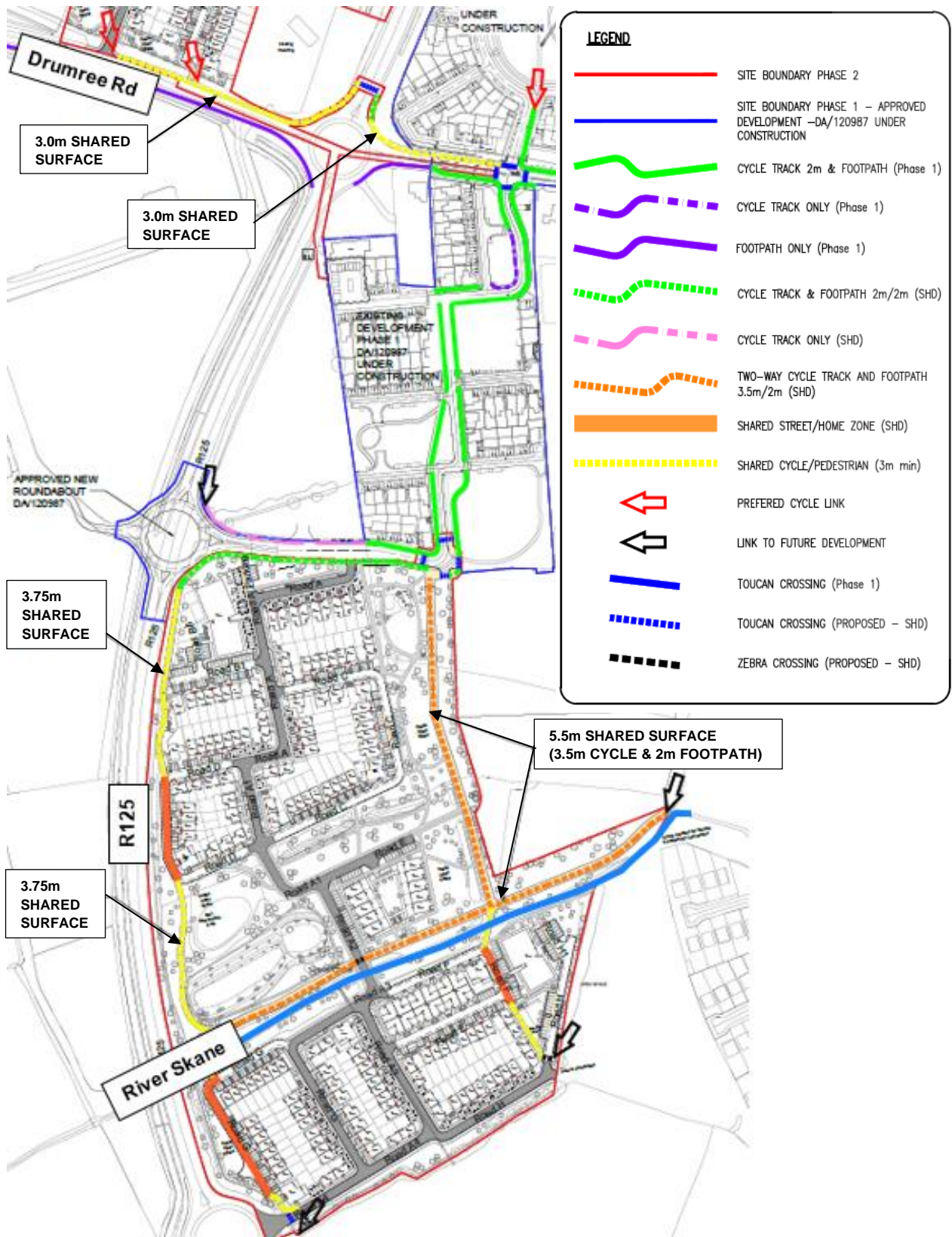


Figure 6-1: Phase 2 Proposed Pedestrian & Cycle Links



## North Site

Proposed access to the subject site is through an established priority junction on L2088 that borders the North Site to the south. As part of the application it is proposed to construct a shared surface for pedestrians & cyclists along the northern edge of the L2088 from the site access to the R125. Additionally, a signalised pedestrian crossing is proposed on the north side of the R125 roundabout to connect the North Site to the footpath/shared surface network under construction as part of Phase 1. Discussions have taken place with Meath County Council and general agreement has been reached on the layout reflected below following a series of design reviews and application of the DMuRS Guidelines and the National Cycle Manual and applicable traffic calming measures.

On the 1<sup>st</sup> September 2020 we received the following confirmation from MCC Transportation “*The proposal appears to address the principal of the items previously raised. MCC Transport has no objections to the construction of the shared surface now but you should ensure that any amendments/changes to same complies with the planning permission for the site.*”

Figure 6-2 on the following page shows the proposed shared surface link from the North Site to the R125/Phase 1 Drumree Road.

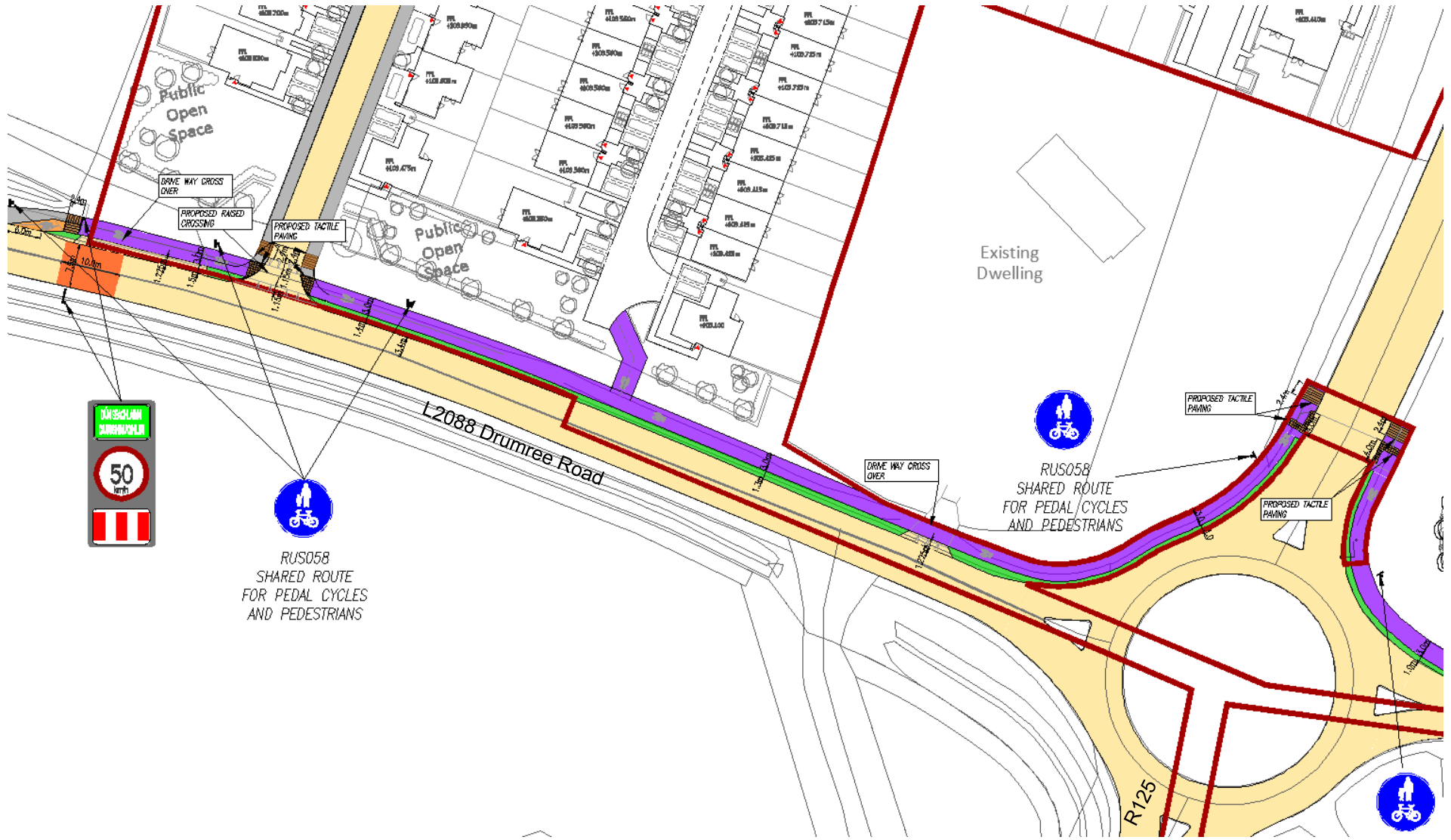


Figure 6-2: Proposed Shared Surface link from North Site (Phase 2) to R125/Phase 1 Drumree Rd

## **South Site**

The South Site will be served by two accesses, one to the north of the site and another to the south. (See Figure below). As part of the Phase 1 application a roundabout is permitted where the Phase 1 access road joins the R125. An access junction for the upper half of the Phase 2 South Site is proposed along the permitted southern access road for Phase 1. Direct access to the lower half of the south access will be granted from an additional leg being constructed to the existing roundabout on the R125. The two halves of the site will be connected by a bridge that crosses the River Skane, making both sections accessible from either proposed access junction. Note that F1 Zone lands split the South Site. Two options have been assessed which considers either with or without a Road link across the F1 Zone lands. Pedestrian & Cycle links are proposed regardless of which option is approved by the Bord. The preferred option it to provide the Road link across the F1 Zone Lands.

Figure 6-3 on the following page shows the proposed access off the Phase 1 permitted road.

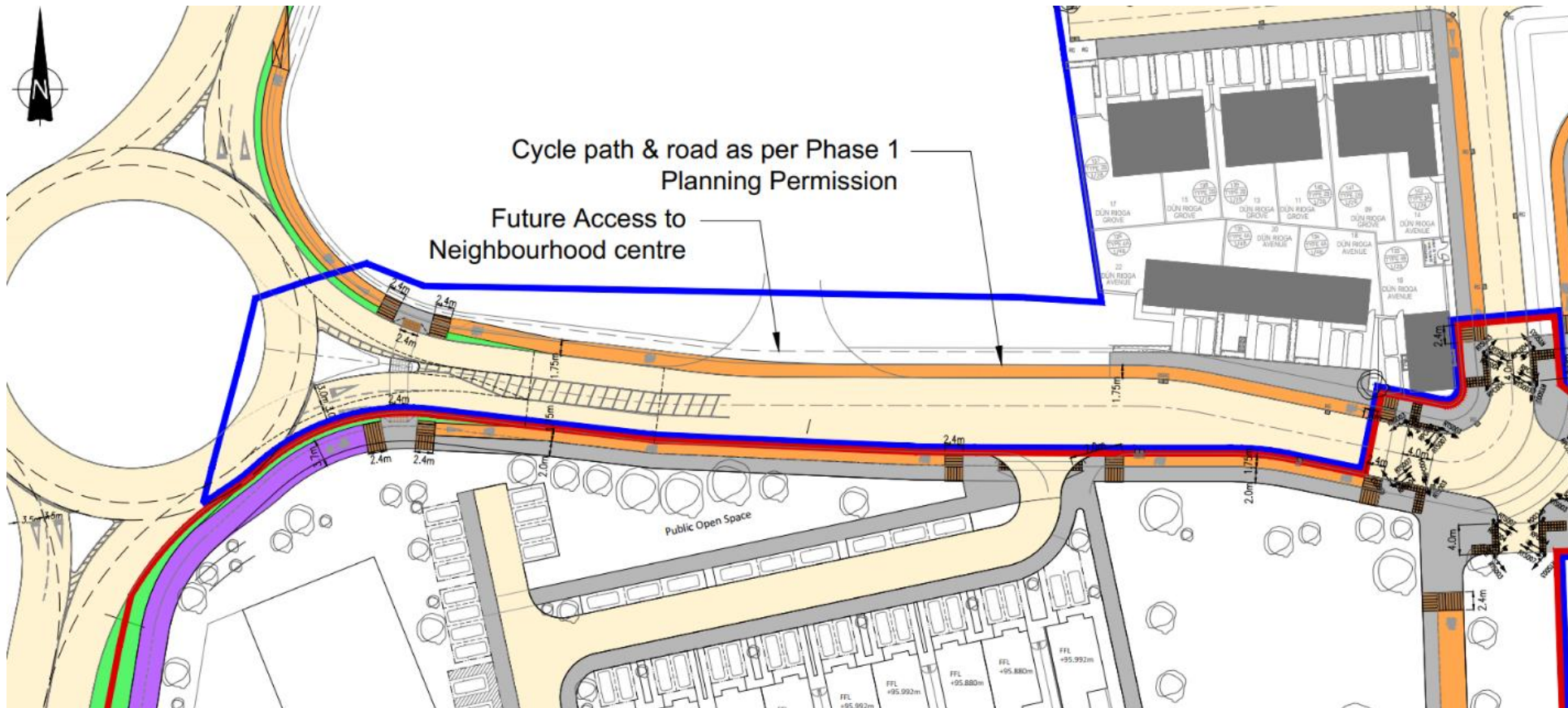


Figure 6-3: Proposed Access off Phase 1 Permitted Road

### 6.7 Future Surrounding Cycle Network Improvements

The proposed development will provide a total of 568 No. cycle spaces. The Meath County Council Development Plan 2013-2019 as well as the National Design Standards for New Apartments were consulted with regards to cycle parking requirements. As the National Standards are more onerous than the Meath County Council standards for apartments, the total number of bike parking spaces provided are in line with the National Standards. Further information regarding cycle parking provision is presented in Section 5.5 of the accompanying Engineer’s Assessment Report.

Secure bicycle parking will be provided within the curtilage of each of the individual houses. Cycle parking for the apartments will be provided in secure areas adjacent to the apartments. Currently there are no existing cycling facilities in the local area as shown in Figure 6-4 below, apart from the cycle paths under construction in Phase 1 .

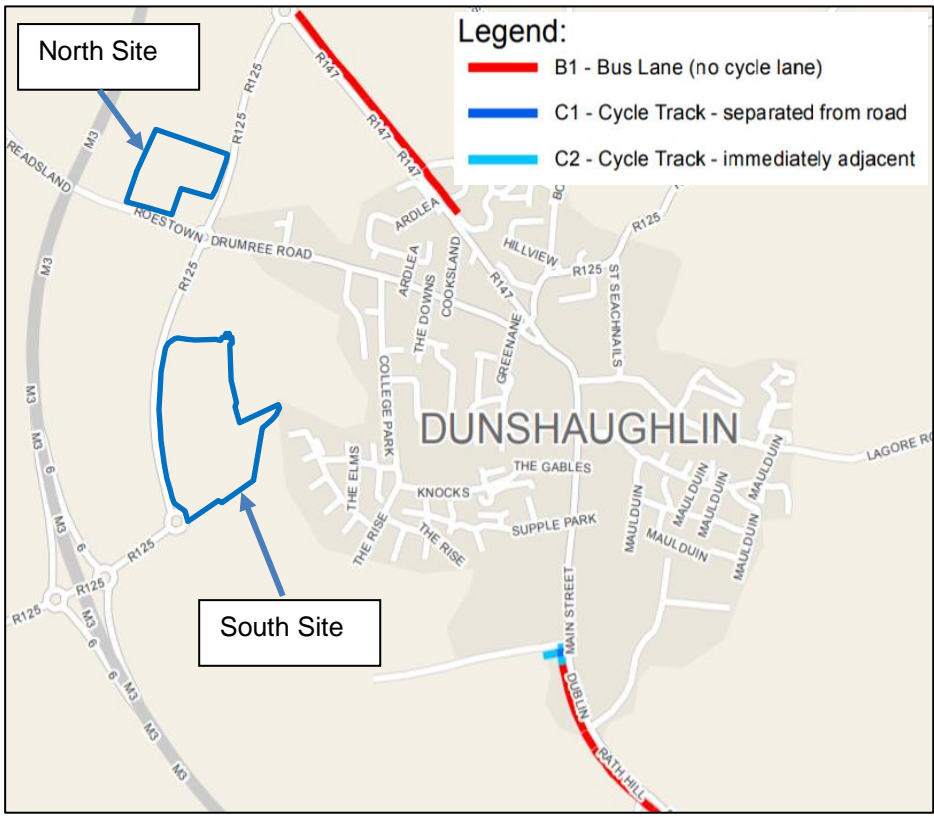


Figure 6-4: GDA Cycle Network Plan - Existing Infrastructure: Dunshaughlin

A comprehensive cycle network is proposed for Dunshaughlin within the Greater Dublin Area (GDA) Cycle Network Plan connecting it to surrounding towns through various inter-urban routes as indicated below, in Figure 6-5.

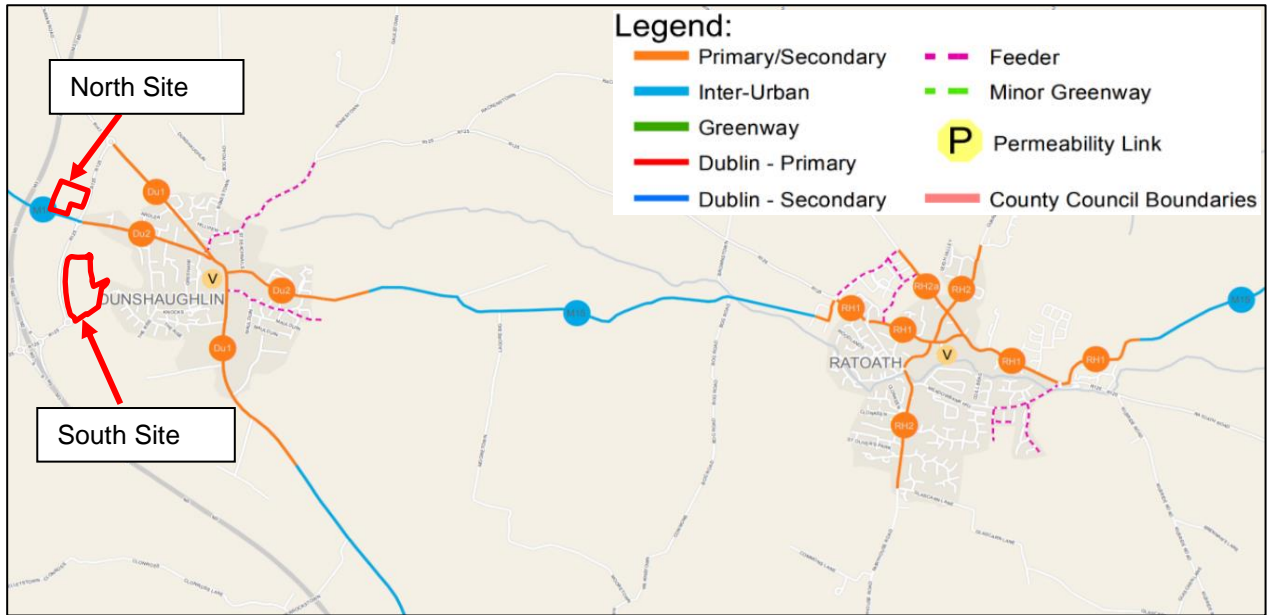


Figure 6-5: GDA Cycle Network Plan - Proposed Infrastructure: Dunshaughlin



## **7. Implementation and Co-ordination of the Mobility Management Plan**

### **7.1 Construction Phase**

It will be a condition in the tendering documents for the Contractor to provide an expanded Mobility Management Plan based on the governing principles highlighted in this plan.

The Contractor will be obliged to appoint a member of the staff as a Mobility Management Co-ordinator. The Co-ordinator's role in the development, implementation and management of the Plan shall include:

- Promotion of the Mobility Management Plan to site workers.
- Implementation of the Mobility Management Plan.
- Management of the Mobility Management Plan.
- Ongoing assessment of the objectives of the Plan.

In addition, the Co-ordinator will be available to liaise with local residents should any incidents or concerns regarding construction access, traffic or parking occur.

### **7.2 Occupation Phase**

A management company will be appointed by the developer to manage the development. The management company will be obliged to appoint a member of the site staff as a Mobility Management Co-ordinator. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:-

- Promotion of the Mobility Management Plan to residents/staff;
- Implementation of the Mobility Management Plan;
- Management of the Mobility Management Plan;
- Ongoing assessment of the objectives of the Plan.

## 8. Monitoring of the Mobility Management Plan

The monitoring and review of the Plan will be the responsibility of the Coordinator, who will establish the process on occupation of the buildings. The Coordinator is, in effect, the Ambassador on site and will be responsible for the continuous monitoring and implementation of the Plan. The Coordinator will be required to sign a copy of the Plan to confirm their understanding and commitment.

The travel survey will establish the initial modal split of residents/staff.

The Coordinator, in consultation with the Developer, the Occupier(s), and the Local Authority or its agents, will agree annual targets, following completion and analysis of the resident/staff survey, for increasing the percentage of non-car modes.

The Coordinator will:-

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months;
- Prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

### 8.1 Occupant Commitments

The following measures will be implemented and funded by the occupant prior to occupation:

- Appointment of a Travel Plan Co-ordinator to manage the implementation of the Plan, and monitor ongoing travel trends.
- Maintain the secure cycle parking facilities provided by the developer for staff and visitors. Showers and changing facilities will also be available within the building for staff and must be maintained;
- Put all aspects of the marketing strategy, described in Section 9, in place as soon as possible following occupation of the proposed development; Mobility Management Plan Coordinator Commitments

### 8.2 Monitoring and Review

The occupier must monitor the travel patterns of staff and visitors in order to ascertain how well the targets are being achieved and whether additional mitigation measures are required. The Plan Coordinator will be responsible for managing this process and analysing the results.

Travel surveys will be distributed to all site users, including visitors, annually and will include an overall review of transport patterns associated with the development. The monitoring of travel to the proposed development will include the following items:

- The usage and demand for cycle storage and
- Review of the travel survey feedback from staff and visitors.



## 9. Marketing and Implementation

### 9.1 Residents/Staff Induction Handbook

As part of the implementation of this Plan, the Management Company will provide staff with a Marketing Pack and advise them on details for their Residents/Staff Induction Handbooks. Every new resident or member of staff will be presented with an overview of the Plan as part of their induction. The pack will include:

- A copy of the Mobility Management Plan;
- Public Transport information;
- Benefits of the Plan for employees and employers;
- Staff Travel Survey Form and
- Details of cycle and shower/locker facilities.

All residents and staff will be required to adopt the Plan with the objective of putting in place efficient and sustainable procedures for travel to the development.

### 9.2 Implementation Strategy – Year 1 of Development

The implementation strategy for the Travel Plan is progressing at the time of writing.

The tasks to be undertaken following completion of the planning process include:-

#### Developer/Agents

- Appointment of the permanent Travel Plan Coordinator;
- Preparation of the budget for Travel Plan;
- Preparation of the Marketing Pack.

#### Travel Plan

- Development of cycle facilities;
- Ascertaining demand for public transport services.

#### Consultant

- Technical Advice (Ongoing).

# UK and Ireland Office Locations

