

**Proposed SHD at Lands at Former  
Greenpark Racecourse, Limerick City**

**Outline Mobility Management Plan**

**September 2021**

## Document Control

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## 1 Introduction

Punch Consulting Engineers are providing civil and structural engineering consultancy services for a proposed residential development at Greenpark, Dock Road, Limerick.

The site is located in Greenpark and is located approximately 2 km to the southwest of Limerick City. The site is a greenfield site with a total site area of 10.5 hectares with a developable area of 7.9ha. The proposed development is residential in nature and comprises of 371 no. residential units consisting of 157 no. semi-detached and terraced houses; 76 no. duplex units and 138 no. apartments and a creche. The development will also include all relevant infrastructure including parking areas, access roads, drainage, internal roads, pedestrian and cycle routes, services provisions, landscaping and boundary treatment and all associated site development and excavation works. Please refer to Figure 1-1 below for site location.

The proposed works are outlined in a series of architectural drawings prepared by Reddy Architecture & Urbanism, engineering drawings by PUNCH Consulting Engineers and Woods PS, landscape architect drawings by Murray & Associates and supplementary information by Tom Philips & Associates.

This report was prepared for An Bord Pleanála in relation to the planning application for the proposed development and deals specifically with the Outline Mobility Plan for the development.



Figure 1-1: Location of the proposed development



## 2 Outline Mobility Plan

### 2.1 Introduction

This section outlines the provisions that the applicant proposes to put in place as a means of reducing car dependency associated with this proposed development in the interest of compliance with the following sustainable transport initiatives:

- Department of Transport National Policy, Smarter Travel: A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020, which provides that 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
- The National Cycling Policy Framework 2010 target, which provides that cycling will be developed in Ireland to the extent that 10% of all trips, including commuting, will be by bike by 2020;
- It would be appropriate to use additional guidance based on UK sourced Making Residential Travel Plans Work: Guidelines for new development - UK Department of Transport 2005.
- The need to reduce transport emission to meet EU 2020 greenhouse gas reduction targets; and
- The need to reduce traffic congestion, particularly at peak commuting times.

Mobility Management Plans are developed for enhancing travel via more sustainable modes of transport. These Plans are conducted to identify travel demand strategies to reduce single occupancy private car travel which in turn reduces traffic congestion, noise pollution and environmental impacts. Residents and users of the site are informed of the alternatives to the private car and are given the required advice, support and encouragement to travel in a sustainable way. The Outline Mobility Plan will also include proposed future transport improvements to those already available.

For this development a site-specific Mobility Management Plan can only be fully developed and implemented once the occupier/user and their travel behavior are known and when the development is occupied. This initial Outline Mobility Management Plan sets out the key infrastructural proposals for the development in general terms and will be further developed when the development is occupied.

The Mobility Management Plan can lead to benefits, such as offering substantial savings to residents by suggesting alternatives to travelling to work (other than by car), allowing commuters to avail of a healthier lifestyle by incorporating exercise into the daily commute and reducing stress experienced by residents caused by lack of alternatives in commuting to work.

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

According to 2016 Census data in Limerick, 70% of commutes were taken in single passenger vehicles, 15% were on foot, 8% were in Buses, minibuses or coaches, 4% were in vans, 2% were by bicycle, motorbike, or scooter and 1% were by trains. Refer to Figure 2-1 below.

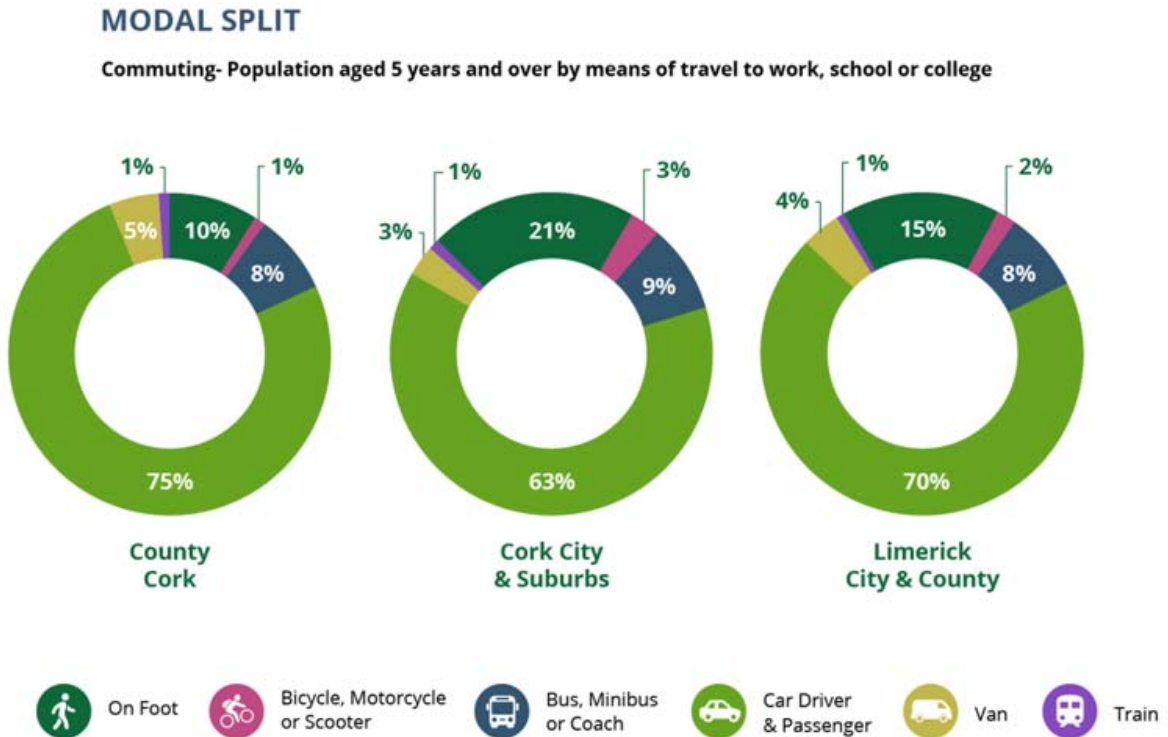


Figure 2-1: 2016 Census Modal Split (Ref: <https://corklimerick.ie/statistics/>)

The Mobility Management Plan specific to the nature and location of the development will consist of a package of sustainable measures aimed at increasing sustainable travel. These measures can include facilitating walking, cycling and car sharing schemes. Soft measures such as education, information and awareness can also be used. The Mobility Management Plan will be developed once the development is fully occupied.

The new development will cater for both vehicular and pedestrian traffic and includes provision of bicycle parking. Measures laid out in the Mobility Management Plan will aim to reduce the number of people travelling to and from the development by car, promote the use of public transport and encourage users to use more sustainable methods of travelling.

In order to establish an effective Mobility Management Plan, the development once occupied should submit the following information:

- i. Residents travel survey information to establish the origin and destination of trips to and from the development
- ii. Outline specific schemes/measures implemented to encourage a shift from car dependent transport to and from the site
- iii. Results of resident's comments
- iv. Targets to be set out in accordance to approved NTA guidelines and documents
- v. An outline of the various schemes that the development, plan to make available to its residents to encourage the desired change in their travel patterns to and from work; such as shared parking facilities, cycle facilities, car-pooling, walking groups, cycle groups, communication, consultation and promotion.

The success of the Mobility Management Plan depends on the co-operation of all parties. The appointment of a co-ordinator and a steering group is vital for the success of the plan. This Outline Mobility Plan will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

## **2.2 Objective of the Plan**

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

- i. To encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and train
- ii. To reduce the overall number of single occupant vehicles trips for journeys to and from the development
- iii. To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- iv. To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development
- v. To increase car-pooling amongst residents

### 3 Existing Conditions

#### 3.1 Existing Road Network

The proposed development is located in Greenpark, approximately 2km southwest of Limerick City. The main access to the site is via a Link Road off the Limerick Greyhound Stadium Roundabout. The Greyhound Roundabout further links north to the Greenpark Roundabout on the Dock Road. The site location in relation to the wider road network is detailed in Figure 3-1. The N69 is a two way road serving as one of the main accesses for the city during peak commuter traffic times.

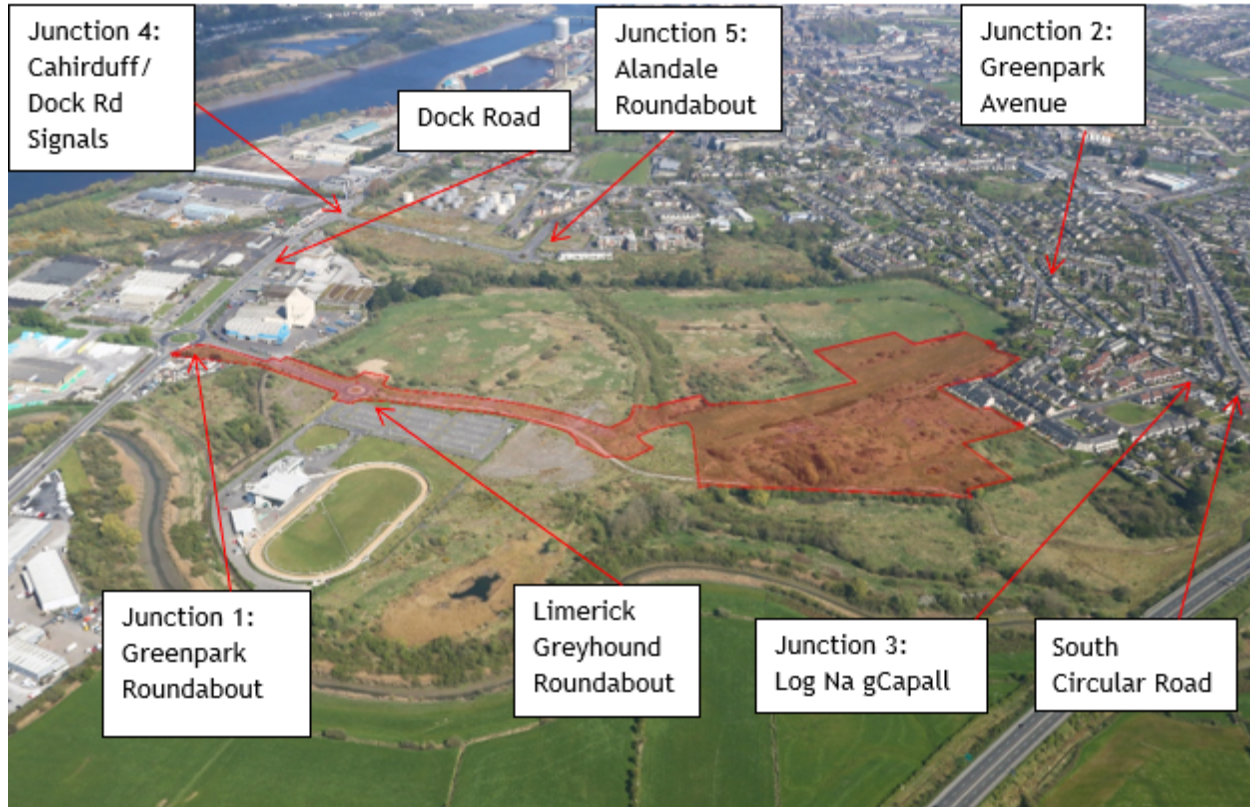


Figure 3-1: Site Location in Red (<https://www.google.com/maps>)



### 3.1.1 Dock Road (N69)

The Dock Road (N69) is a two-way carriageway with wide footpaths on both sides of the carriageway and no existing designated cycle lanes.



Figure 3-2: Existing Site Access at Greenpark Roundabout-looking south east (Ref: Google Maps)



Figure 3-3: North east of Greenpark Roundabout-looking north east (Ref: Google maps)



Figure 3-4: South west of Greenpark Roundabout-looking south west

### 3.1.2 Greenpark Roundabout to Limerick Greyhound Roundabout Road

The Greenpark Roundabout to Limerick Greyhound Roundabout Road is a two-way carriageway with footpaths and cycle paths on both sides of the carriageway.



Figure 3-5: Greenpark Roundabout to Limerick Greyhound Roundabout Road-looking south east



### 3.1.3 Greenpark Avenue

Greenpark Avenue is a two-way single carriageway residential road of approximately 240m in length which connects to South Circular Road. There is a footpath on the north side of the carriageway which extends approximately 100m from South Circular Road. There are no designated cycle lanes.



Figure 3-6: Existing Greenpark Ave-South Circular Road Junction - looking northeast



Figure 3-7: Greenpark Avenue - looking southwest





Figure 3-8: End of Greenpark Ave - looking southwest

#### 3.1.4 Log Na gCapall

Log Na gCapall is a residential road which connects to South Circular Road. It has designated footpaths on both sides of the road and no designated cycle lanes.



Figure 3-9: Existing Log Na gCapall-South Circular Road Junction-looking north east





Figure 3-10: Log Na gCapall - looking northwest



Figure 3-11: End of Log Na gCapall - looking north west

### 3.1.5 South Circular Road

South Circular Road is a two-way carriageway with footpaths on both sides of the carriageway. There are no designated cycle lanes.



Figure 3-12: End of Log Na gCapall - looking northeast

## 4 Future Transport Proposals

General proposals and objectives as noted in the Development Plan are to reduce car dependency and increase the use of sustainable modes of transport such as walking, cycling and the use of public transport.

Currently there are discussions ongoing between Limerick City and County Council (LCCC) and the National Transport Authority (NTA) in relation to the upgrade of the Dock Road to have enhanced public transportation/ alternative modal facilities including priority bus corridors and dedicated cycle lanes.

As part of the constraints assessment for the Limerick Northern Distribution Road (LNDR), a traffic study was undertaken by Roughan O'Donovan to provide forecasted values for the junctions surrounding Limerick City and the potential associated reduction in traffic in the city. With the opening of the LNDR it is envisaged that a portion of the traffic utilising the Dock Road will decrease in the AM and PM peaks as more viable routes become available in the city. The Draft Limerick/ Shannon Metropolitan Area Transport Strategy 2040 (LSMATS) notes the N69 Dock Road being reclassified as a Regional Road in the future.

The proposed residential development has taken consideration of the LSMATS. Under the strategy, cycling infrastructure will be developed along a number of primary routes. Namely, a Primary Radial Route between Mungret to City Centre along the R510, R526 Ballinacurra Rd, South Circular Road and Henry Street to be delivered in the short to medium term. A Secondary Cycle Network from Dock Road via Ashbourne Avenue to Rosbrien Road and a Greenway Cycle Network for the Limerick Docks parallel to the N69 to be delivered in the long term. Refer to Figure 4-1 below.



Figure 4-1: Proposed Limerick Cycle Networks as per LSMATS



In addition, there will be a bus route via the Dock Road which will help alleviate traffic as people accessing the city will be able to use public buses rather than cars. The network shows links as far as Shannon Airport. Refer to Figure 4-2 below.



Figure 4-2: Proposed 2040 Bus Network as per LSMATS

The implementation of the objectives of the LSMATS will bring with it a modal shift for the development area which should drastically change the transportation environment and use of sustainable modes of transport in the area.



## 5 Transport Services

Table 5-1 below describes describes the approximate transport times from the proposed development site to various transport hubs and significant areas. Traffic conditions will vary, and the times may be different for car and bus times shown. Please note that for bus journeys, these times include walking, connections etc. The locations of the significant existing city features are shown in Figure 5-1. Approximate time taken shown in Table 5-1 below was from the following locations:

- i. Cars trips - Greenpark Roundabout
- ii. Cycle/bus/walking trips - Pedestrian access at Log Na gCapall boundary

Destination	Distance		Approximate Time Taken (minutes)			
	i. from Greenpark Roundabout (km)	ii. from Log na gCapall (km)	Car	Cycle	Bus	Walking
Crescent Shopping Centre	3.5km	0.7km	6	3	-	9
Limerick City Centre	2.0km	2.0km	5	6	18	17
University Hospital Limerick	3.0km	1.5km	5	6	9	19
Mary Immaculate College	1.8km	1.3km	4	5	14	16
Limerick Train/Bus Station	2.9km	2.6km	7	9	15	32
Limerick Institute of Technology	4.9km	5.0km	12	19	39	64
University of Limerick	13km	7.2km	14	27	41	90

Table 5-1: Approximate Transport Times from the Proposed Development Site



Figure 5-1: Site Development-Transport Features

## 5.1 Cycling

LCCC is actively promoting cycling throughout the city and county. Cycling is significantly encouraged as part of this development. The Limerick City Development Plan 2010-2016 (as amended) requires a minimum of 1 cycle space per residential unit as seen in Table 5-2 which equates to a total of 371 spaces to be provided, however the proposed development has provided a total of 498 spaces

Development Type	No Units	Minimum Requirement per Development Plan	Required No. of Spaces	Cycle Parking Provided
Residential	371	1 stand/space per unit	371	371
Creche	-	-	-	20
Visitor Parking at Apartments/Duplex's		-	-	107
<b>Total</b>			<b>371</b>	<b>498</b>

Table 5-2: Cycle parking space requirements and provision

Internal cycle paths form part of the proposed development and have been located adjacent to proposed Link Streets to encourage cycling in line with the requirements of the Limerick City Development Plan 2010-2016 (as extended) and in accordance with the Draft Limerick/ Shannon Transport Strategy 2040. The proposed residential development includes cycle path connectivity through the site to facilitate connecting the Dock Road and the South Circular Road. Additional cycle access points have been provided to the boundary of Log Na gCapall and Greenpark Avenue. As discussed with Robert Gallagher, Senior Engineer, LCCC, any future cycle infrastructure on Greenpark Avenue and Log Na gCapall that will connect to the proposed Primary Radial Cycling Route on South Circular Road (if required) will be provided by LCCC.

It is anticipated that cycle parking will be monitored and addressed more fully as part of considerations for the Limerick City area, with potential for additional spaces if required in the future.

The development is located a reasonable distance from the city centre (circa 2.0 km away), which means that a trip via bicycle to commute from Limerick City Centre to the proposed development would take around 6 minutes.

There are a number of Coca-Cola bike sharing stations within walking distance of the site which include stations at Mary Immaculate College, Mount St. Vincent and O'Connell Avenue. Bike sharing supports a transition to more active and sustainable urban transport modes while reducing traffic related emissions and congestion.

The city centre and local region has a number of cycle lanes and designated paths for the use of cyclists along with proposals under the Draft Limerick/ Shannon Transport Strategy 2040 to provide more cycle infrastructure throughout the city.

## 5.2 Parking

As part of the proposed development, it is proposed to promote the use of sustainable modes of transport to reduce car dependency associated with the development. The general objectives are as follows:

- i. Encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and train
- ii. Reduce the overall number of single occupant vehicles trips for journeys to and from the development
- iii. Integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- iv. Provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development
- v. Increase car-pooling amongst residents

Car parking serving the development is substantially compliant with the Limerick City Development Plan 2010-2016 (as amended). The development plan requires a total of 431 parking spaces to be provided, however the proposed development has provided a total of 510 parking spaces. The minimum car parking requirements as per the Development Plan are noted in Table 5-3 and the proposed parking spaces provided are noted in Table 5-4 below.

Development type	No Units	Minimum Requirement per Development Plan	Required No. of Spaces
Houses	157	2 spaces per house	314
Duplexs	76	1 space per 25 units	3
Apartments	138	1 space per 25 units	6
Visitor	323 (spaces)	25% of residential requirement	81
Creche	14 staff, 65 children	1 per staff & 1 per 5 children	27
<b>Total</b>			<b>431</b>

Table 5-3: Car Parking Requirement as per Development Plan

Development type	No Units	Parking Spaces per Unit	Parking Spaces Provided
Houses - 2 Bed	37	1.5 space per house	56
Houses - 3/4 Bed	120	2 spaces per house	240
Duplexs	76	1 space per 1.43 units (0.70/unit)	53
Apartments	138	1 space per 1.43 units (0.70/unit)	97
Visitor	446 (spaces)	11.0% of residential requirement	49
Creche	14 staff, 65 children		15
<b>Total</b>			<b>510</b>

Table 5-4: Car Parking Provided

Please refer to Reddy Architecture & Urbanism drawing 20133-RAU-ZZ-ZZ-DR-A-02.1008 for proposed car and cycle parking allocation.

We note that the parking provision local to the creche (15 parking spaces) is below the Development Plan standard (1 per staff & 1 per 5 children). However, we consider the following should be taken into consideration:

- a) It is expected that the creche will be generally occupied by children of the proposed development who are within walking distance of the creche.
- b) A management mobility plan will be prepared by the creche which will require the creche development to implement sustainable travel options. Lower levels of car parking provision can assist with encouraging other modes of transport.

The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020 outlines that for all types of locations, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure facilities for car sharing club vehicles.

The key benefits of car sharing club vehicle (GoCar) parking include:

- i. Each GoCar replaces approximately 15 private cars
- ii. Carsharing reduces car ownership, car dependency, congestion, noise, and air pollution
- iii. Helps increase walking, cycling, and use of public transport
- iv. Allows individuals to have the benefits of a private car, without having the large costs and responsibility associated with car ownership

4 No. parking spaces dedicated for car club (GoCar) use only are proposed for inclusion in the parking spaces provided. GoCar advise that 1 No. GoCar vehicle space can replace up to 15 private cars. Applying this rationale results in an equivalent parking provision of 506 (regular spaces) + (4 x 15) = 566 spaces.

Please refer to Appendix A for letter from GoCar.

### 5.2.1 EV Charge Points

All houses with on-curtilage car parking will be first fixed for EV charge points. All common area parking spaces will have ducting run to them to facilitate future installation of additional EV charge points. 10% of common area parking spaces will have EV charge points installed.

Please refer to Reddy Architecture & Urbanism drawing 20133-RAU-ZZ-ZZ-DR-A-02.1008 for proposed car and cycle parking allocation which include EV charge points.

### 5.3 Pedestrians

As the potential for pedestrian trips to and from the development is high, it is important that the development is properly integrated into the existing footpath network. There are dedicated footpaths along both sides of the Greenpark Roundabout to Limerick Greyhound Roundabout Road, the Dock Road, South Circular Road and within Log Na gCapall. There is a footpath along a portion of the northern boundary of Greenpark Avenue with proposals to extend this footpath as part of works for a proposed 31 unit residential development for M.A. Ryan & Sons under Planning Grant 17/1190 (ABP-302015-18).

The proposed layout incorporates attractive routes in and out of the development for pedestrians. The proposed site layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate. These include direct pedestrian routes from the development to/from surrounding areas. The pedestrian network also connects to existing footpaths that access surrounding public transport networks, including numerous bus routes on the Ballinacurra Road. Lighting standards will be provided to ensure footpaths are well lit at night. Way finding signposts will be provided where necessary.

Based on the 2016 Census only 15% of the nearby population walk to work, school or college. The development is located in close proximity to the key employment area of Limerick City Centre and to a number of educational facilities which are all within walking distance of the development. These include:

- i. Mary Immaculate College - 16 minute walk and 5 minute cycle
- ii. Scoil Mhathair De - 16 minute walk and 4 minute cycle
- iii. Laurel hill Secondary School - 19 minute walk and 5 minute cycle
- iv. St. Clements Redemptorist College which is a 22 minute walk and 6 minute cycle



## 5.4 Public Transport

In order to facilitate the use of public transport, consideration will be made to provide information on location of stops, routes, timetables, walking times to main public transport facilities, etc. (Based on the 2016 Census only 8% of the nearby population use public transport as a means to travel to work, school or college.) There are already several existing measures available to encourage and facilitate the use of public transport including the following:

- a) Transport for Ireland (TFI) provide a phone App and a useful website called "Journey Planner" this can be used to easily plan routes to and from destinations using bus routes and other forms of Transport. It is available as a free download and is highly recommended.
- b) There is a national TaxSaver Scheme Introduced by the Government in 1999. TaxSaver incentivises people to use public transport to and from work. Employees register online, receive log in details and start purchasing monthly or annual tickets for their employees. The cost is deducted directly from the employees' gross salary, and savings between 28.5% and 52% can be made off the regular price, depending on ticket type and tax brand. Please refer to the [taxsave.ie](http://taxsave.ie) website for more details.

### 5.4.1 Bus Services

The development is served by existing public bus services. The closest public bus stop is within walking distance, approximately 350m from the development on Ballinacurra Road. The following Bus Éireann routes serve the bus stop:

Bus Éireann

- i. Route No. 301- Raheen/University Hospital Limerick to Westbury
- ii. Route No. 304- Ballycummin to University of Limerick
- iii. Route No. 304A- Raheen/University Hospital Limerick to university of Limerick.

Please refer to links below for bus timetables.

#### Route No. 301

<https://www.buseireann.ie/inner.php?id=406&form-view-timetables-from=&form-view-timetables-to=&form-view-timetables-route=301&form-view-timetables-submit=1>

#### Route No. 304 and 304A

<https://www.buseireann.ie/inner.php?id=406&form-view-timetables-from=&form-view-timetables-to=&form-view-timetables-route=304&form-view-timetables-submit=1>

### 5.4.2 Taxi Services

There is a constant flow of taxis along both Dock Road and South Circular Road collecting and depositing passengers. This will facilitate taxi use by providing a safe and convenient means of accessing this form of transport. The objective is to encourage lift sharing in taxis to help reduce the demand on parking and congestion at peak times.

### 5.4.3 Train Services

The closest train station is Colbert Station which is located off Parnell Street. It is approximately 2.6kms from the proposed development. There is a regular train service linking Limerick to the major cities of Dublin and Cork. There is a less frequent service to Galway. The development is within practical walking and cycling distance from the train station. Please refer to links below for train timetables.

Dublin Heuston - Limerick and Ennis

[https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/02\\_dublin-limk-ennis.pdf](https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/02_dublin-limk-ennis.pdf)



**Dublin Heuston - Limerick Via Nenagh**

[https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/03\\_dublin-limk\\_via\\_nenagh.pdf](https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/03_dublin-limk_via_nenagh.pdf)

**Galway - Limerick**

[https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/17\\_limk-galway.pdf](https://www.irishrail.ie/Admin/IrishRail/media/Timetable-PDF-s/Heuston-timetables/17_limk-galway.pdf)

## 6 Implementation/ Consultation/ Monitoring

The Mobility Management Plan (MMP) is a document that evolves over time and requires ongoing implementation, management and monitoring, and for successful implementation requires organisational support, an internal Mobility Manager and financial resourcing.

To implement the MMP the following inputs are required:

- i. Developer support and commitment
- ii. A Mobility Manager as the plan coordinator
- iii. A Steering group to oversee the plan
- iv. Working groups on various related issues

To ensure effective results from any initial sustainable travel investment it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners like the Local Authority, public transport operators, etc. Ideally the MMP will be managed by a Mobility Manager or travel plan coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager will also be best suited to monitor the results of the plan.

The MMP will endeavour to influence the modal split from the outset of the completed development. Due to the location of the site and the alternative transport modes available, the historic reliance on the car can be challenged. The issuance of welcome packs to the initial residents containing e.g. timetables of public transport and details of nearby facilities can be considered.

The document: *National Transport Authority Workplace Travel Plans - A Guide for Implementers* may be used as a reference. There is also a UK document: *Making Residential Travel Plans Work: Guidelines for new development* published by the UK Department of Transport 2005 which is relevant.

Resident travel surveys should be carried out in the early stages and annually to monitor the initial success of the mobility management plan and to gain a better understanding of the residents' travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the Travel Plan is performing in comparison to previous years and the sustainable travel targets initially outlined in the plan.

Appendix A    GoCar Letter



Voyage Property Ltd  
Ashbourne Hall  
Ashbourne Business Park,  
Dock Road,  
Limerick

27/09/2021

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a service of up to 8 (Eight) shared car club vehicles in the proposed GreenPark Lands development in Limerick. GoCar representatives have discussed the project with representatives of Punch Consulting, who are the Transport Planners for the development, and are excited to provide a car sharing service at this location.

It is understood that the vehicles at this development will be positioned in a number of small 'hubs' to allow for ease of access for all residents. While it is the intention for most of these vehicles to be used exclusively by the residents of the development, GoCar may agree with the eventual managers of the site to allow some vehicles to be open for access to other GoCar members nearby. This will depend on usership levels, and will be reviewed at various periods to ensure adequate supply for the residents of the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 800 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the staff therein will have access to pay-as-you-go driving, in close proximity to their offices, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in blue ink, appearing to read 'Rob Kearns'.

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