

MOBILITY MANAGEMENT PLAN

**Ratoath South SHD
For Beo Properties Limited**

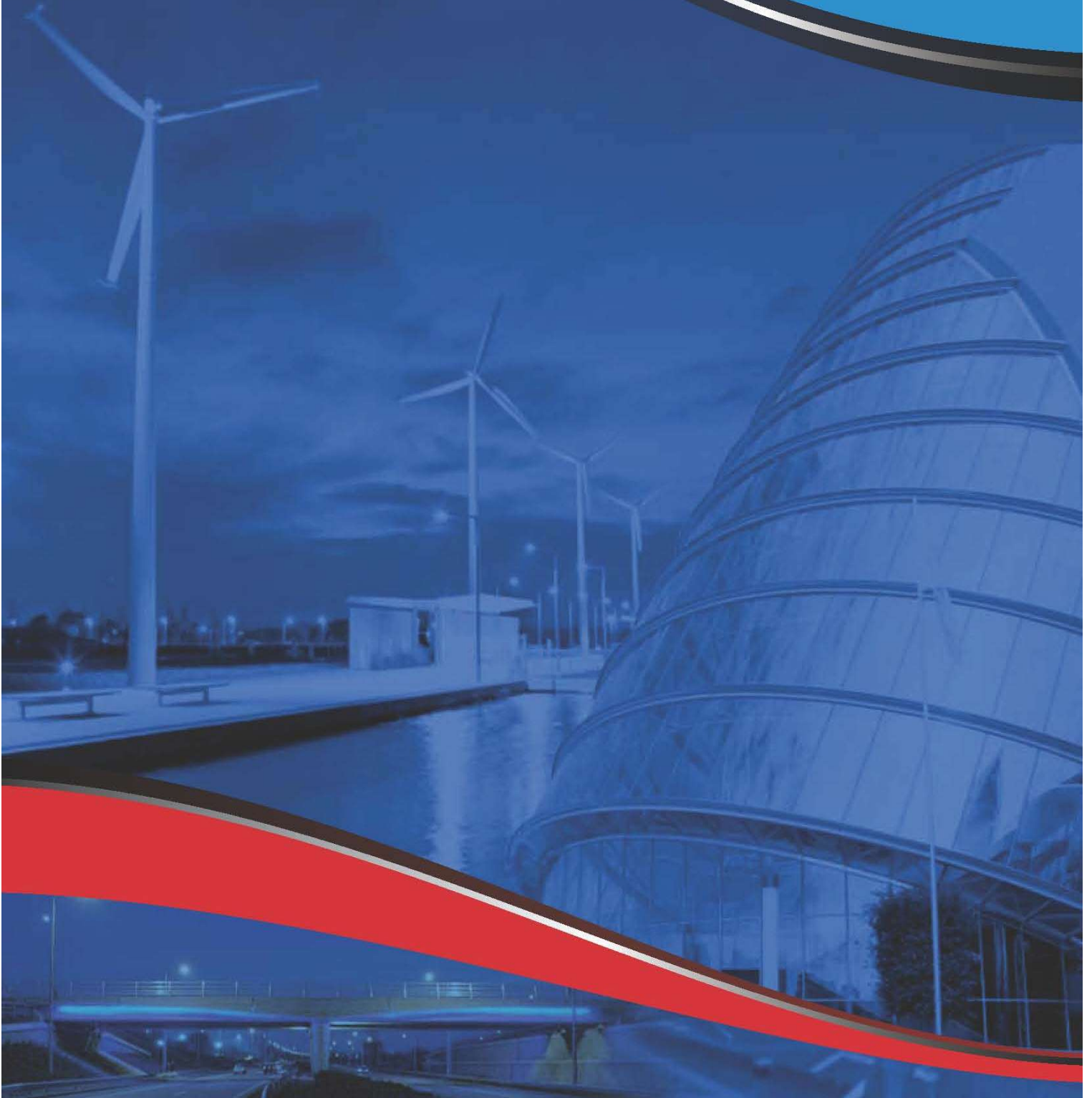
Project No. L308
25 May 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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**Ratoath SHD – Pre-Application Consultation
For Beo Properties Limited**

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**Ratoath South SHD
At Ratoath,
Co. Meath**



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1. INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to prepare this plan with respect to the proposed strategic housing development (SHD) in Ratoath, Co. Meath. The exact site location can be seen in Figure 1 below.



Figure 1 - Site Location (www.myplan.ie)

The subject site is located approximately 1.0 km south from Ratoath town centre and is immediately bounded by Fairyhouse Road to the west, Glascarn Lane to the north and agricultural lands to the east and south. The subject is currently greenfield and used for agricultural purposes and can be accessed from Glascarn Lane to the east and Fairyhouse Road to the west of the site.

The development will principally consist of the construction of 452 no. residential units which are located in 12 neighbourhoods. Building heights ranging from 2-3 storey terraced houses and 3-4-storey duplex buildings

(1 storey ground floor units and 2 storey first and second floor units; 2 storey ground and first floor units and 2 storey second and third floor units) and 6-storey apartment blocks. Private open space associated with the residential units is provided in the form of rear gardens, balconies, terraces and winter gardens. The development includes a crèche with associated outdoor play areas at ground floor and at roof level; 4 no. commercial/retail units; a landscaped public open space which includes a civic plaza; communal open space in the form of communal courtyards for each neighbourhood; associated car and cycle parking serving the full development and uses therein; solar PV panels; a second phase of the Ratoath Outer Relief Road (RORR), that will run along the southern boundary of the application site join up to the existing constructed section of the RORR, with two priority controlled junctions; a series of pedestrian and cycle connections from the Fairyhouse Road (R155), Cairn Court, Glascarn Lane and the new RORR; internal road and shared surface networks including pedestrian and cycle paths; public lighting and all associated site development and infrastructural works, services provision, ESB substations, foul and surface water drainage, extension to the foul network, access roads/footpaths, lighting, landscaping and boundary treatment works and all ancillary works necessary to facilitate the development. Please refer to the development description within the statutory notices for a complete description of the proposed development.

The second phase of the Ratoath Outer Relief Road (RORR) is proposed as part of this development. The section of the RORR proposed as part of this development runs from a new junction with the R155 east for approximately 1100m to the end of the site boundary. It is proposed to have two access for the site off the RORR.

This plan is being prepared as a transportation demand management tool for the site and is aimed particularly at residents to encourage travel by sustainable modes of transport.

The MMP targets set out herein will take account of future potential improvements in sustainable transport infrastructure over and above those currently in operation.

2. CONTENT OF THE TRAVEL PLAN

The Meath County Development Plan 2021 -2027 considers that a Mobility Management Plans (MMP) is to provide for the achievement of acceptable modal shares for both public and private transport within an appropriate timeframe. In addition, MMP is considered as a tool to reduce dependency on private car use by promotion of public transport, cycling, walking and provision of physical infrastructure to support cycling/walking.

Hence, based on the best practise, this MMP is intended to meet the following requirement,

- Provide a comprehensive outline of public transport service available (proposed and existing);
- Promote alternative sustainable travel options i.e. walking and cycling;
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling;
- Provide an outline of various scheme that may be appropriate to facilitate a change in travel pattern to and from work.

Based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.

3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

BUS

There is an existing bus stops along Fairyhouse Road for the residents at the development site in the future. The existing bus stops are located in the vicinity to the development site, as outlined in Figure 2 below.



Figure 2: Existing Bus Indicative Site Location

The key routes serving the bus stop within a short walk of the development site are summarised in the table below.

Table 1: Local Bus Services

Route	Description
Route 103	Dublin – Tayto Park via Ratoath
Route 105	Drogheda – Blanchardstown via Ratoath
Route 105X	Fairyhouse Road – Ratoath - Dublin
Route 109	Dublin – Kells via Ratoath

Both existing bus routes are operated by Bus Eireann. More details of these bus services can be found at www.buseireann.ie.

As can be seen from the Table 1 above, the bus routes operating in close proximity of the proposed SHD development provide the bus services which link the development site to town within Meath County (i.e. Ashbourne) and outside Meath County (i.e. Drogheda and Dublin.).

It is expected that the future residents can utilise the existing bus routes to travel to these major town or city areas. More details of bus service can be found at www.buseireann.ie.

RAIL

The 105 bus route service links the proposed development to the Dunboyne Rail Station which provides access to the following rail service:

- Dublin – Maynooth, Longford and M3 Parkway services;

The bus route from the site to the Dunboyne Rail Station is indicated in Figure 3 overleaf.

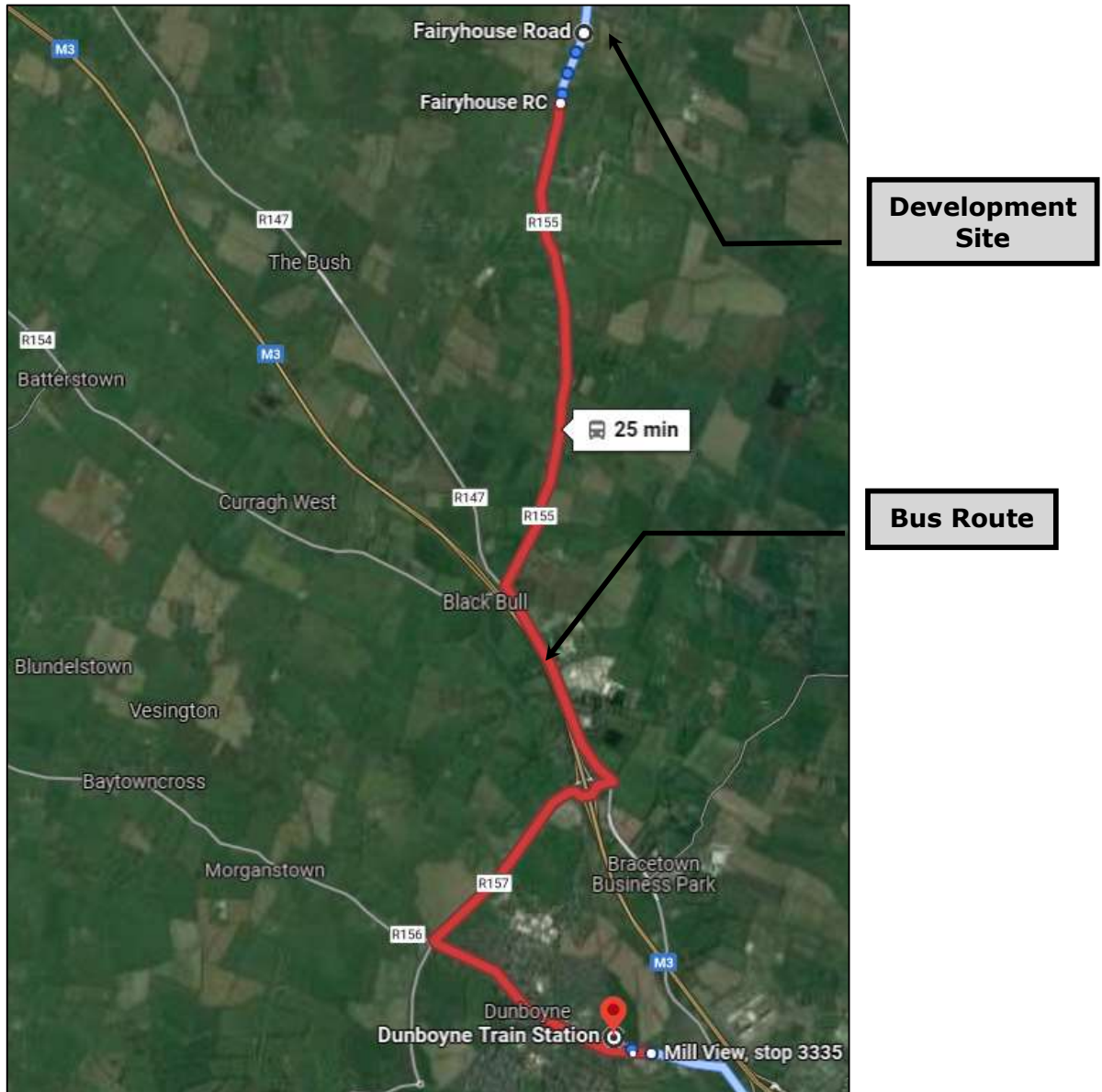


Figure 3: 105 Bus Route to Dunboyne Rail Station

More details of these rail services can be found at www.irishrail.ie

CYCLE

The cyclists are allowed to cycle within the roadway together with the other road users in local areas. Relative to the development site, the nearest cycle infrastructure is an existing dedicated cycle lane running along Meadowbank Hill and The Avenue, as outlined with Green Line in figure overleaf.



Figure 3: Existing Cycle Facilities in Local

It is therefore expected that the future residents will consider cycling as an attractive travel option to/from the development site. Further details of improvement on the existing cycle facilities are covered in Chapter 4 of this report.

PEDESTRIANISATION

Given that the proposed development is located within 1,200m (15 minutes) walking distance of Ratoath Town Centre, which offers a large number of retail and employment areas, it is expected that the future residents will consider to travel on foot from/to the proposed development to/from the Ratoath Town Centre.

In term of pedestrian access, the existing footpath that surrounds the proposed development is considered as a good quality public access, which enable the future residents access to the nearby bus stops and town centre.

The existing pedestrian facilities along the R155 can be seen in the figure below.



Figure 4: Existing Pedestrian Facilities

4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

LOCAL LINK RURAL TRANSPORT PROGRAMME STRATEGIC PLAN 2018 TO 2022

This strategic plan aims to improve the current public transport services in the rural areas by continue to identify the improvements in existing services and develop additional routes to promote better linkage of services between towns/villages.

In order to ensure the Rural Transport Programme is in line with the objectives included in Ireland 2040, this strategic plan has particularly set up the key objectives in following for the new transport route development and expansion strategy in rural areas:

- Ensure that rural transport services are comprehensively linked to and integrated with public transport services provided by other entities including Bus Eireann, Iarnród Eireann and other private operators including improved connectivity and integration with existing ticketing systems;
- Improve linkage of rural transport services between and within towns and villages in order to provide more direct access to workplaces, tourist and visitor destinations, health services , shops and educational establishments;
- Greater interaction/co-ordination with Local Authorities for the assessment of strategic transport needs and in the development of proposed transport plans for local areas.

Under this programme, it is expected that it will be increasing regular public transport services running 5/6/7 days a week to ensure connectivity with other public transport services and facilitate a convenient access for the passengers.

As the development site is located in strategic residential area, it is expected that there will be further improvements on existing public transport facilities to enable the resident to travel further afield.

GREATER DUBLIN AREA CYCLE NETWORK PLAN

Published by the National Transport Authority (NTA) in December 2013, this cycle network plan sets out a number of additional cycle route proposals which focus on improvement and extension of the cycle network across Dublin. The proposals for the local area are shown below in figure 5.

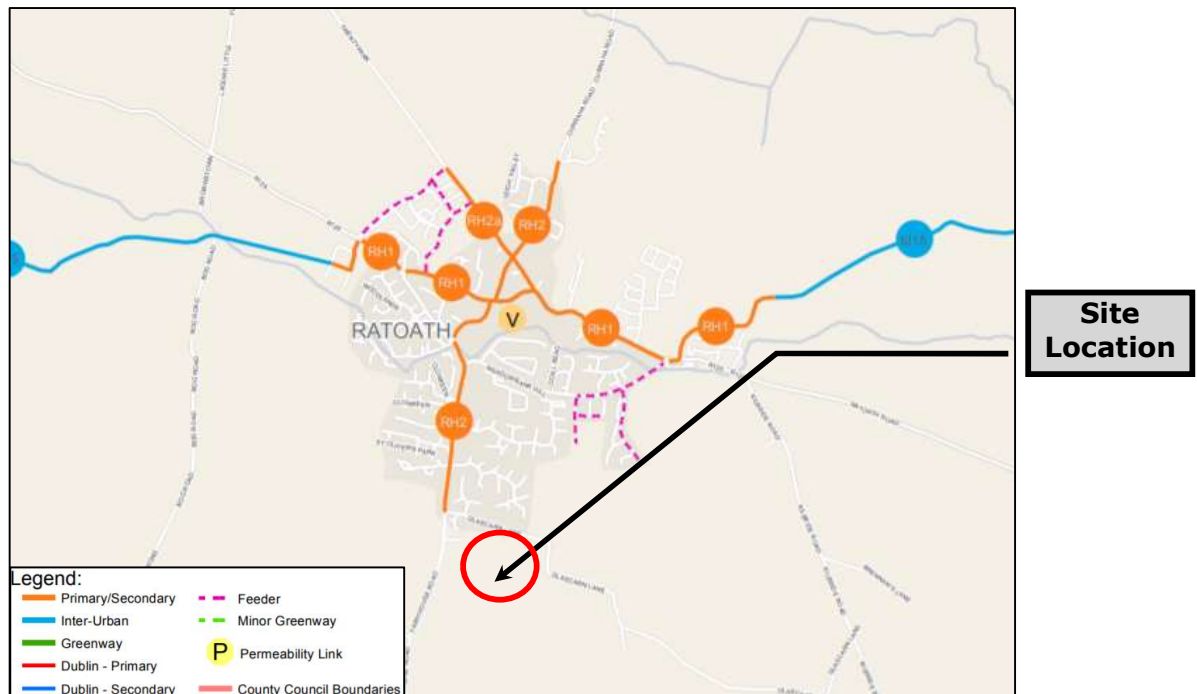


Figure 5: Future Cycle Facilities

As part of GDA cycle networks, the provision of the additional cycle facilities in Ratoath Town, particularly Primary / Secondary route RH2 is proposed along Fairyhouse Road, to the north of the development which offers a convenient and safer access to the town centre, even enable the future residents to travel further afield without the use of private car in future.

It is noted that Meath County Council are currently working on Part 8 planning development, which will connect Ratoath Town Centre to the RORR via the new and high-quality cycle tracks and footpath along the R155, this has been lodged for planning.

Moreover, it is proposed to provide a dedicated two way cycle facility along the new Ratoath Outer Relief Road, which is located adjacent to the development site, as shown in Figure 6 below.

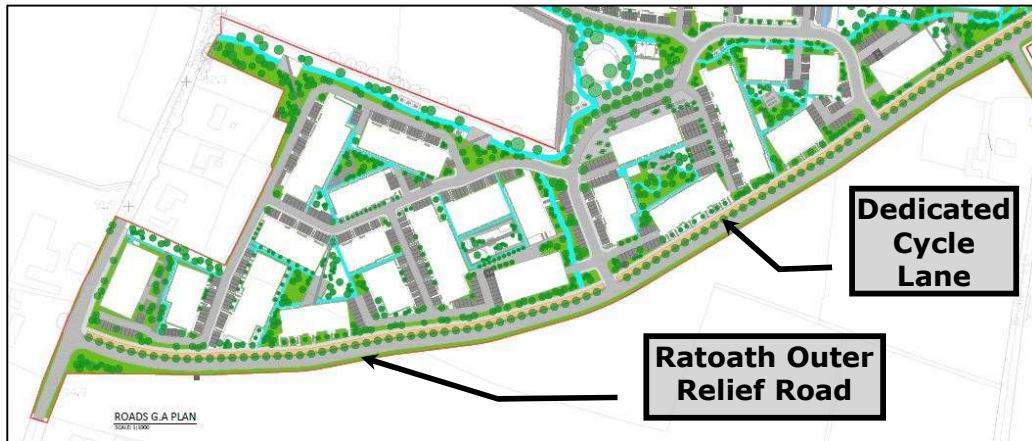


Figure 6: Additional Cycle Facilities on Ratoath Outer Relief Road

This new cycle facility will significantly improve the local cycle network and make the cycling as attractive option for the future residents to travel to/from the development site. Overall, it is expected that the future cycle facilities will provide a more convenient and safer cycle network within the local areas. The development also includes a 3m wide greenway running through the site linking to the various existing boundaries of the site promoting continuity.

Meath Development Plan 2021-2027

The Meath Development Plan 2021 -2027 set outs the policies and objectives and the future strategic developments for Meath County over the plan period 2021-2027. In order to support effective transportation system to reduce the need to travel by car within the County, the key policies have been particularly set up in term of transportation, as highlighted in the following:

- To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are well served by public transport;

- To promote sustainable land use planning measures which facilitate transportation efficiency, economics returns on transport investment, minimisation of environmental impacts and a general shift towards the greater use of public transportation throughout the County.

As part of the development plan strategies, Meath County Council will support the preparation of a feasibility study exploring the potential of a future rail spur off the Navan-Dublin Rail line from Dunshaughlin to serve Ashbourne and Ratoath.

Based on the statement above, it is expected that there will be further improvements on existing public transport facilities and addition of new service routes across the county to enable the residents to travel further afield.

5. OBJECTIVES OF THE TRAVEL PLAN

This MMP sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift of the future residents .

At this stage, the plan is intended to be preliminary and will be revised accordingly once the development is occupied. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.

CAR TRAVEL & OCCUPANCY

It is an objective of this plan to maximise the number of people travelling by sustainable means and, where travel by private does occur, maximise the number of people travelling as passengers.

BUS

As noted in Section 3, the existing service bus route are available for future residents to use as their daily commuters. It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible. It is also an objective to inform residents about any changes to these services and any new services that come on line.

CYCLING/WALKING

There is good quality pedestrian and cycling infrastructure in the vicinity of the proposed development. As mentioned earlier, the site will provide new cycle facilities which links the development site to further areas. It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate its use wherever possible.

MODAL SPLIT

In order to establish preliminary modal split targets for the development, the 2016 Census data for the electoral division of Ratoath, in where the development site locates. This data has been used as the basis for establishing the following targets.

<u>Mode</u>	<u>Modal Share</u>
Walking	25%
Bicycle	5%
Public Transport	15%
Car Driver	38%
Car Passenger	12%
Work from Home	5%

Table 2: Preliminary Target Modal Split

A detailed travel survey is planned to be carried out after 6 months, once the development is occupied to facilitate a more accurate analysis of resident travel patterns at the development site.

6. SPECIFIC MEASURES

In order to achieve the objectives and modal split targets set out in *Section 5*, a number of specific measures are proposed to be put in place.

Management and Co-ordination

A Mobility Manager/Travel Co-ordinator is suggested to be appointed after the development is completed. The duties of the Mobility Manager will include inter alia:

- Conducting surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point;
- Negotiating with public transport companies and other service providers;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.

Car Sharing

The appointed Mobility Manager will ensure that car sharing will be promoted throughout the development via schemes such as establishing a car sharing database. The residents will be able to avail of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

Bus Use

The appointed Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times for residents. The appointed Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis for the residents.

The appointed Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

Cycle/Pedestrian Facilities

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work';
- Cycle safety training;
- Site visits from trained mechanics to check/repair resident bikes;
- Discounts on bikes and accessories from various stores;
- Provision of high visibility vests.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

Parking Strategy

Car parking provision at the site needs to strike a considerate balance between a numbers of factors including:

- The promotion of sustainable modes of travel, which are within a reasonable walking distance of the development site;
- Facilitating an appropriate level of car storage at the development;
- Giving due consideration to the prevention of potential overspill parking into the local area.

Chapter 11 of the *Meath Development Plan 2021 – 2027* sets out objectives and requirements in relation to transportation. In particular, *Table 11.2* sets out the parking requirements for various types of developments with the relevant standards recreated below.

- Dwellings – 2 per conventional dwelling;
- Apartment / Flat - 2 per unit ;
- Food Retail –1 per 20 sq.m. gross floor area. Where the floor area exceeds 1,000 sq.m. gross floor area, 1 space per 14 sq.m. gross floor area.
- Non-Food Retail – 1 per 20 sq.m gross floor area.

It is also noted that the *Sustainable Urban Housing, Design Standards for New Apartments (December 2020)* from the Department of Housing, Planning and Local Government are also applicable in this instance with respect to the residential car parking provision. Section 4 of these guidelines sets out guidance and defines Peripheral and/or Less Accessible Urban Locations, stating:

“As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking such as one space for every 3-4 apartments, should generally be required.”

Based on the existing public transport facilities along with the location of the proposed development, it is therefore clear that the development falls into this category meaning it is wholly appropriate to provide one car parking space per apartment & maisonette type unit and one car parking space for every 4 apartment & maisonette units on the development site. This equates to 1.25 car parking spaces per apartment & maisonette type unit.

The provision of parking spaces offers the minimum standards for residential land use but maxima standards for the non-residential car parking standards. Ratoath South SHD is a newly created neighbourhood providing a significant amount of visitor parking over and above the prescribed minimum. This was implemented to function as a dual usage to cater for the casual trade users and encourage park and stride for crèche users. The council encourages innovative design solutions for medium to high density residential schemes where substantial compliance can be demonstrated.

Based on the above it is proposed to provide 746 no. car parking spaces (741 no. spaces including visitor spaces and 5 no spaces for crèche) in the development site based on its nature.

Parking Management

With regard to parking management, a key aspect of the strategy will be the ongoing management of parking at the site. The parking strategy will come into effect from initial contact with prospective residents. It will be made very clear at the initial stage of communication as to what the parking availability is at the site and the lack of long term alternatives in the surrounding area. This is in line with Section 4.24 of the Design Standards for New Apartments.

Measures to prevent unauthorised car parking will be investigated should the need arise and may include:

- A clamping system whereby any cars parked in an unapproved location will be clamped and the owner required to pay a fine for release;
- Ongoing monitoring of visitor and crèche parking to ensure appropriate use.

All residents will be advised of any such measures as part of the initial/ongoing consultation with appropriate signage also provided. It is noted that the parking areas will be strictly reserved for the parking vehicles and prohibit for the storage of materials or goods associated with the development in compliance with *Draft Meath County Council Development Plan 2021 – 2027*.

In terms of cycle parking provision, the *Sustainable Urban Housing, Design Standards for New Apartments (December 2020)* from the Department of Housing, Planning and Local Government are also applicable in this instance with respect to the provision of cycle parking within the apartment and maisonette type units. The guidelines set out the cycle parking requirements with the relevant standards recreated below

- 1 cycle parking space per bedroom
- 1 space per 2 units allocated for visitor parking

In this instance it is proposed to provide 816 no. cycle parking spaces (192 no. provided for visitors) that is in excess of the Apartment Guidelines as listed above. These spaces will be provided throughout the development for use by residents & visitors. The design of the cycle parking will be high quality, secure, lockable and covered in line with the Apartment Guidelines requirements.

Welcome Pack

The residents of the development could likely be provided with a simple Welcome Pack upon moving into the proposed development. The Welcome Pack will contain a high quality map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities, plus current

timetables for local bus and rail services. A key role of the welcome pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- *Promotion of key services and facilities* – Full details of the key services and facilities provided by the travel plan will be included within the Welcome Pack;
- *Promote Cycling* – Full details of the local cycle network to be included within the Welcome Pack
- *The promotion of additional schemes* – There are a number of additional schemes which could be hugely beneficial with regard to encouraging travel by more sustainable means. These include, but are not limited to:
 - Bike Week which includes a number of events designed to cater for all cyclists regardless of experience;
 - World Environment Day which is an annual event aimed at educating people about environmental issues and positive actions that can be taken in that regard;
 - Car Free Day which focuses on raising the awareness of urban dwellers with respect to nuisances caused by the use of private cars while also promoting the rights of pedestrians and cyclists and the need for improved public transport.

The Welcome Pack will also invite those persons wishing to raise specific transport-related matters to discuss them with the appointed Mobility Manager for consideration. The appointed Mobility Manager will also be able to provide personalised travel planning advice to resident if required.

Use of Technology

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP, residents at the completed development will be informed of a variety of potentially useful tools including the following:

- *The NTA Journey Planner* – Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- *Public Transport Providers* – Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have their own dedicated app that can be downloaded to a smartphone and/or tablet. These contain detailed information on all services offered including timetables and also allow for real time up-dates on changes or disruptions to services;
- *RealTime Ireland* – An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops. This app also links with the aforementioned NTA Journey Planner to provide a comprehensive travel planning tool.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted amongst residents alike on a regular basis and information on any new services that become available will also be provided.

Summary

Overall, the location of the proposed development, along with the measures considered, will aim to reduce the number of private car users and encourages the residents to travel by public transport, by bike or by foot.

7. PHASING & MONITORING

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

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