
Mobility Management Plan

Sweco Ireland

Glandore

Jacobs Island – Strategic Housing Development

Lapps Quay
Cork

021 206 3922



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1 Introduction

Sweco have been commissioned by Hibernia Star Limited to undertake a Mobility Management Plan (MMP) for a proposed strategic housing development on Jacobs Island, Cork. The MMP addresses the Strategic Housing Development (SHD) of 489 residential units and 4,500m² of offices that include a creche facility with the other development areas following in further applications.

It also considers the anticipated full masterplan development for the area which may consist of the SHD (489 residential units and 4,500m² offices including creche) and an additional 10,500m² of offices and up to a 165-bed hotel.

2 Content of Travel Plan

The plan aims to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available to the future residents, employers and employees;
- Set out measures that would serve to encourage walking and cycling;
- Set out anticipated targets with respect to modal choice; and
- Provide an outline of various schemes that may be appropriate to facilitate a positive change in travel patterns at the site.

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 a positive modal shift.

This is the first stage of the plan and will revise and develop accordingly once more detailed information regarding the final occupiers becomes available. The aim is that the plan is a live document that would be updated regularly based on experience gained from its implementation and operation and changes in transport trends. Reviews should also be held in consultation with both employers, employees and resident representatives.

3 Existing Conditions

3.1 Existing Amenities

The proposed site is located within the south-eastern suburban area of Cork City, as defined in the Cork City Development Plan (2015-2021) and Draft Cork City Development Plan (2022-2028). The site is specifically zoned as 'Mixed Use'. It also falls within the area covered by the Mahon Local Area (LAP) (2014). The site is strategically located between the N40, South Ring Road, and Lough Mahon. The site is proximate to major commercial and industrial hubs given its ideal location in relation to the City Centre. Hubs such as Mahon Point Shopping Centre, Mahon Point Retail Park and several major employers make the Mahon District Centre a thriving area within Cork City environs.



Figure 1 Existing Local Amenities at Jacob's Island

3.2 Car Parking

There are currently a range of residential types with parking available at Jacobs Island, the number of existing residential units and parking spaces can be seen below. The Sanctuary apartments are the only area that is managed by a management company with APCOA managing the car park. This currently operates successfully.

Table 1 Existing Residential and Parking Numbers

	No. of residential units	Parking No.
The Sanctuary Jacobs Island	184	241
The Haven	78	116
The Courtyard	18	23
4/5 Bed semis/detached	63	126
Total	343	506

3.3 Vehicular Accessibility

There are a number of local and national roads close to the site which are presented in **Figure 2** and described below.

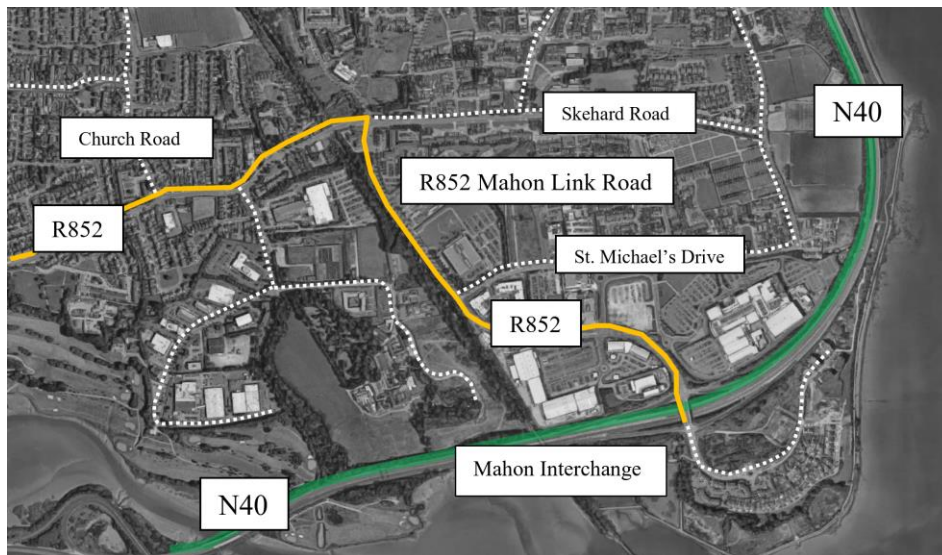


Figure 2 Local Road Network

N40: The N40 is a national dual carriageway route that connects the N22 from Killarney to the N28 to Carrigaline and the N25 to Waterford. Access and egress from the N40 to the proposed site can be made directly via the Mahon Interchange. The Dunkettle interchange is currently undergoing an upgrade and should assist with managing the flows on the N40 and through the Jack Lynch Tunnel.

R852: The R852 (Mahon Link Road) connects the N40 at the Mahon Interchange with the Skehard Road, with two lanes in both directions from the interchange to the vehicular entrance junction to Mahon Point Shopping Centre and Mahon Retail Park (widening locally to multiple lanes in both directions on the junctions between the interchange and St. Michael's Drive). This road reduces to a standard single-lane carriageway after the junction with St. Michael's Drive and provides on-road cycle facilities for the majority of the route and pedestrian footpaths.

Skehard Road: This is a single-lane carriageway which links Mahon to the city centre via the Boreenmanna Road (with localised widening to provide turning lanes at various junctions). An off-street cycle facility is provided along the southern side of the road. Pedestrian footpaths are provided on both sides of the road. Skehard Road Improvement Scheme Phase 3 has been completed in December 2021, which has upgraded the existing Skehard Road from Church Road to Mahon Link Road, including junction upgrade at Bessborough, refer to **Section 3.3.1** for further details.

St. Michael’s Drive: This local road is a single carriageway road that provides access to City Gate and residential developments, and also facilitates public transport access to Mahon Point shopping centre. Pedestrian footpaths are present on both the north and south sides of the road.

Church Road: Church Road links the R852 to Blackrock Road and is characterised as providing access to residential properties along its length. Church Road is a single-lane carriageway in each direction with pedestrian footpaths on both sides of the road.

3.3.1 Skehard Road Improvement Scheme

Phase 1 of the Skehard Road Improvement Scheme (constructed in 2013) included improvements from the Well Road and Churchyard Lane as far as the junction with Park Hill.

Phase 2 (completed in December 2018) of the scheme included further improvements along Skehard Road between Park Hill and the junction with the Mahon Link Road, including improved pedestrian, cyclist and public transport facilities and an upgrade of the junction with Church Road (at Supervalu). In addition, Phase 2 involved the upgrade of the junction of the Skehard Road and Mahon Link Road.

At the Skehard Road/Mahon Link Road junction, the Phase 2 works included localised widening to implement an eastbound bus lane through the junction and to provide two right-turning lanes from Skehard Road to the Mahon Link Road, as well as dedicated bus priority and improved cycle priority on the Mahon Link Road itself, with northbound and southbound bus lanes proposed on the Mahon Link Road in the vicinity of the junction with Skehard Road.

The section of Skehard Road between Church Road and the Mahon Link Road was included as part of Phase 3, construction phase commenced in December 2020 and has been completed in December 2021. An eastbound bus lane and an enhanced westbound cycle lane were proposed as part of the scheme on Skehard Road. Phase 3 also included further improvements to pedestrian, cyclist and public transport facilities from Church Road to the junction with the Mahon Link Road, and upgrades to the junction with Bessboro Road.

As part of Phase 3, the junction of Skehard Road/Bessboro Road has been upgraded to provide a westbound on-road cycle lane, and an eastbound bus lane through the junction, as well as improved pedestrian crossing facilities at the junction itself. See **Figure 3**, **Figure 4** and **Figure 5** below for the junction upgrade layouts at the Skehard Road/Church Road, Skehard Road/Bessboro Road and Skehard Road/Mahon Link Road junctions, respectively.



Figure 3 Skehard Road/Church Road Proposed Junction Upgrade Layout

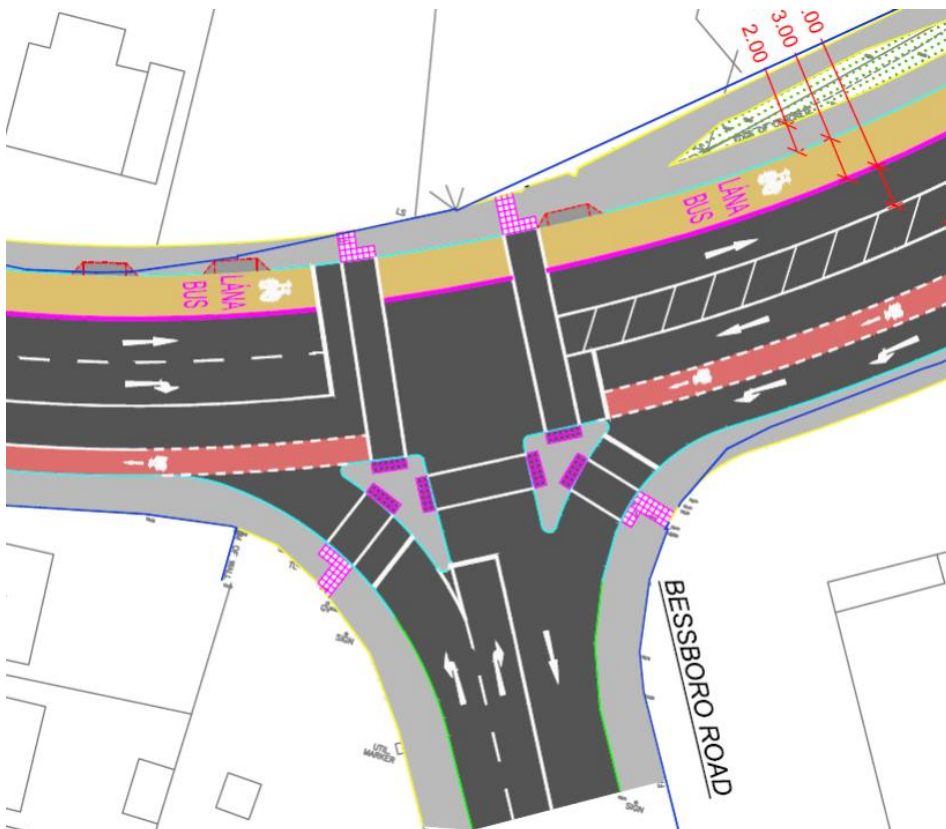


Figure 4 Skehard Road/Bessboro Road Proposed Junction Upgrade Layout



Figure 5 Skehard Road/Mahon Link Road Proposed Junction Upgrade Layout

These improvement works provide enhanced facilities for all road users but with particular benefits for pedestrians, cyclists and public transport users while providing, in as much as possible, for the efficient movement of vehicular traffic. Current bus journey times and reliability are being enhanced by identifying main areas of delay for bus journeys and expanding the existing bus lane infrastructure and the addition of bus priority control measures. **Figure 6** and **Figure 7** illustrate the new bus lane on Skehard Road after completion of the works.



Figure 6 New bus lane on Skehard Road



Figure 7 New bus lane on Skehard Road

3.4 Public Transport

The proposed development site is located to the southeast of Cork City Centre. There are several bus routes which route directly to the site or near the site, as detailed in **Table 2**. The routing as well as the bus stop locations are presented in **Figure 8**.

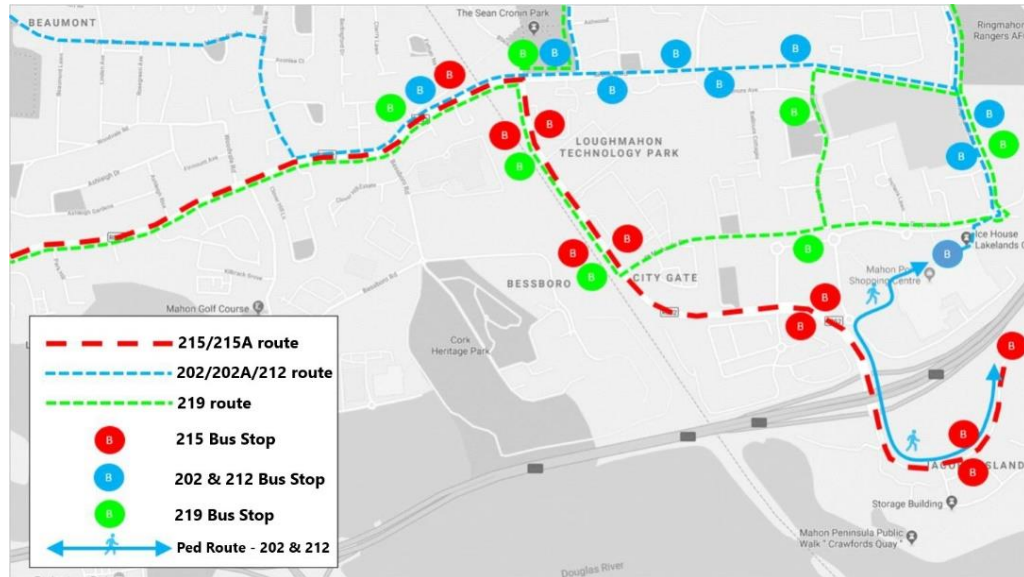


Figure 8 Public Transport Provision to the Mahon Area

Table 2 Bus Routes in Jacob's Island Vicinity

Number	Provider	Route	Frequency
202/202A	Bus Éireann	Apple Campus - Hollyhill - Kilmore Road/Harbour View Road - Merchants Quay - Skehard Road/Ringmahon Road - Mahon Point (Omniplex)	Every 10 mins (Combined)
212	Bus Éireann	Kent Rail Station - Clontarf Street - Centre Park Rd - Blackrock Villa - Mahon Point	Every 1 hour
215	Bus Éireann	Cloghroe - Blarney - Blackpool - St Patrick Street - Ballinlough - Mahon Point – Jacob's Island	Every 30 mins
215A	Bus Éireann	South Mall - Boreenmanna Road - Mahon Point – Jacob's Island	Every 30 mins
219	Bus Éireann	MTU (Southern Orbital) - CUH - Togher - Ballyphehane - Douglas - Mahon (City Gate)	Every 1 hour

It can be seen that the proposed development at Jacob's Island is currently served by the 215 and the 215A services, which currently operate at a 15-minute combined

frequency. These services route directly into Jacob’s Island and are provided with a dedicated bus turnaround area outside the existing Sanctuary development. This turnaround area acts as the outbound terminus for these services and the bus stop has been upgraded to provide a high-quality, sheltered waiting area for passengers, as shown in **Figure 9**.

Figure 10 shows the two existing bus stops on both sides of the Jacob’s Island internal spine road, served by the 215 and 215A bus routes, and which will be in close proximity to the proposed Neighbourhood Centre and associated residential units.



Figure 9 Existing Bus Terminus and Turnaround Area at The Sanctuary, Jacob's Island



Figure 10 Existing Bus Stops on Jacob's Island internal spine road

In addition, the 202/202A route, which currently operates at a 10-minute combined frequency, and the 212 route, which currently operates at a 1 hour frequency have recently been enhanced and extended directly into Mahon Point Shopping Centre, to the northeast of the subject site, which places it at a convenient walking distance from Jacob's Island. The 219 Southern Orbital Route also serves the Mahon area along St. Michael's Drive. These services as well as the walking route to the 202 terminus are illustrated in **Figure 8**.

3.5 **Pedestrian**

3.5.1 General Pedestrian Accessibility

The area contains excellent connections from the proposed development to the River Lee/Lough Mahon Waterfront Greenway and the Passage West Greenway, there are also existing pedestrian facilities for shorter trips by foot on the internal spine road within Jacob's Island and northwards to Mahon Point Shopping Centre, Mahon Retail Park and general employment centres on Mahon Link Road and Bessboro Business Park. **Figure 11** below shows pedestrian accessibility between the proposed development and the wider Mahon area, including the locations of pedestrian crossings, off-road walkways and multiple access points to Mahon Point Shopping Centre.



Figure 11 Pedestrian Accessibility via Mahon Link Road

Figure 11 illustrates the multiple pedestrian connections into Mahon Point Shopping Centre, Mahon Retail Park, City Gate, etc. as follows:

- a walkway along the eastbound merge ramp (as shown in **Figure 12** below);
- a ramp from the bus stop on the Mahon Link Road (as shown in **Figure 13** below); and
- pedestrian access to Mahon Retail Park and City Gate at the vehicular entrance junction to Mahon Point Shopping Centre.



Figure 12 Pedestrian and Cycle Accessibility to Mahon Point Shopping Centre from Mahon Interchange



Figure 13 Pedestrian Accessibility to Mahon Point Shopping Centre from Mahon Link Road

Figure 11 also illustrates pedestrian accessibility to Mahon Point Retail Park and to the Passage West Greenway from the Mahon Interchange and from St. Michael's Drive.

Signalised pedestrian crossings are in place at the Northern and Southern junctions of the Mahon Interchange. The wait time for pedestrians at the crossings ranges from 30 seconds to 120 seconds and is dependent on the volume of traffic approaching the junctions. Some crossings could potentially act as 'Walk-with-traffic' phases but may be demand-activated, whereby the green man is only activated if the push button unit is pressed. The possibility of allowing the green phase to be activated at these crossings at all times when the adjacent traffic approach is stopped on red could be explored further with Cork City Council at detailed design stage. Surface change improvements could also be made at the crossing to make them stand out more and differentiate the crossing points. This could also be explored with Cork City Council to reduce the feel on severance.

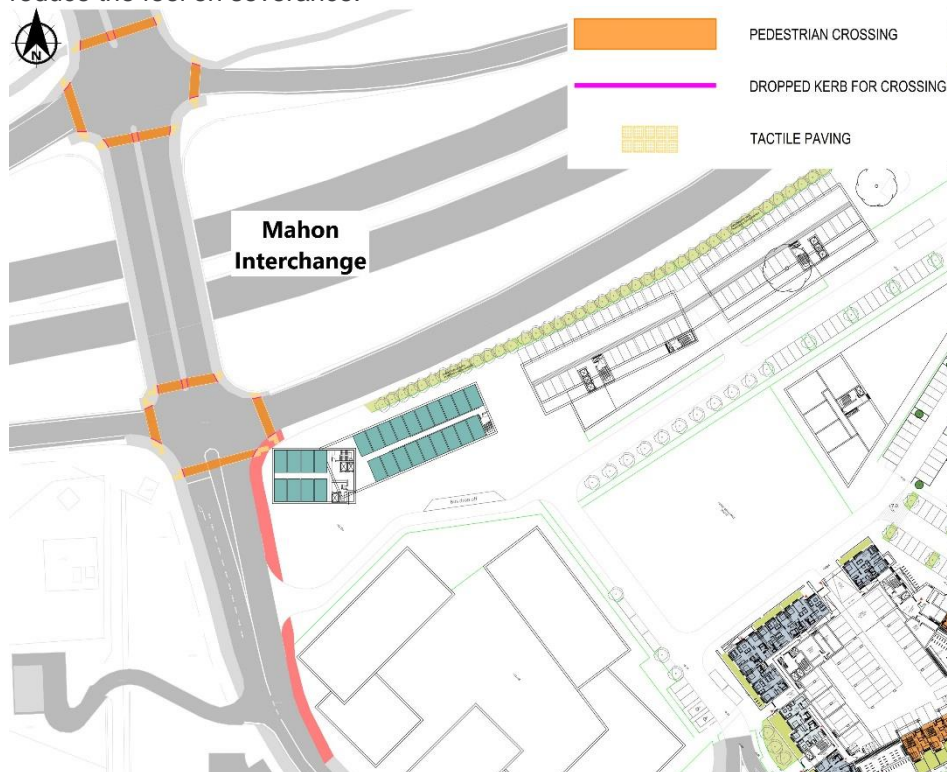


Figure 14 Pedestrian crossings at Mahon Interchange

Figure 15 and **Figure 16** illustrate the existing footpath facilities between Jacob's Island and Mahon Link Road, including the existing crossing facilities at the Mahon Interchange, which link Jacob's Island with the Mahon Link Road and beyond to the Mahon Point Shopping Centre, Mahon Retail Park and the Lough Mahon Industrial Park. It is also possible to walk to the terminus of the 202, 202A and 212 bus routes

which is located outside the northern entrance to Mahon Point Shopping Centre (this route is highlighted in **Figure 8**).



Figure 15 Existing Footpath facilities on Jacob's Island



Figure 16 Existing Pedestrian Crossing Signals at southern junction of Mahon Interchange

3.5.2 Internal facilities within Jacob's Island

Pedestrian footpaths are present on both sides of the internal roadway within Jacob's Island. The roadway leads to a roundabout junction, which is provided with zebra crossings on the major arms (i.e. 2 no. crossings on the main thoroughfare). The footpaths continue as far as the gated entrance to The Sanctuary (i.e. the existing apartment blocks on the eastern side of Jacob's Island). Inside this private entrance, the footpaths continue to the current end of the existing roadway.



Figure 17 Roundabout Junction at Jacob's Island

Figure 18 and **Figure 23** illustrate the existing pedestrian facilities at Jacob's Island with the Joe McHugh Park Mahon located to the south and River Lee/Lough Mahon Waterfront Greenway located along the southern and eastern perimeter of Jacob's Island. Due to the popularity of the walkway facility, direct access to and from the walkway exists at multiple locations on Jacob's Island, especially through the Joe McHugh Park Mahon, which its footways have variable quality and poor lighting in some spots. Taking into account the proposed site location, the suggested access to the walkway facility is located western of the park, as this is closer to the site, see **Figure 18**. The Jacob's Island site also has very close access to the Passage West Greenway to the west, via the River Lee/Lough Mahon Waterfront Greenway, both of which are discussed further below. Some improvements could be done to the paths

around Joe McHugh Park by cutting back the vegetation and making them more visible.



Figure 18 Suggested access to the River Lee/Lough Mahon Waterfront Greenway and access to the Passage West Greenway



Figure 19 Existing Pedestrian Connectivity at Joe McHugh Park Mahon between the River Lee/Lough Mahon Waterfront Greenway and Jacob's Island



Figure 20 Footway at Joe McHugh Park Mahon



Figure 21 Footway at Joe McHugh Park Mahon



Figure 22 River Lee/Lough Mahon Waterfront Greenway at Jacob's Island



Figure 23 River Lee/Lough Mahon Waterfront Greenway at Jacob's Island

3.6 Cycle

The River Lee/Lough Mahon Waterfront Greenway forms part of the Jacob's Island site and is easily accessed, with multiple connections. This walkway links to the Passage West Greenway directly to the west, which is an A-rated cycle facility between Cork City and Passage West. These cycle facilities are discussed below. Cycle tracks are provided on both sides of the Mahon Link Road from the Skehard Road to the Mahon Interchange, there is also advance cycle stop line on the Mahon Link Road at the vehicular entrance junction to Mahon Point Shopping Centre and Mahon Retail Park.

3.6.1 Passage West Greenway and River Lee/Lough Mahon Waterfront Greenway

The Passage West Greenway lies to the west of the proposed site. This is a pedestrian and cycle facility implemented on the former Passage Railway line and is very well-used for both leisure and for commuting to and from Cork City Centre.

The River Lee/Lough Mahon Waterfront Greenway routes along the southern and eastern coastal boundaries of Jacob's Island, connecting to the Passage West Greenway to the west, and continuing to Blackrock Castle to the north.

At present, there are four connections to the River Lee/Lough Mahon Waterfront Greenway from Jacob's Island, which in turn allows the Passage West Greenway line to be accessed easily. There is a ramped connection to the Passage West Greenway from the junction of the Mahon Link Road/St. Michael's Drive, in close proximity of the Mater Hospital. This ramped connection has been upgraded as part of the Passage Railway Greenway Improvement Scheme Phase 1. In addition, the Passage West Greenway is temporarily closed from the Skehard Ramp onto Skehard Road to the Blackrock Ramp at the Blackrock Bridge. This improvement scheme includes the installation of additional ramped connections, upgrade of existing connections and an

upgrade proposal for the line itself to include widening, resurfacing, new CCTV, landscaping and incorporation of public lighting.

Figure 24 and **Figure 25** below show this ramped connection. The facility is lit up with public lighting allowing more confidence to commuters wishing to use the facility after dark.



Figure 24 New Cycle Ramp access at junction of Mahon Link Road and St. Michael's Drive



Figure 25 New Cycle Ramp access at junction of Mahon Link Road and St. Michael's Drive

4 Future Facilities

4.1 Dunkettle Interchange

The Dunkettle Interchange is located approximately 6km to the east of Cork City, north of Jack Lynch Tunnel. TII has proposed a reconfiguration of the existing Dunkettle Interchange to a free flowing interchange, in so far as practicable. That is to say, traffic will not come into conflict with opposing traffic movements either by yielding or stopping at traffic signals, as is the case with the existing interchange.

Dunkettle Interchange is located circa 2.6km to the northeast of the Jacob's Island/ N40 interchange. It is expected that the improvements at the Dunkettle Interchange will reduce congestion and improve journey times along this section of the N40.

4.2 Public Transport

As part of a previous application for apartments adjacent the Sanctuary development (granted in Oct 2018 under An Bord Pleanála Ref. ABP 301991-18), an additional bus lane has been constructed on the Mahon Link Road to aid public transport in the area as seen in **Figure 26** below.

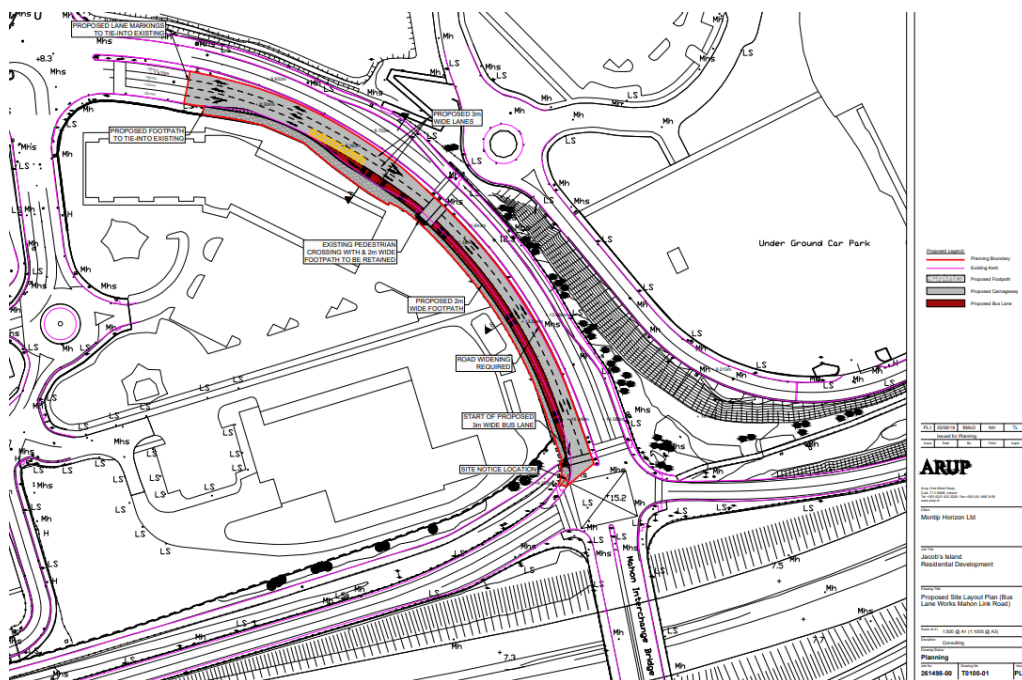


Figure 26 Additional bus lane on the Mahon Link Road

In addition, additional 2 way bus lanes have been proposed on the Mahon Link Road by the City Gate Plaza development which consists of 154,000 sq ft of Office & Retail Space. This development is under CCC Ref. 1838036 and is currently under construction. See additional bus lane illustrated in figure below.

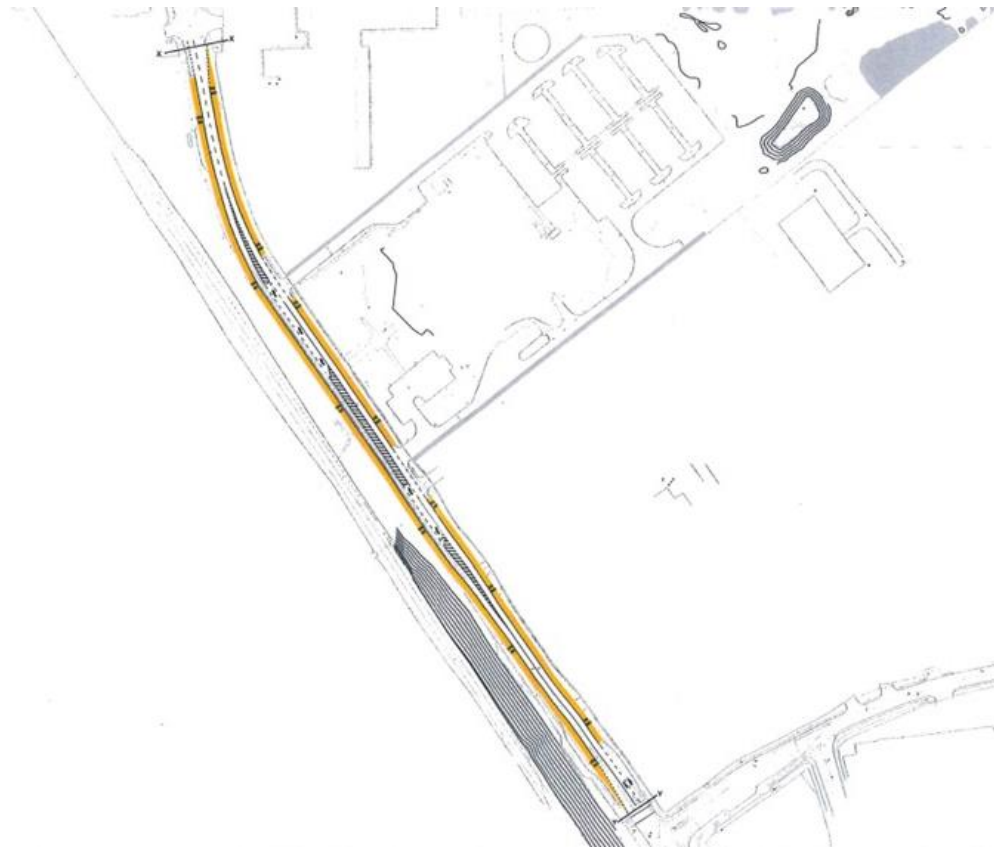


Figure 27 Additional 2 way bus lanes on the Mahon Link Road proposed by the City Gate Plaza Development

4.2.1 Bus Connects

Bus Connects is the National Transport Authority’s (NTA) programme to greatly improve bus services in Irish cities. Bus Connects is contained within the Government’s National Development Plan 2021-2030 and the Climate Action Plan 2019. The Draft New Bus Network have been published in November 2021 and will assist in realising the ambition of the Cork Metropolitan Area Transport Strategy 2040 to significantly increase public transport use. The Cork Metropolitan Area is growing and the redesign of the bus network – routes, frequencies and timetables – will deliver a better bus system for the current and future needs of the city.

This programme includes nine measures which will transform Cork bus system, illustrated below.

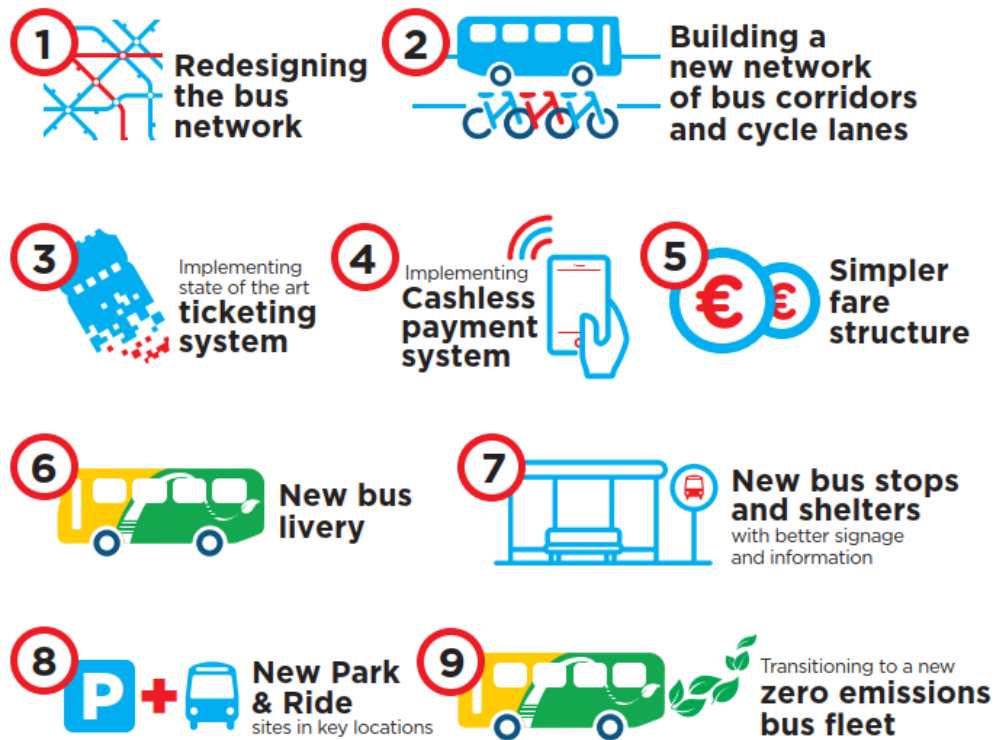


Figure 28 Measures to improve the Cork Bus System (Source: Draft New Bus Network)

The Draft New Bus Network is a complete redesign of the Cork bus network. Every route is proposed to change. This programme will provide the following benefits:

- An increase of over one third in bus services in Cork;
- A new frequent network that paves the way for Luas (Light rail system which is a long-term objective for the CMATS);
- Shorter waits and more direct routes for many people;
- Simpler network and schedules;
- Additional services at weekends;
- The average resident will have access to 17% more jobs under the new network;
- Young people’s access to school places will increase by 17% and their access to jobs by 18%, with the revised bus system; and
- More residents of the City and County will be on the public transport network.

Simplified fares will be provided which means that this fare will cover all bus and rail trips started within 90 minutes, there will be no need to pay extra to change between bus to another bus, or from bus to rail, including the future Luas system. The new network will have all new route numbers and will be implemented starting in 2023 and 2024. Jacob’s Island vicinity will be served by the following routes:

Table 3 New Bus Routes in Jacob's Island Vicinity

No.	From	Via	To
1A	Ballincollig, Castle Road	Ballincollig Main Street - Model Farm Road (MTU) - College Road (UCC) - St. Patrick's Street - City Hall - Boreenmanna Road - Skehard Road	Mahon Point Shopping Centre
1B	Ovens (Dell EMC)	Ballincollig Main Street - Model Farm Road (MTU) - College Road (UCC) - St. Patrick's Street - City Hall - Boreenmanna Road - Skehard Road	Mahon Point Shopping Centre
9	Jacob's Island	Mahon Point Shopping Centre - Skehard Road - Beaumont Drive - Centre Park Road - Bus Station	Kent Station
11	Mahon Point Shopping Centre	Ringmahon Road - Saint Luke's Home - Blackrock - Blackrock Road - Bus Station - Kent Station - MacCurtain Street - Blackpool Shopping Centre - Fairfield Avenue - Upper Fairhill - Parklands Drive	Farranree
14	Cork University Hospital	Summerstown Road - Clashduv Road - Tramore Road - Black Ash Park and Ride - South Ring - Douglas Village Shopping Centre - Well Road - Skehard Road - Mahon Point Shopping Centre	Little Island



Figure 29 New Bus Routes in Jacob's Island Vicinity

The proposed development at Jacob's Island will be directly served by bus route 9 operating at a 20-minute frequency. Bus service 11, which will operate at a 30-minute frequency, 1A and 1B, which will operate at a 20-minute frequency each resulting in a 10-minute combined frequency, route directly to Mahon Point Shopping Centre in close proximity of the proposed development. The bus service 14 routes from Mahon Link Road to Little Island through N40 and is in the vicinity of the proposed site, this route will operate at a 30-minute frequency.

The Sustainable Transport Corridors Report published in April 2022 is part of the Bus Connects Cork and highlights that improvements to pedestrian and cycle route facilities for the Mahon area are also included within Bus Connects. This report identifies the corridors that are needed to make the bus system operate efficiently, reliably and punctually, together with the cycling facilities required to enable more people to move out of their cars and onto bicycles. Corridor J, from Mahon to City, is a 7.6km long route that will facilitate walking and cycling in the Mahon and Jacobs Island area. Included within the proposals is a new pedestrian and cycling bridges to be built on either side of the N40 overbridge at Jacob's Island, see the figure below.

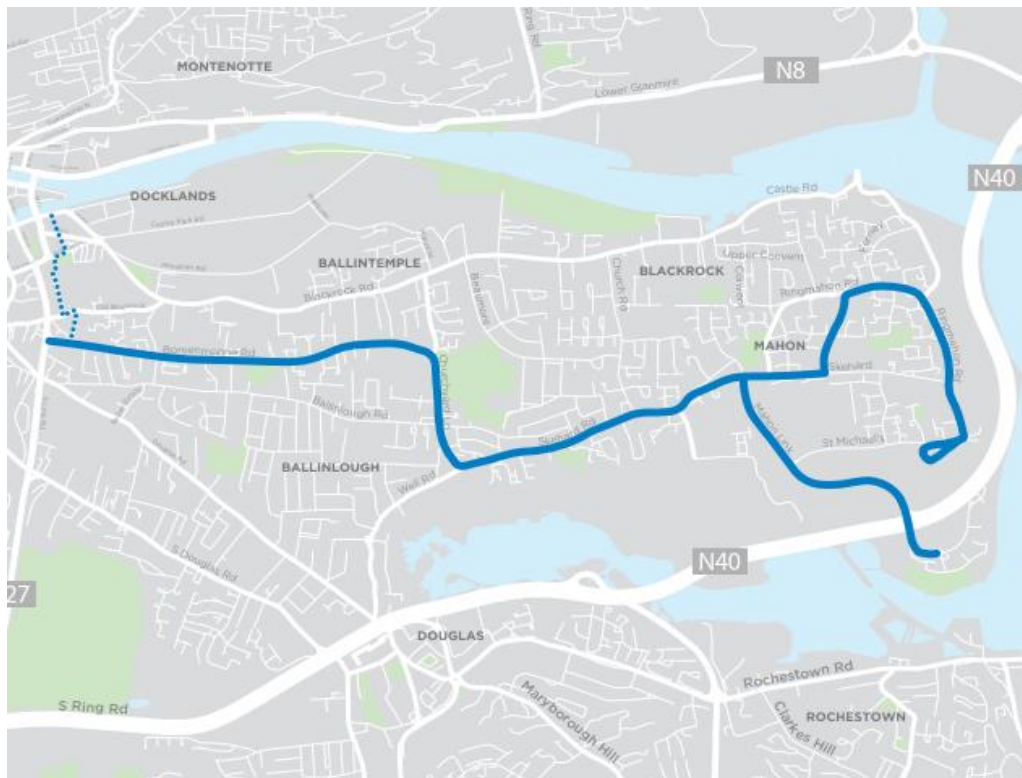


Figure 30 Mahon to City Cycle Route and cycle and pedestrian bridges either side of N40 bridge.

4.2.2 East-West Corridor: Light Rail Transit (LRT)

The development of an East-West Public Transport Corridor, from Mahon in the east to Ballincollig in the west, has been a long-term objective for the CMATS. Following detailed analysis of projected travel demand within the CMA, this Strategy has determined that the East-West Corridor is best served through the provision of a new Light Rail Transit (LRT) tram system. The LRT will be preceded by a high-frequency bus service between Mahon and Ballincollig. This will be delivered in the short-term to underpin higher development densities along the corridor including the regeneration of the Cork City Docks.

The following locations are required to be within the catchment area of the future light-rail system:

- Ballincollig;
- The proposed Cork Science and Innovation Park (CSIP);
- Cork Institute of Technology (CIT) / Current Munster Technological University (MTU);
- Cork University Hospital (CUH);
- University College Cork (UCC);
- Cork City Centre;
- Kent Station / Cork North Docklands;
- Cork South Docklands; and
- Mahon.

Figure 31 and **Figure 32** illustrate the East-West Corridor route and the Public Transport Network presented in the Cork Metropolitan Area Transport Strategy 2040.

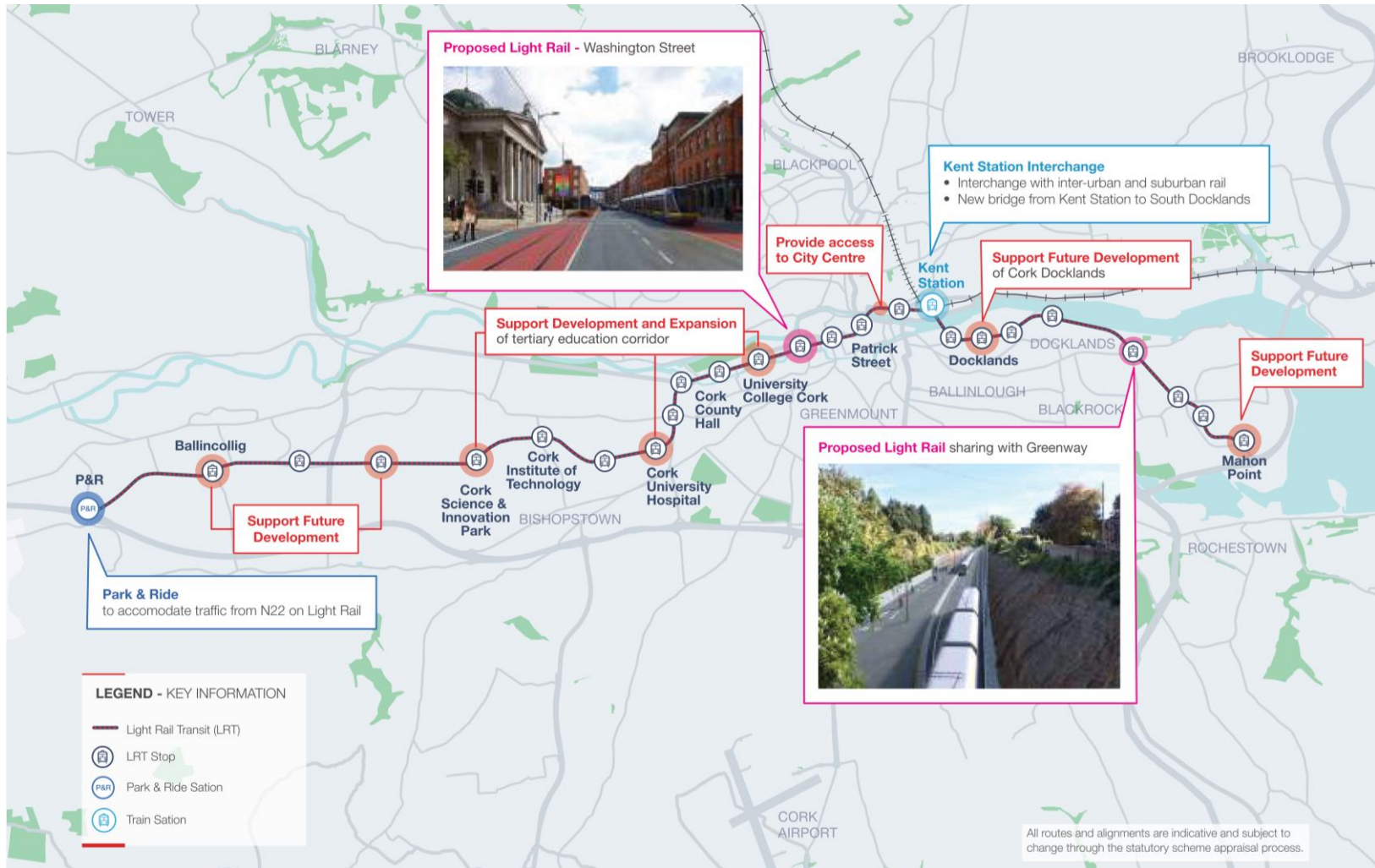


Figure 31 East-West Public Transport Corridor Route (Source: CMATS)

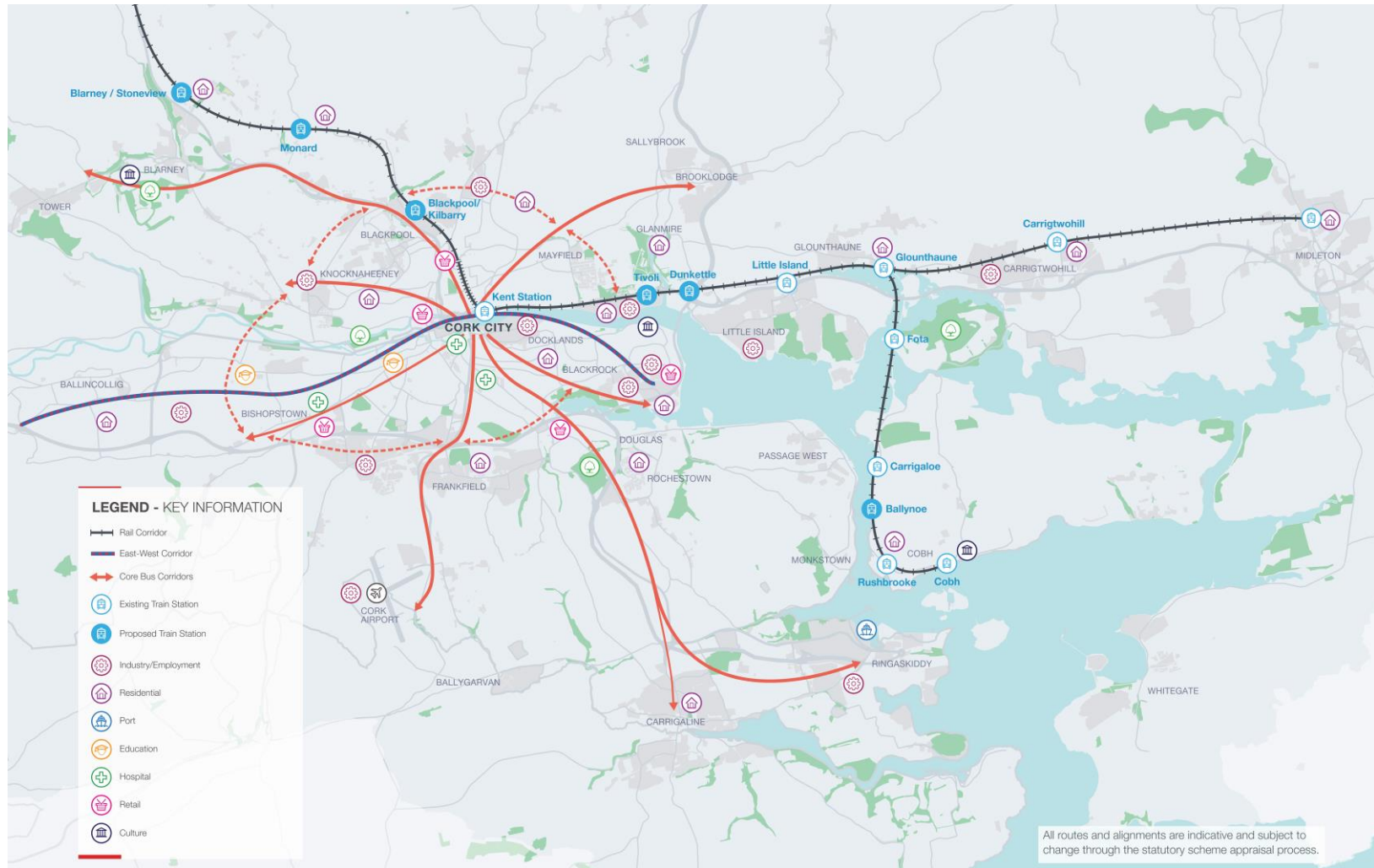


Figure 32 Public Transport Network (Source: CMATS)

4.3 Walking

Much of the focus areas for improvement identified in the Cork Walking Strategy 2013-2018 remain relevant and have been adapted in CMATS. The Walking Strategy identified a number of Strategic Routes that coincided where the City's employment and education areas overlap. These routes were linked with public transport services to identify areas where investment in pedestrian infrastructure would deliver most benefits to modal shift.

Two Strategic Routes are located in Mahon. These routes, including their purpose and upgrade proposals, are set out below:

- Ringmahon Road - upgrade the pedestrian loop at Mahon that serves the local community, links to the amenity routes and also to the Skehard Road towards Douglas; and
- Skehard Road - provide a strong east-west link from Mahon to both the City Centre and Douglas via the Boreenmanna Road and Well Road respectively.

4.4 Cycling

4.4.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

The Cork Metropolitan Cycle Network Plan, finalised and published in January 2017, envisages a network of primary, secondary and greenway cycle routes for the south-eastern portion of Cork City, including the existing Passage West Greenway. The 2017 Metropolitan Cycle Plan is the starting point for the CMATS Cycle Network. The CMATS have largely retained and updated the routes outlined in the 2017 Cycle Network Plan to include new primary routes. The cycling proposals for the site environs are illustrated in **Figure 33**.

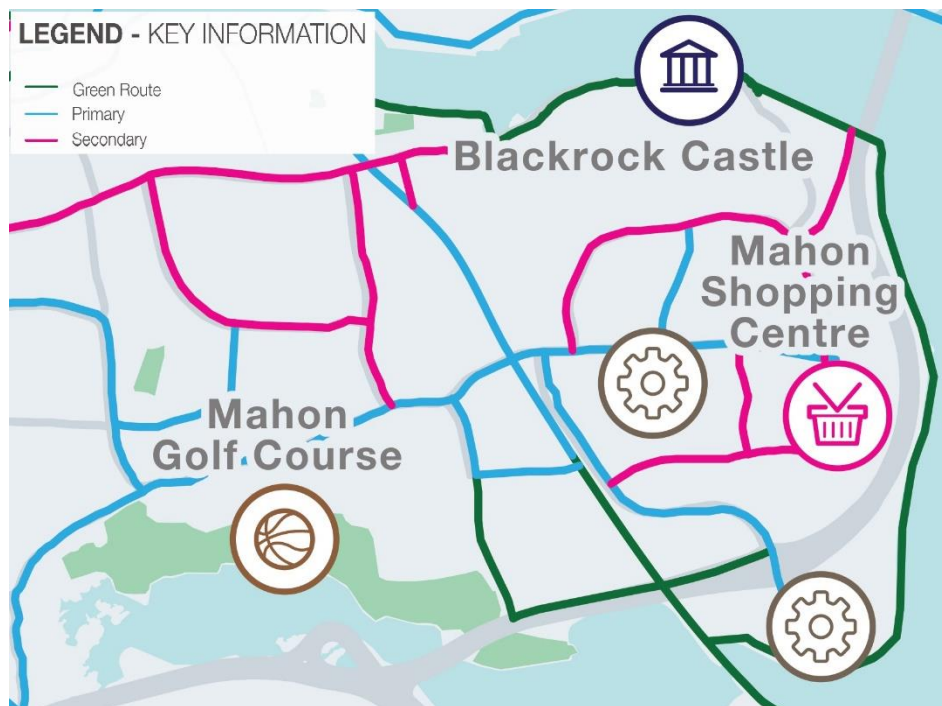


Figure 33 Cork Metropolitan Area Cycle Network Map (Source: CMATS)

Primary routes have been designated as such because they experience the highest level of demand. Primary routes are typically direct and provide medium-long radial connections to key destinations across the CMA. These routes are supplemented by secondary and feeder routes which may provide access to residential catchments.

The secondary route network provides connections from residential areas and areas of employment to the primary network. They comprise of a combination of off-road cycle routes, cycle lanes, shared bus and cycle lanes and traffic-calmed roads. They often run parallel to primary routes, providing an alternative link.

Greenway routes comprise of traffic free or low-trafficked routes and typically comprise of re-purposed derelict railway lines, routes through parks or alongside rivers. Access to greenways can be supported through filtered permeability from residential or other built-up areas.

As outlined in the Cycle Network Plan, primary cycle corridors are proposed within Bessboro and along the Skehard Road, ultimately connecting with the Mahon Link Road at the junction with Skehard Road.

The cycle corridors shown along the Mahon Link Road in **Figure 33** above show that the proposed route is to extend into Jacob's Island itself (via the Mahon Interchange). The River Lee/Lough Mahon Waterfront Greenway and Passage West Greenway line are both greenway networks, except the section of the Passage West Greenway from the ramped connection at the junction of the Mahon Link Road/St. Michael's Drive to Pairc Ui Caoimh.

As indicated in **Section 3.6**, there are existing on-road cycle facilities on the Mahon Link Road, from the northern arm of the Mahon Interchange, through the junctions at Mahon Point Shopping Centre and St. Michael's Drive and north to the junction with Skehard Road. On Skehard Road, there are existing cycle facilities present along the southern side of the route as it passes the junction with the Mahon Link Road (and a limited length of cycle lane present on the northern side of Skehard Road).

The proposals in the Cork Metropolitan Area Cycle Network Plan will supplement the existing cycle connectivity to the site and will ensure that cycling access to and from Jacob's Island remains a viable alternative to the private motor car.

4.4.2 Passage Railway Greenway Improvement Scheme

The Passage Railway Greenway Improvement Scheme has the objective to improve and upgrade the existing Passage West Greenway. Phase 1 of this scheme is currently under construction in order to provide significantly improved facilities for cyclists and pedestrians along the Passage West Greenway from Pairc Uí Chaoimh to Mahon, including the installation of additional ramped connections, upgrade of existing connections and an upgrade proposal for the line itself to include widening, resurfacing, new CCTV, landscaping and incorporation of public lighting.

Phase 2 of this scheme aims to improve and upgrade of the existing Passage West Greenway from Mahon towards Passage West. This comprises the enhancement of safety of the greenway, improvement of access and connectivity with the areas around the greenway including the scope for developing the car parking, lighting, security and public realm facilities at key locations along the route. Planning process is commencing in mid-2022 and construction phase to follow.

4.4.3 Mahon Cycle Route Scheme

The Mahon Cycle Route Scheme aims to deliver a high quality, safe, coherent, direct and attractive pedestrian and cyclist network along Ringmahon Road, Skehard Road, Avenue de Rennes, Ringmahon Link Road and Castle Road, in addition to providing an off-road link to the adjacent Blackrock - Passage West Greenway at Ballinsheen Road. Detailed design and construction phase are expected to commence in 2022. This scheme is located to the north of Jacob's Island, see below.

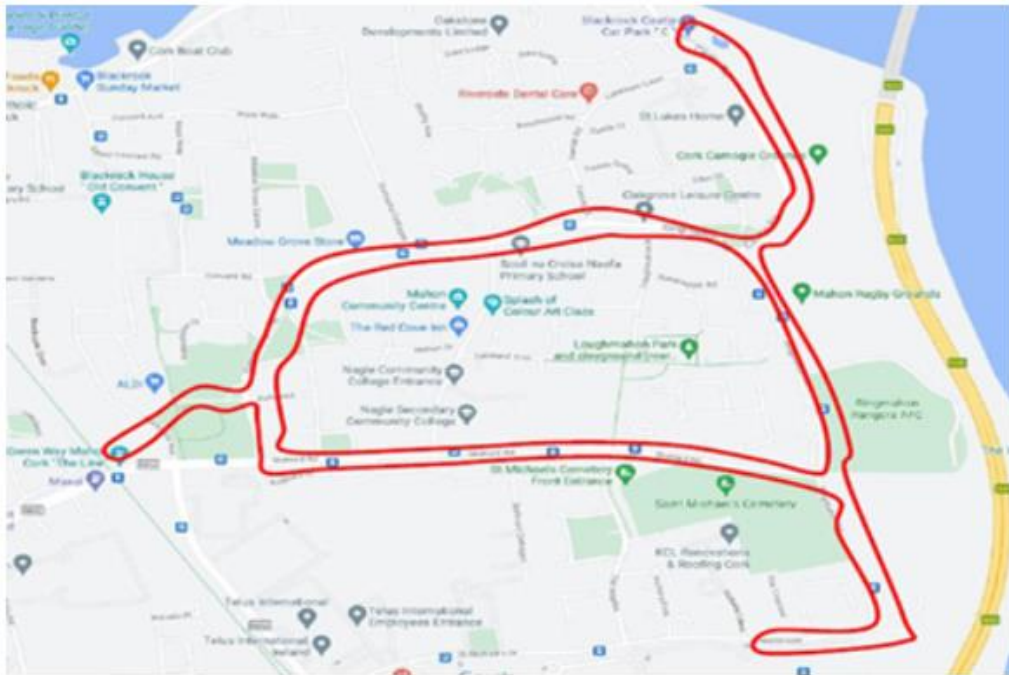


Figure 34 Mahon Cycle Route Scheme Location (Source: Cork City Council)

5 Objectives of the Travel Plan

The primary goal of this plan will be to facilitate and encourage a positive model shift at the development towards sustainable modes of transport. Taking this into account, the objectives of this MMP are as follows:

- To reduce the dependence on the private car as a means of travel;
- To discourage the use of the private car for single occupancy use;
- To increase and facilitate the number of people choosing to walk, cycle or travel by public transport to/from the proposed development;
- To develop a car park management strategy;
- To work closely with Cork City Council, the National Transport Authority, Bus Eireann, and all other relevant stakeholders in a partnership model to promote any updates in public transport; and
- Promote a healthier lifestyle.

In order to achieve the foregoing objectives, the targets set out in **Section 5.4** in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in the light of ongoing experience gained from the implementation of this plan.

5.1 Parking Provision

A key aspect of facilitating travel by car is through the provision of car parking, this will be of particular importance for the office development and to ensure no over spill parking in the area. The current apartments on Jacobs Island use APCOA services as a parking management company. The company ensures only parking in marked bays and no parking on common areas or yellow lines. Clamping is in operation to offending vehicles.



Figure 35 APCOA Services – Parking Management

5.2 **Car Travel & Occupancy**

An objective of this MMP is to minimise the numbers of private cars and if these trips are necessary, to encourage car sharing. Car sharing is a good way to save money and reduce single occupancy trips. This mode benefits the road network, the environment and can have financial benefits. Users can arrange to drive on alternative weeks or those who don't have a car can arrange a payment. There are a range of web sites that support car sharing and help to arrange the service. This can be especially useful for permanent office staff all arriving at the same time. One of the main reasons for people not using car sharing is the concern about needing to leave for an emergency. A Guaranteed Ride Home scheme (GRH) is an incentive for employees to car share. It provides assurance to employees that they can get home and not be left at work if a situation arises. The organisation guarantees a free taxi ride home from the office for employees who have an emergency arise on a day that they car share be it the driver or passenger. The Travel Coordinator will help to arrange car share groups.

Example websites include:

- <https://www.gocar.ie/how-it-works/>
- <https://www.shareyourride.net/carpool/Ireland/>
- <https://www.transportforireland.ie/carsharing/>

5.3 **Bus**

There are a number of existing bus services to Jacobs Island which is the bus terminus for the route. An objective of this MMP is to make residents and employees aware of these services and also showcase the future measures which are to be implemented to the public transport infrastructure in the area, as discussed in **Section 3** and **4**.

5.4 **Modal Split**

The existing modal split for Cork City and suburbs from the 2016 census data can be seen in the **Figure 36** below. Since 2016 there have been improvements in public transport and cycle infrastructure.

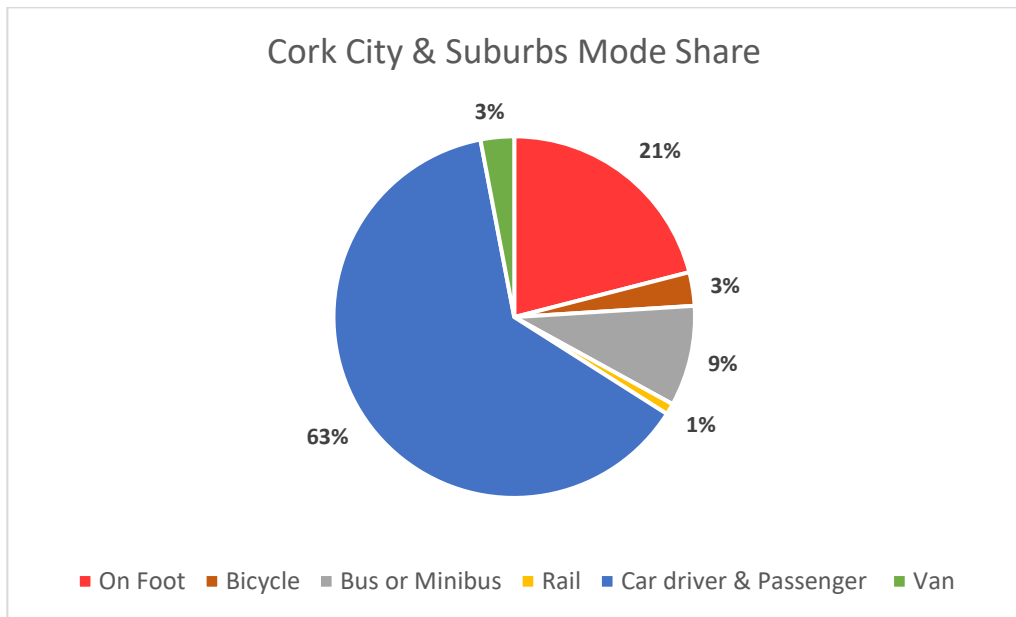


Figure 36 Cork City & Suburbs Modal Split 2016

Since 2016 there have been improvements in public transport and cycle infrastructure. The current transport assessment has used a more sustainable modal split due to these improvements and the limited parking spaces at the proposed development. The MMP would hope to improve this modal split further targeting improvements in cycling and public transport and reducing single occupancy vehicles.

Table 4 Modal Splits

Mode	Model Split in TTA %	Target Modal Split %
On Foot	21%	21%
Bicycle	4%	6%
Bus or Minibus	14%	18%
Rail	1%	1%
Car driver & Passenger	57%	51%
Van	3%	3%
Total	100%	100%

Once the development is occupied it is proposed to carry out detailed travel surveys in order to establish a more detailed picture of travel patterns at the site. This information will then be used to update the above targets and keep the plan live and adaptable.

6 Specific Measures

In order to achieve the long-term objectives and modal split targets set out in **Section 5**, a number of specific measures are proposed to be put in place. The MMP will have to divide the site in residential measures and office and hotel measures to deal with the separate demands and development specific issues.

6.1 Management and Co-ordination

A Mobility Management Plan Co-ordinator will be appointed for the employment sections and as part of a residential committee or management agent. This may be a group of keen likeminded people that can assist in promoting.

The implementation and management of the MMP will be the responsibility of the Mobility Management Plan Co-ordinator team on site. The role will involve ensuring information is available to staff and visitors, to be a point of contact for any travel issues for all events and ensure the MMP is monitored and updated as required. The duties of a Mobility Management Plan Co-ordinator are:

- Liaising with Cork City Council and developers in progressing the future measures for the area;
- Conducting travel surveys to record travel behaviour of employees which can be used to develop new strategies that encourage travel by sustainable modes;
- Support the implementation of various schemes aimed at encouraging the use of more sustainable travel methods;
- Create a steering group of employees with an interest in different travel modes to develop initiatives for the site;
- Ongoing promotion and marketing of these schemes through workplace work media outputs, including consistent evaluation and adaptation of these schemes;
- Use noticeboards throughout the workplace to keep employees up to date with accessible public transport provision, walking/cycling opportunities and available schemes. These can also be used in open spaces form residential information such as at the bus shelter;
- Potential to provide residential packs to new residents highlighting the bus routes, walking and cycling routes.

6.2 Travel Information and Marketing

Travel information, regarding the different transport modes that can be used to reach the site will be displayed on Jacobs Island website with a section on 'how to get there'. A travel notice board is a particularly useful method for distributing information in addition to the electronic resources. The travel notice board should include the following detail:

- To be provided in a communal staff area with information to be updated regularly;
- To highlight the associated health and financial benefits of more sustainable travel;
- Provide details on car share groups;
- To include information leaflets (sourced from the local authority and compiled by the Mobility Management Plan Co-Ordinator).

6.3 Car sharing

The Mobility Management Plan Co-ordinator will ensure that car sharing will be promoted to employees through a car sharing database or an existing car sharing service. The plan would be to develop specific car sharing exclusive spaces in the carpark to further encourage employees. Upon review, these could be increased if demand is higher.

Initial contact has also been made with Go-Car (<https://www.gocar.ie/>). This is a membership based program where, once you join, you can rent a car or van for as little as an hour and up to a year. The service aims to reduce car dependency by promotion on demand cars near where you live, work and play so you can have a car close to hand should you need one. Once you've signed up you simply book the car you want for the time you need, unlock it using our app/membership card, take the keys from the glovebox and drive it as normal. To finish your booking you just drop the car back to where you picked up. The developer is keen to work with go car to provide 2 spaces in the proposed development to provide this attractive service for residents and employees. This can be reviewed based on usage and further spaces added if it is successful. Membership can be individual or business accounts can be set up for employers. There are approximately 700 go car locations in Ireland where cars can be collected or dropped with 8 locations in Cork. There are currently go-cars located in the Mahon Retail Park approximately a 10min walk from the site and 4 are proposed at the additional apartments that received planning to the east of the Sanctuary apartments. There are four go-car parking spaces permitted on adjacent lands under ABP-301991-18.



Figure 37 GoCar app and Car

6.4 **Car Parking Management Strategy**

A detailed car park management strategy will be put in place to ensure there are no issues with overspill parking and illegal parking from the employment areas and into the residential areas. The existing parking management on Jacob's Island is run by APCOA. The majority of the office car park areas will be barrier controlled and only access will be permitted to approved staff.

6.4.1 Parking Policy

The aim of this parking policy is to support the Mobility Management Plan and commits to promoting sustainable travel and reducing the effects of greenhouse gas emissions arising from transportation. The adoption of this parking policy encourages all users of the proposed employment areas to consider active travel and low carbon alternatives to sole occupancy car journeys. It also supports the utilisation of more efficient and lower carbon vehicles through emissions based permits. A robust parking strategy is a recognised mechanism for road traffic reduction and a major influence on travel choice. The management of vehicle parking at the employments areas of the proposed development is an important part of the process. The policy is designed to ensure that private vehicle use on site is regulated and controlled to support health, safety and environmental intentions. The main aims of this policy are to:

- encourage sustainable travel choices;
- ensure that traffic and travel to and from the site is undertaken in an environmentally responsible manner;
- discourage one-person car commuting, where reasonable alternatives are available
- ensure the safety of road and car park users;
- enhance control, and management of car parks.

The policy will ensure that resources for car and other vehicle parking are used to maximum efficiency, and will be as fair as possible to staff, to the benefit of the whole Jacobs Island community. Operationally the policy will be administered by the MMP Co-ordinator or company management.

Parking at the site may be by permit only other than authorised scheduled visitors. Permits could be distributed based on:

1. Lack of alternative available travel mode;
2. Car sharing
3. Family commitments
4. Short stay permits
5. Visitor permits
6. Essential business permits.

This would need to be developed further once the types of business were established on the site.

6.5 **Cycle/ Pedestrian Facilities**

The Mobility Management Plan Co-ordinator will make employees aware of the secure cycle parking provided on-site and the current shower and locker facilities.

In the employment area will have covered bikes parking spaces with direct links to showers, changing rooms, drying areas and lockers.

There are a range of great cycle facilities in the area with direct links from the development to these. There are proposals to improve the connections by cutting back some vegetation and looking at the surface treatment on the private link road to the west of the proposed site. The connections and routes can be seen in the **Figure 11**.

There are segregated walking and cycling links through the proposed development that align with DUMRs and connect to the surrounding paths.



Figure 38 Active Travel through the Proposed Site

The coordinator will also promote cycling through various schemes including:

- Cycle Safety Training;
- Site visits from trained to service/repair employee bikes; and
- On-site pool bike scheme.

The 'Bike to Work' scheme would also be available to employees and this should be monitored by the Mobility Management Plan Coordinator.

We have made contact with the Coke Cola bike sharing scheme to see if it could be introduced at this location. The scheme is currently city centre focused but this could be a great location. The Coke Cola bike sharing scheme is run by the National Transport Authority. Correspondence has been sent and the developer would be keen to work with them at this location. This could be investigated further as the MMP progresses for the site.

7 Phasing and Monitoring

A critical part of any MMP is ongoing monitoring. It is proposed that further transport surveys be undertaken on Jacobs Island to continue to understand how the island is operating. An initial evaluation of the operation of the plan will take place once the proposed development is approximately 50% occupancy and then annually into its operation. The plan will be appropriately adjusted at that stage based on the results. A sustainable modal split in this area is heavily dependent on good awareness of the existing and future transport infrastructure associated with CMATS. The proposed developer is very supportive of these plans and will promote and advertise them on site to encourage sustainable usages once.