



APPENDIX 4-1

MOBILITY MANAGEMENT PLAN

Meath County Council - Viewing Purposes Only!

MOBILITY MANAGEMENT PLAN

MOYGADDY CASTLE SHD

Sky Castle Ltd
S665
26 August 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by *Mobility Management Plan* to carry out the design of the civil engineering services associated with the proposed 360nr. unit residential and crèche development at Moygaddy, Co. Meath, which is located northeast of the town of Maynooth, Co. Kildare.

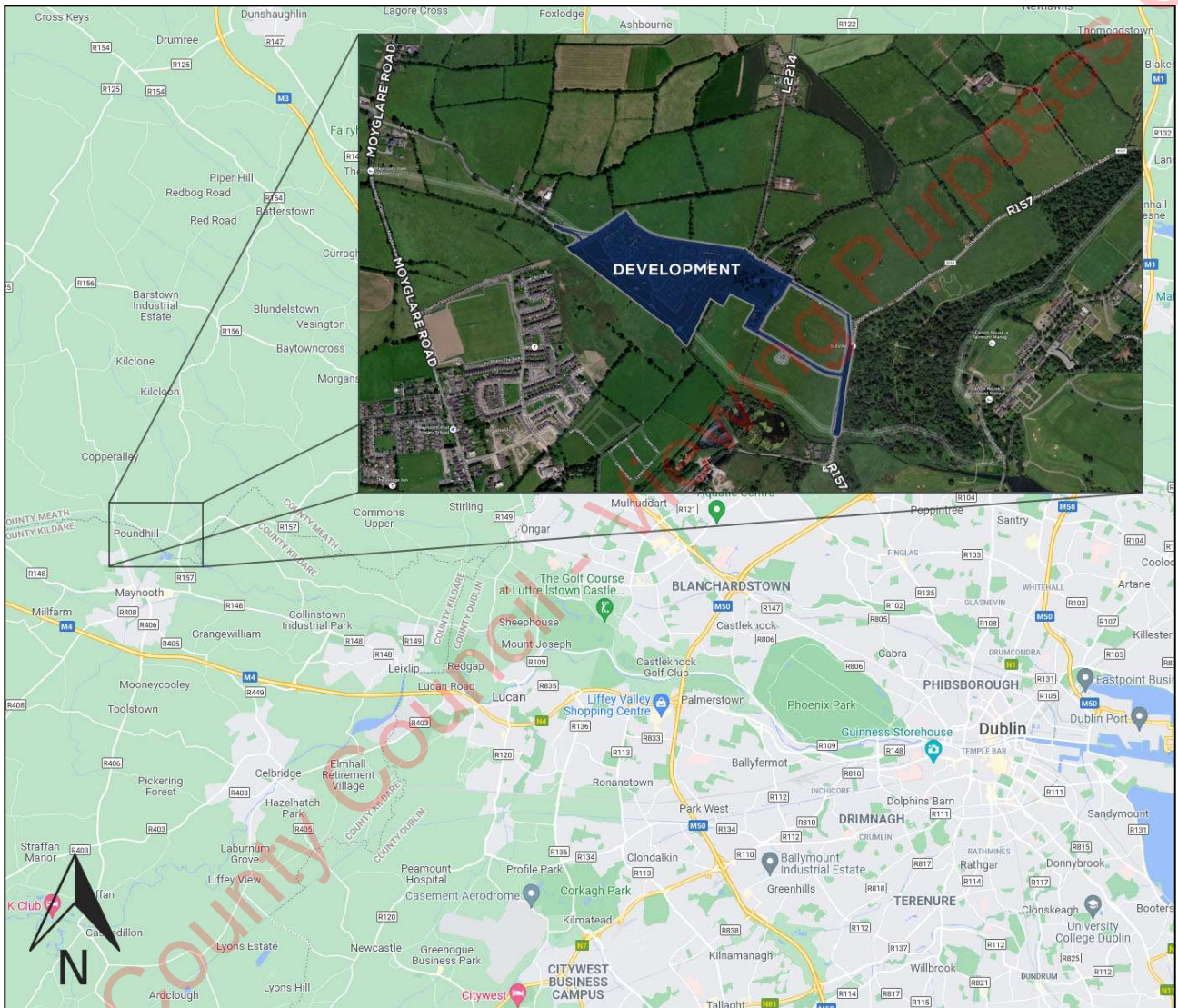


Figure 1: Site Location

The overall gross site area is 19.52 hectares gross site area in the townland of Moygaddy, Maynooth Environs, Co. Meath. The net developable area equates to 7.89 hectares which equates to a residential density of 45.6 units per hectare.

Planning Permission is sought by Sky Castle Ltd. for the development of a site which extends to 19.52 hectares gross site area in the townland of Moygaddy, Maynooth Environs, Co. Meath. The net developable area equates to 7.89 hectares which equates to a residential density of 45.6 units per hectare.

The proposed development will consist of the following:

1. Construction of 360 no. residential units comprising:
 - (i) 196 no houses (including 19 no. 2 beds, 156 no. 3 beds and 21 no. 4 beds).
 - (ii) 102 no. duplexes (including 51 no. 1 beds and 51 no. 2 beds) set out in 6 no. blocks.
 - (iii) 62 no. apartments (including 26 no. 1 beds and 36 no. 2 beds) set out in 2 no. blocks.
2. Provision of a public park and playground with associated 42 no. car parking spaces adjacent to Moygaddy Castle and pedestrian and cyclist links along the River Rye. The overall public open space (including the High Amenity Lands) equates to 7.98 hectares.
3. Provision of private open spaces in the form of balconies and terraces is provided to all individual apartments and duplexes to all elevations.
4. Development of a two-storey creche facility (514 sqm), outdoor play area and associated parking of 29 no. spaces.
5. Provision of a single storey Scout Den facility, including a hall, kitchen, meeting room and ancillary facilities (220sqm) and associated parking of 6 no. spaces.
6. Provision of 4 no. bridge structures comprising:
 - (i) an integral single span bridge at Moyglare Hall over the River Rye Water to connect with existing road infrastructure in County Kildare and associated floodplain works and embankments.
 - (ii) a new pedestrian and cyclist bridge at Kildare Bridge which will link the proposed site with the existing road network in County Kildare.
 - (iii) a new pedestrian and cycle bridge across Blackhall Little Stream on the L22143 adjacent to the existing unnamed bridge.
 - (iv) a new pedestrian and cycle bridge over the Moyglare Stream linking the proposed residential site with the proposed Childcare Facility, Scout Den and Moygaddy Castle Public Park.

7. Provision of 500m of distributor road comprising of 7.0m carriageway with turning lane where required, footpaths, cycle tracks and grass verges. All associated utilities and public lighting including storm water drainage with SuDS treatment and attenuation.
8. Proposed road improvement and realignment works including:
 - (i) realignment of a section of the existing L6219 local road, which will entail the demolition of an existing section of the road which extends to circa 2,500 sqm.
 - (ii) Provision of pedestrian and cycle improvement measures along the L6219 and L22143 which abuts the boundary of Moygaddy House which is a Protected Structure (RPS ref 91558).
 - (iii) Provision of pedestrian and cycle improvement measures along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556).
9. Provision of 2 no. vehicular and pedestrian accesses from the L6219 local road, 1 no. vehicular and pedestrian entrance from the L22143 and an additional vehicular and pedestrian access from the R157 to the Childcare and Scout Den facilities.
10. The proposed development will provide 283 no. of bicycle parking spaces, of which 200 no. are long term spaces in secure bicycle stores and 83 no. are short term visitor bicycle parking spaces. 12 no. bicycle spaces are provided for the creche and 12 no. bicycle spaces are provided for the Scout Den.
11. A total of 667 no. car parking spaces are provided on site located at surface level. The car parking provision includes 10 no. Electric Vehicle charging and Universally Accessible spaces allocated for the Apartment & Duplex units. All Houses will be constructed with provision for EV Charging.
12. Provision of site landscaping, public lighting, bin stores, 3 no. ESB unit substations, site services and all associated site development works.
13. A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) has been included with this application.

The site is currently greenfield and used for agricultural purposes, and can be accessed from the L6219 Road which aligns the northern boundary of the subject site. Ground levels across the site typically fall gently from north to south, with a sharp decline at the southern and eastern boundaries, which align the River Rye Water and Moyglare Stream respectively.

The proposed works also include the provision of a section (c.500m) of the Maynooth Outer Orbital Route (MOOR) from the River Rye to the proposed residential lands. A small section of realignment works to the L6219 to tie into the new section of the MOOR and the upgrade of the existing L6219 from the residential lands to the creche and public parklands to the east that include pedestrian and cycle infrastructure links.

A separate application will be made to Kildare County Council for the provision of the section of MOOR south of the River Rye that ties into the already constructed section adjacent to Moyglare Hall that is within the Kildare County Council jurisdiction. This overlap of applications will ensure unimpeded access to the proposed development lands for all modes of transport including vehicular and dedicated pedestrian and cyclists' facilities.

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 Plan (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 a tool to reduce dependency on private car use by promotion of public transport, cycling, walking and provision of the physical infrastructure to support cycling/walking.

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

- Provide a comprehensive outline of public transport services 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 schemes that may be appropriate to facilitate a change in travel patterns 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 the 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

The Moygaddy site is located within walking distance of the town centre of Maynooth that is well serviced by a number of existing public transport options. On completion of the first sections of the MOOR, residents of the new developments will be able to access Maynooth Town Centre by foot via Moyglare Road and the new sections of the MOOR.

EXISTING BUS SERVICES

The closest existing bus stop to the development site is a 28-minute walk (1.7km) from the proposed site near Maynooth University. Routes serving this location along the R148 include a number of Dublin Bus services including the 66, 66e, and 66x as well as a number of private operators including JJ Kavanagh & Sons route 139 that links Blanchardstown, Maynooth, Clane, Sallins and Naas General Hospital. A number of Bus Éireann Routes including routes 115 and 115c link Mullingar to Dublin City with stops in Maynooth.

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

Route	Description
Route 66	Merrion Square – Maynooth
Route 66e	Merrion Square – Maynooth
Route 66x	Maynooth – UCD Belfield
Route 139	Naas – Blanchardstown
Route 115	Mullingar – Kinnegad – Engield – Kilcock – Dublin
Route 115c	Mullingar – Kinnegad – Engield – Kilcock – Dublin

Table 1: Local Bus Services

The above services are operated by Dublin Bus, Bus Eireann and JJ Kavanagh & sons. More details of these bus services can be found at www.dublinbus.ie, www.buseireann.ie & jjkavanagh.ie.

It is expected that future residents can utilise the existing bus routes to travel from Maynooth to other local areas of interest and employment.

EXISTING RAIL SERVICES

The proposed site will be a 35-minute walk (2.7km) from Maynooth Train Station via the proposed MOOR and the Moyglare Road that provides convenient access along the Dublin Sligo train line that provides intermediate stops at Carrick on Shannon, Longford, Mullingar, Enfield, Leixlip, Clonsilla, Drumcondra.

The imminent DART+ Programme will also provide higher frequency connections and capacity to the Maynooth line connecting to Dublin Connolly & the proposed Spencer Dock stations.

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

EXISTING CYCLE FACILITIES

Existing cycling infrastructure in Maynooth is currently confined to the town centre only. Within Maynooth Town Centre there is a mix of on and off-road cycle tracks, as outlined with Green Line in the figure below.

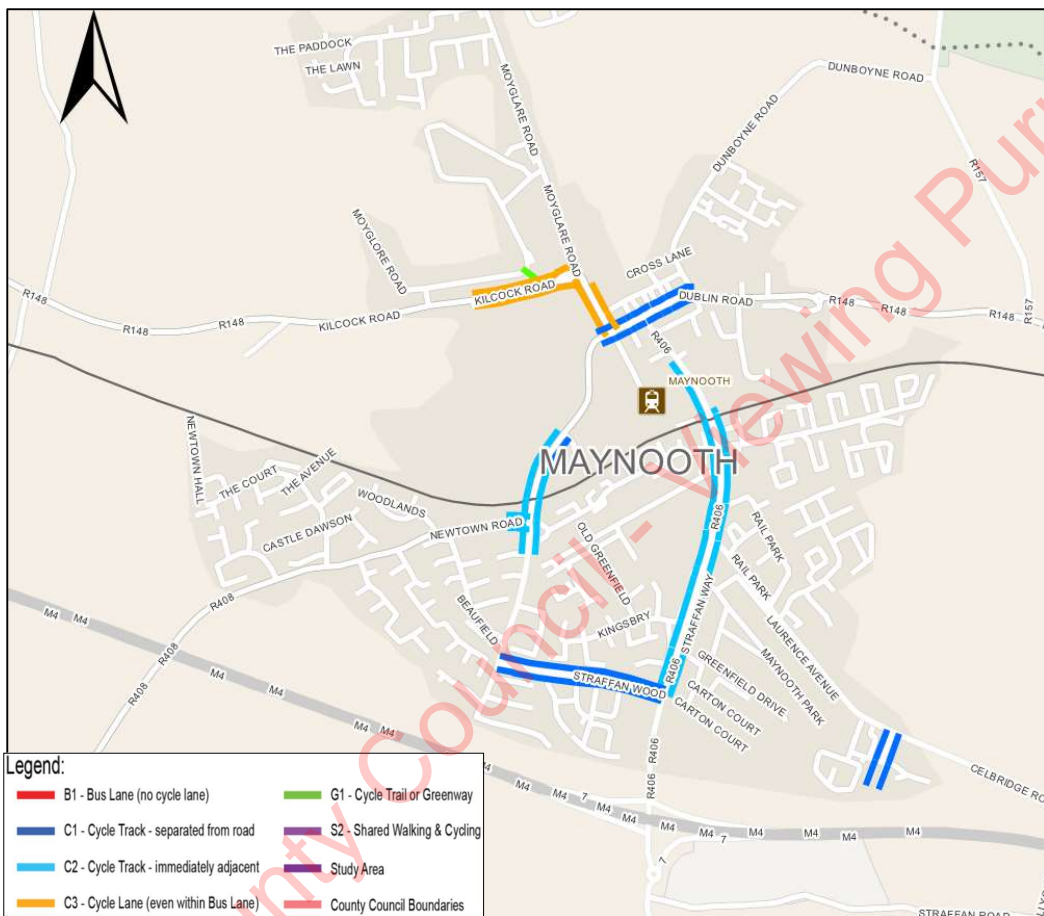


Figure 2: Existing Cycle Facilities Locally

It is also noted that the Maynooth Easter Relief Road (MEER) was granted planning in 2019 that will provide additional cycle and pedestrian infrastructure for 1.55 km along the eastern boundary of Maynooth. The location of the MEER can be seen in Figure 4 following.



Figure 3: Maynooth Eastern Relief Road

Hence, it is expected that 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.

EXISTING PEDESTRIAN FACILITIES

The proposed development will be located within 1,600m or 20 minutes walking (Main Street will be a 1,800m or 23-minute walk) distance of Maynooth Town Centre via the

Moyglare Road & the new infrastructure provided. Within Maynooth Town Centre where there are a large number of areas of retail and employment. It is expected that future residents will consider travelling on foot from/to the proposed development to/from the Maynooth Town Centre.

In terms of pedestrian access, the existing footpath along the Moyglare Road that will connect the proposed development to Maynooth Town Centre is considered as good quality public access, which will enable future residents access to the nearby bus stops and town centre.

The existing pedestrian facilities along Moyglare Road can be seen in Figure 5 below.



Figure 4: Existing Pedestrian Facilities

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

A number of future public transport schemes are planned for the local Maynooth area that will improve sustainable transport options locally and make them a more attractive travel option. These future transport options include:

BUSCONNECTS

Bus Connects aims to overhaul the current bus system in the Greater Dublin region by building a network of next-generation bus corridors on the busiest bus routes to make bus journeys faster, predictable and more reliable.

Relative to the development site, the most relevant is the proposed C – Spine route of the proposed New Dublin Area Bus Network which will travel from Maynooth to Dublin City Centre and on to Ringsend, this route will have a frequency of 30 mins. In addition, there will be an orbital route W8 peak time routes 325, and 326 servicing the vicinity of the proposed development site. The W8 orbital route will be a short 900m (12 minute) walk from the proposed development site. The proposed BusConnects services in the Maynooth area can be seen in Figure 5.

It is noted that the applicant has written to the NTA / Busconnects to provide outcome notification of the proposed development and a copy of the letter can be seen in Appendix A of this report.

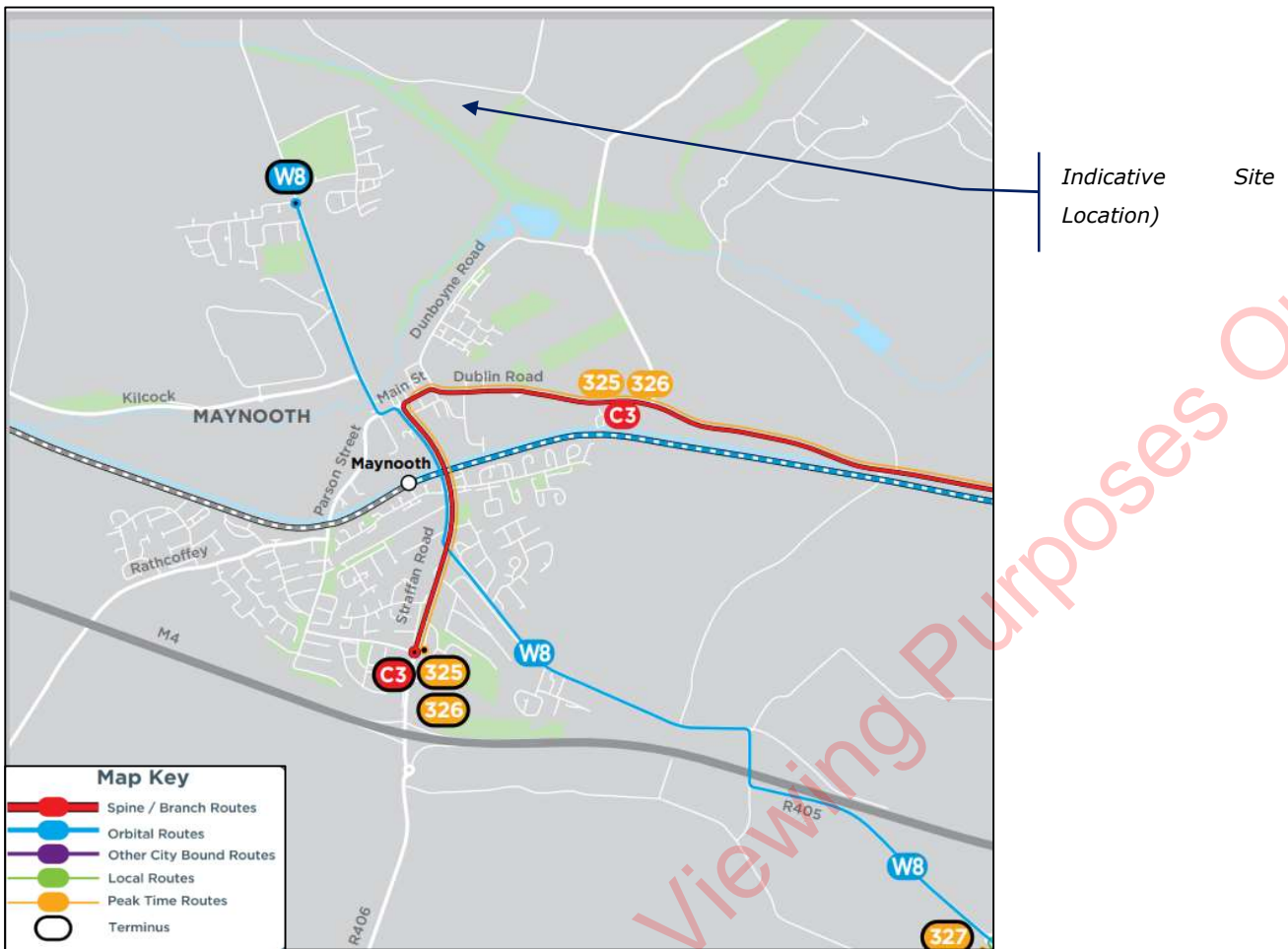


Figure 5: Proposed Bus Connects Services

It is envisaged on completion of the Maynooth Outer Orbital Route that additional public and private bus services will establish new routes in the area to serve the new developments. Details of these new routes are not yet available, however, it is the applicant's intention to liaise with these bodies to ensure that connectivity is enhanced as part of the masterplan strategy.

It is shown that these proposed service routes will significantly enhance the connection and reduce travel time between the proposed development and the main destinations such as Maynooth Town Centre and Dublin City Centre.

Further details of the improvement can be found at www.BusConnects.ie

DART+ PROGRAMME

DART+ is a programme of projects that aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. It will see the DART network grow from its current 50km in length to over 150km. Bringing DART travel with all its benefits to new and existing communities.

It will promote multi-modal transit, and active transport, boost regional connectivity and make public transport the preferred option for more and more people. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities. The DART+ Programme will involve rail improvements from:

- DART+ West - Maynooth and M3 Parkway to the City Centre
- DART+ South West - Hazelhatch & Celbridge to the City Centre
- DART+ Coastal North - Drogheda to the City Centre
- DART+ Coastal South - Greystones to the City Centre
- DART+ Fleet - purchase of new train fleet to increase train services.

The DART+ Programme envisages the upgrade and enhancement of services on the Maynooth line that will deliver frequent, modern, electrified services to/from Dublin City Centre (Connolly and Spencer Dock) to:

- Maynooth and M3 Parkway;
- Hazelhatch and Celbridge;
- Drogheda; and
- Greystones

The DART+ Programme map can be seen in *Figure 6* overleaf.



Figure 6: DART + Programme

As noted previously, Maynooth is currently serviced by an intercity rail service, with connecting services to Dublin City Centre. However, the DART+ Programme will provide for increased capacity and frequency of the Maynooth existing rail line. The DART+ Programme will increase the accessibility of the proposed development to sustainable modes of transport and will make this an attractive alternative to travel.

Irish Rail has confirmed that the Railway Order application for DART+ WEST is set to be lodged on 29th July 2022, seeking permission to extend the current network to the west of Maynooth, and to M3 Parkway. It is anticipated that construction will commence in 2024 and will enter into operation in 2029.

GDA CYCLE NETWORK PLAN

National Transport Authority (NTA) published the "Greater Dublin Area Cycle Network Plan (GDA)" which focuses on the enhancement and extension of the cycling infrastructure across Dublin. Further proposals for the local areas are outlined overleaf.

Further cycle proposals in the local area are shown following with the development site indicatively circled in red.



Figure 7: Proposed Cycle Network

Shown in Figure 7 is an extract from the GDA Cycle Network Plan, showing that a number of cycle facilities are proposed in close proximity to the development site. Under this cycle network proposal, it is proposed to build a primary/secondary cycle route (M1) that will connect the MOOR to the Maynooth Town Centre and ensure the development

can be accessed via convenient sustainable modes of transport. These new cycle routes will greatly improve the local cycle infrastructure and will make cycling a more attractive option.

Taking the above into consideration, the site is highly accessible by a wide variety of transportation options which will facilitate a modal shift away from private car travel.

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5 CAR PARKING STRATEGY

In developing the car parking provision, consideration has been given to a wide variety of factors including the applicable standards, realistic demand and measures that can be put in place to manage and control parking at the SHD site. Each of these factors is discussed in further detail as follows:

CAR PARKING STANDARDS

The development is primarily located within the jurisdiction of MCC, however, the Maynooth Environs Local Area Plan contains an objective to liaise with KCC in the identification, design, reservation and delivery of the section of the Maynooth Outer Relief Road located within the administrative area of MCC. However, as this SHD application is located solely within the MCC jurisdiction, this report will only reference the parking standards of the MCC Development Plan.

Apartment Guidelines

The "Sustainable Urban Housing: Design Standards for New Apartments" (December 2020) defines three types of urban areas:

- **Central/Accessible Urban** - In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances (15 minutes walk of city centre/employment location, 10 minutes of rail, 5 minutes of high-frequency bus services (10 min peak hour frequency));
- **Intermediate Urban Locations** - suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard;

- **Peripheral/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.

As this development is approximately 1.5 km north of the town of Maynooth, Co. Kildare, it can be considered a Peripheral and/or Less Accessible Urban Location. This results in a requirement of one car parking space per unit, together with an element of visitor parking such as one space for every 3-4 apartments.

Meath County Development Plan

The latest *Meath County Development Plan 2021 – 2027* plan was adopted on 22 September 2021 and came into effect on 3 November 2021.

The *MCC County Development Plan 2021 – 2027*, Section 9 – Parking Standards, Table 11.2, notes the following car parking requirements:

the County requires 2 spaces per flat or apartment and conventional dwellings, and 1 visitor space per 4 apartments. It is noted that reduced car parking requirements are available for developments adjacent to existing and future rail stations, and there are minimum requirements in peripheral/or less accessible urban locations, as per the “Sustainable Urban Housing: Design Standards for New Apartments” (December 2020) referenced above.

Furthermore, for the other parts of the development, the following is required as per the Development Plan:

- Creche – 1 space per 5 children, or 1 per employee & set-down
- Scout Den – 1 space per employee/Scout Leader

CAR PARKING PROVISION

It is proposed for the house-type units to provide parking in line with the local guidance as set out in the Development Plan, and for the apartment/duplex type units it is proposed to provide parking in line with national guidance as set out in the Apartment Guidelines. The following table shows the details of the development, as well as the provided car parking spaces:

Unit Type	Provision (spaces per unit)	Number of Units	Number of Spaces	Percentage EV Charging Points
Apartments & Duplexes	1.25	164	207	5% (10)
2-Bedroom Houses	1.5	19	29	-
3- & 4- Bedroom Houses	2	177	354	-
Total	-	360	590	10

Table 2: Car Parking Provision - Residential

The comparison of the provided car parking and the requirements of the various documents mentioned earlier in this chapter is shown in the table below:

Unit Type	Provided	Apartment Guidelines	MCC Development Plan
Apartments & Duplexes	207	205	-
2-Bedroom Houses	29	-	38
3- & 4- Bedroom Houses	354	-	354
Total	590		597

Table 3: Car Parking Comparison

From the above, the following conclusions can be drawn:

- In reference to the *Design Standards for New Apartments*, the required car parking spaces for apartments and duplexes are 164 for residents and 41 for visitors. The development provides for 207 car parking spaces, which meets the requirements;

- As the *Design Standards for New Apartments* do not specify requirements for houses, the *MCC Development Plan* takes precedence in this regard. This states a requirement of 392 car parking spaces for housing. The development provides for 354 at a rate of 2 spaces per 3- & 4- Bedroom House, and 29 spaces at a rate of 1.5 spaces per 2-Bedroom House.

The provided parking is under the relevant guidance, i.e. it is in line with the guidelines for apartments & duplexes, as per the Apartment Guidelines, and in line with the guidelines for houses, as per the MCC Development Plan.

The provision of car parking for the creche is in line with the requirements set out in the Meath County Development Plan 2021-2027. The requirement as set out in the development plan for a creche is for 1 car parking space per employee & dedicated set down and 1 car parking space for 4 children & dedicated set down.

Based on the number of children and staff expected at the creche, it is proposed to provide 29 no. car parking spaces plus set down to service the creche. This would be in line with the development plan requirements and is expected to adequately meet the expected demand.

The other developments within the SHD for which car parking is provided is:

- Scout Den – 6 car parking spaces;
- Playground & Moygaddy Castle Public Park – 42 car parking spaces (Includes 18 no. additional spaces for future creche expansion).

This means that the development provides a total of 667 no. car parking spaces, with 10 EV charging points for apartments and duplexes. These EV charging points will be provided at Visitor/Universally Accessible spaces. Furthermore, all houses will be provided with EV charger connection points in the external ESB box units.

BICYCLE PARKING

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Local Development Plan requires 1 cycle parking space per unit and 1 cycle parking space per 2 units for visitors. This equates to a total of 246 cycle parking spaces. The current allocation of cycle parking is 1 cycle parking space per unit, and 1 visitor space per 2 units, which totals 164 long-term, secure cycle parking spaces and 82 no. on-surface, short-term visitor cycle parking spaces. The current quantum of cycle parking satisfies the requirements of the Local Development Plan.

Bicycle parking for the crèche will be proposed in line with the Meath County Development Plan 2021-2027. The standard applicable to the creche is for a standard of 1 bicycle parking space per employee. The development provides 12 bicycle spaces as per the development plan.

Furthermore, a total of 12 no. bicycle spaces are provided for the Scout Den and Playground & Public Park respectively.

This means that the development as a whole provides for a total of 200 no. long-term and 83 no. short-term bicycle spaces.

6 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 the modal shift of 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 car does occur, maximise the number of people travelling as passengers.

BUS USAGE

As noted in Section 3, the existing service bus route is 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 online.

CYCLING & WALKING

There is a good quality pedestrian and cycling infrastructure proposed in the vicinity of the proposed development. As mentioned earlier, the scheme will have new cycle facilities which link the development site to further areas. It is an objective of this plan to promote cycling/walking as a viable means of transport and to facilitate their 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 Maynooth, where the development site locates was reviewed. This data has been used as the basis for establishing the following targets.

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

Table 4: Preliminary Target Modal Split

Hence, the intention is that 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.

7 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 & COORDINATION

A Mobility Manager/Travel Coordinator 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 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 USAGE

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 WorkPlace programme.

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 residents 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 compressive 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.

8 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.

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9 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.

10 VERIFICATION

This report was compiled and verified by:

Joshua Tai BE, MIEI
Civil Engineer
O'Connor Sutton Cronin & Associates



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Appendix A **BUSCONNECTS SUBMISSION LETTER**

Bus Connects
National Transport Authority
Dún Scéine
Hardcourt Lane
Dublin 2
D02 WT20

15/11/2021

Ref: T-SMG

Project No. S665



**RE: Maynooth Transport Strategy (MTS)
Our Client; Sky Castle Limited
Maynooth Environs – Lands At Moygaddy, Co, Meath, Maynooth**

Dear

We are writing to draw your attention to our client's submission to the Maynooth Transport Strategy (MTS) review initiated by Kildare County Council.

We enclose a copy of the submission to the MTS for your information.

We would like to draw your attention to the opportunity to expand the public transport network to include Bus Connects as part of the strategic Residential and Employment lead developments proposed on our client's landholding at Moygaddy Co. Meath which forms part of the Maynooth Environs.

We would welcome the opportunity to speak with you about this initiative and we look forward to your feedback in early course

Yours sincerely

Shane McGivney
Chartered Engineer
For O'Connor Sutton Cronin

CC. Ronan Barrett, Sky Castle Limited

cc. Meath County Council

cc. Kildare County Council

HEAD OFFICE
9 Prussia Street
Dublin 7
Ireland
T | +353 (0)1 8682000
F | +353 (0)1 8682100
E | ocsc@ocsc.ie
W | www.ocsc.ie



Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

O'Connor Sutton Cronin & Associates Limited – Registered in Ireland No. 138329

Directors: Tony Horan (MD) | James Barrett (Secretary) | Paul Healy | Brian Madden | Martin McGrath | Francis McNulty | John Millar | Andrew O'Brien | Michael O'Reilly | Brian O'Rourke

Associate Directors: Shaun Doody | Brian Heron | Eddie Lyons | Anthony Horan | Paul McSteen

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Administrative Associate: Carrie Poettcker

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OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers

9 Prussia Street
Dublin 7
Ireland

T | +353 (0)1 8682000
W | www.ocsc.ie

Dublin | Belfast | Birmingham | Cork | Galway | London