



APPENDIX 4-1

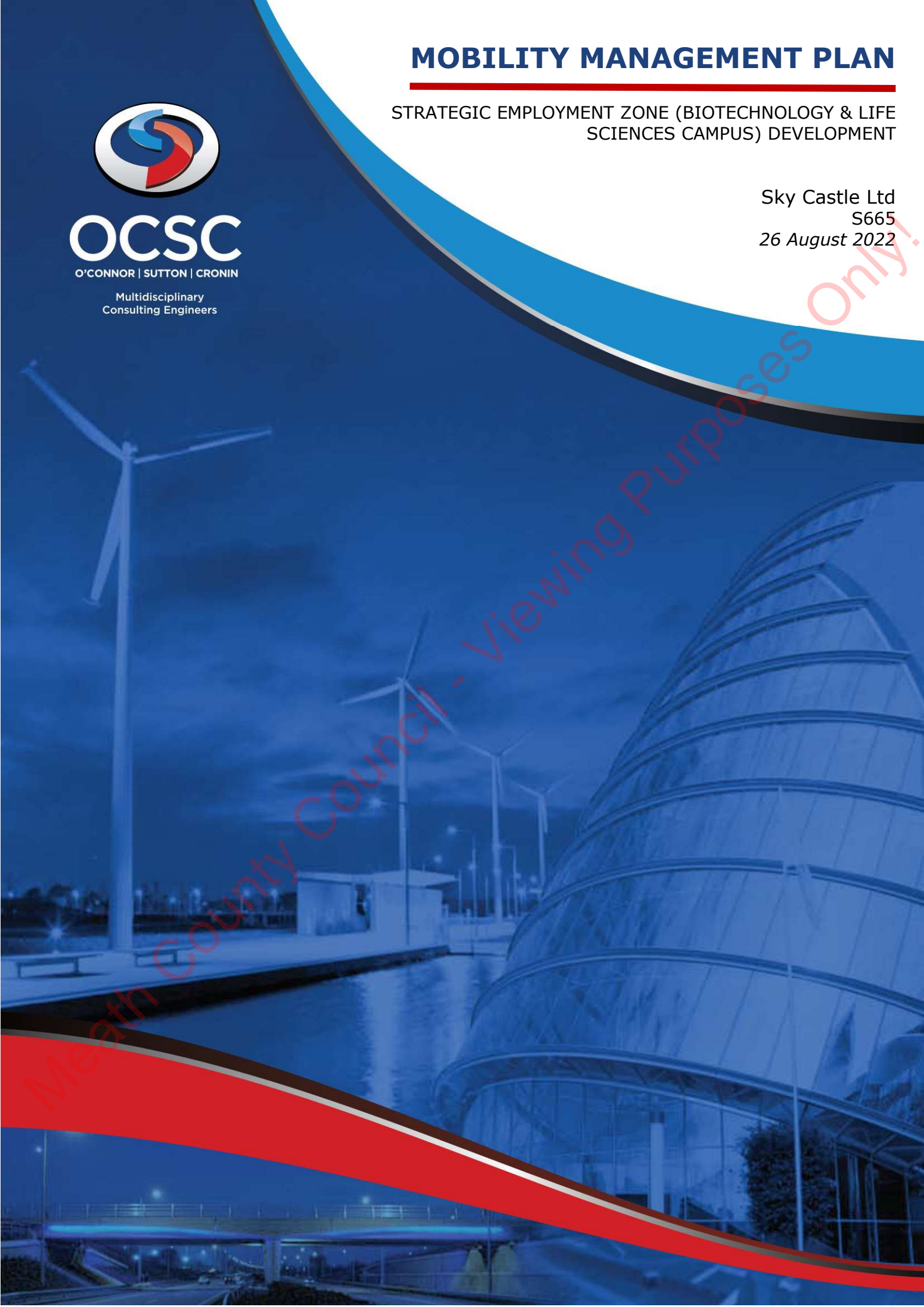
MOBILITY MANAGEMENT PLAN

Meath County Council - Viewing Purposes Only!

MOBILITY MANAGEMENT PLAN

STRATEGIC EMPLOYMENT ZONE (BIOTECHNOLOGY & LIFE SCIENCES CAMPUS) DEVELOPMENT

Sky Castle Ltd
S665
26 August 2022



MOBILITY MANAGEMENT PLAN

Strategic Employment Zone (Biotechnology & Life Sciences Campus)
Development

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MOBILITY MANAGEMENT PLAN

STRATEGIC EMPLOYMENT ZONE (BIOTECHNOLOGY & LIFE SCIENCES CAMPUS) DEVELOPMENT



OCSC

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Multidisciplinary
Consulting Engineers

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APPENDIX A

BUSCONNECTS SUBMISSION LETTER

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1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by *Mobility Management Plan* to carry out the Mobility Management Plan associated with the development of a proposed 3-block Office Innovation Campus on lands at Moygaddy, Co. Meath to the northwest of R157, north of the settlement of Maynooth and west Carton Demesne, Co. Kildare.

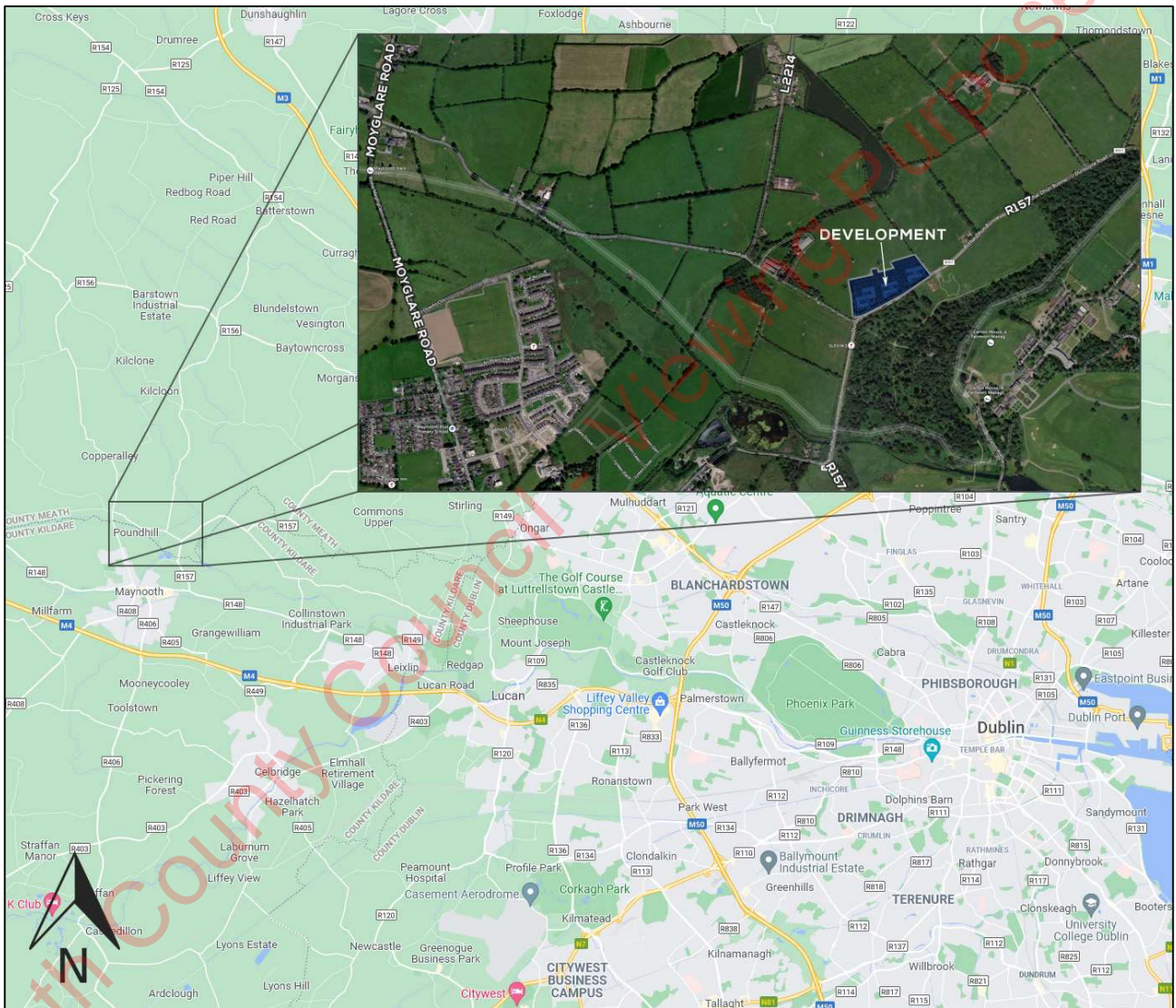


Figure 1: Site Location

The overall gross site area is **c.6.94-hectares**, and is zoned by Meath County Council for **Enterprise and Employment** in the adapted Meath County Development Plan 2021 – 2027 and the balance of 5.08 ha zoned is high amenity.

The site is currently greenfield and used for agricultural purposes and can be accessed from the R157, Maynooth to Dunboyne Road, which aligns the south-eastern boundary of the subject site. There is a localised high-point near the centre of the site, with levels gently graded from here towards both the R157 at the south-eastern boundary and the Moygaddy Stream at the north-western boundary.

Sky Castle Limited are applying for planning permission for Phase 1 of a proposed Strategic Employment Zone Office Campus Development at Moygaddy, Co. Meath.

The proposed development comprises 3 no. office blocks and all associated site development works (GFA: 20,633.26 sq.m) as follows:

- Block A: 5 storey office building providing offices, stair and lift cores and plant rooms (GFA: 10,260.42 sq.m)
- Block B: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.54 sq.m)
- Block C: 3 storey office building providing offices, stair and lift cores and plant rooms (GFA: 5,186.30 sq.m)
- The development includes a surface car park which includes 323 no. car parking spaces and 320 no. bicycle car parking spaces (including 12 no. accessible car parking spaces and 16 no. EV charging spaces)
- Undertaking of road upgrade works including the provision of a signalised junction on the R157 Dunboyne Road and the construction of a section of the Maynooth Outer Orbital Route and provision of associated pedestrian and cycle infrastructure, as well as a realignment of a section of the R157. The works to the R157 adjoin the Carton Demense Wall which is a Protected Structure (RPS Ref 91556).
- Vehicular access to the site will be provided via the R157 Dunboyne Road and provision is made for a secondary vehicular access via the proposed section of the Maynooth Outer Orbital Route.

- Provision of water, foul and surface water drainage infrastructure including pumping station.
- Provision of a new pedestrian & cycle bridge structure at the River Rye Water adjacent to the existing Kildare Bridge.
- Provision of roof mounted solar PV panels on Office Blocks A, B & C.
- Provision of 3 no. ESB Kiosks.
- Provision of bin stores, bike stands, landscaping, boundary treatments and public lighting and all other site development works and services ancillary to the proposed development.

A Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) will be submitted to the planning authority with the planning application.

In the master plan for this area, the proposed commercial development at Moygaddy consists of 9 office blocks of flexible office space that will combine to form an innovation campus aimed at companies in the Life Science, Medical, Biotech, Agritech and Information Technology sectors and related technologies. However, for this application only 3 of these office blocks are applied for; with access provided from the R157, which aligns the south-eastern boundary of the proposed site. The proposed works also include the upgrading of a section of the R157 from the access to the medical development, up to the north-eastern boundary of the site. This will include the upgrading of the junction between the R157 and the L22143. Additional to this, will be the creation of new internal access roads and car parking.

The upgrade of the proposed section of the R157 will take cognisance of the existing approved Part VIII design by Meath County Council Reference P8/10011, and the strategic plan for the Maynooth Outer Relief Road (MOOR).

This plan is being prepared as a transportation demand management tool for the site and is aimed particularly at staff 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 proposed development site is considered to be located within walking distance of the town centre of Maynooth that is well serviced by several existing public transport options. In addition, the staff of the proposed development site will be enabled to conveniently access Maynooth Town centre by foot via the existing pedestrian access in Carton Avenue.






-  = Existing Bus Stop;
-  = Existing Rail Station;
-  = Existing Pedestrian and Cycling Facilities

Figure 2: Overall Existing Facilities in Local

As outlined earlier, the development proposal includes the upgrading of a section of the R157 from the access to the medical development, up to the north-eastern boundary of the site, as well as the junction between the R157 and the L22143. The future staff will be allowed to safely access Maynooth Town Centre by foot via the R157 from Kildare Bridge.

EXISTING BUS SERVICES

The closest existing bus stop to the development site is a 20-minute walk (1.6km) from the proposed site. Routes serving this location along the R148 include several Dublin Bus services including the 66, 66x, C3, C5, X25, X26 as well as route 139 which is operated by JJ Kavanagh & Sons. The existing bus routes in this service stop will link the proposed development to Blanchardstown, Maynooth, Clane, Sallins and Nass General Hospital. In addition, dedicated Bus Éireann stops are located opposite the Glenroyal Hotel in Maynooth town centre that is a 22-minute walk (1.8km) from the proposed site that provides access to several Bus Éireann routes including 20 (Galway – Dublin City – Dublin Airport), 22 (Ballina – Dublin Airport), 23 (Sligo – Dublin Airport), 115 (Mullingar – Dublin).

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 66x	Maynooth – UCD Belfield
Route 139	Naas – Blanchardstown
Route 115	Mullingar – Kinnegad – Engield – Kilcock – Dublin
Route 115c	Mullingar – Kinnegad – Engield – Kilcock – Dublin
Route C3 / C5	Maynooth - Ringsend
Route 20	Galway – Dublin City – Dublin Airport
Route 22	Ballina – Dublin Airport
Route 23	Sligo – Dublin Airport

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 the future staff can utilise the existing bus routes to travel to/from the development site from/to other local areas of residential via Maynooth Town Centre.

EXISTING RAIL SERVICES

The proposed site will be a 31-minute walk (2.5km) from Maynooth Train Station via the existing pedestrian access in Carton Avenue that provides convenient access to the Dublin Sligo railway service line that provides intermediate stops at Carrick on Shannon, Longford, Mullingar, Enfield, Leixlip, Clonsilla, Drumcondra.

More details of the existing rail service can be found at www.irishrail.ie.

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. The further improvement of the current railway line will be covered in this report later.

EXISTING CYCLE FACILITIES

The 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 in the figure below.

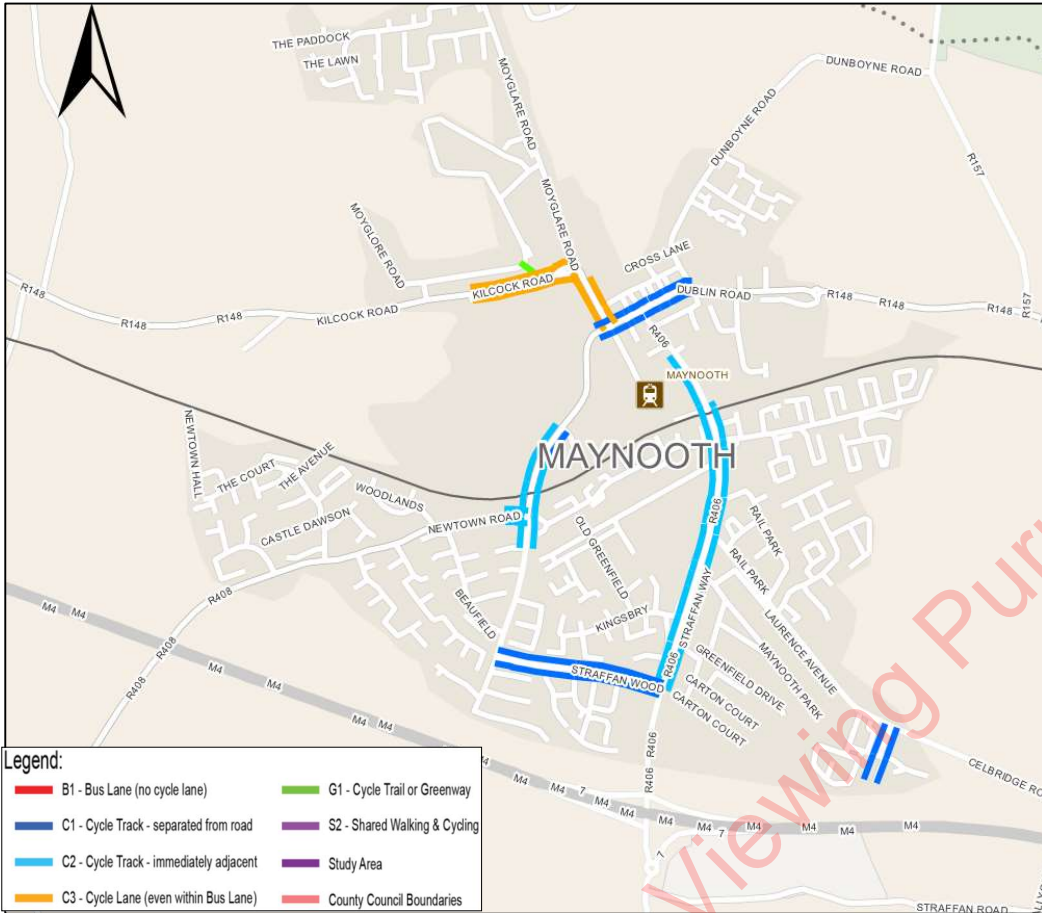


Figure 2: Existing Cycle Facilities Locally

It is also noted that the Maynooth Eastern Relief Road (MERR) 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 overleaf.

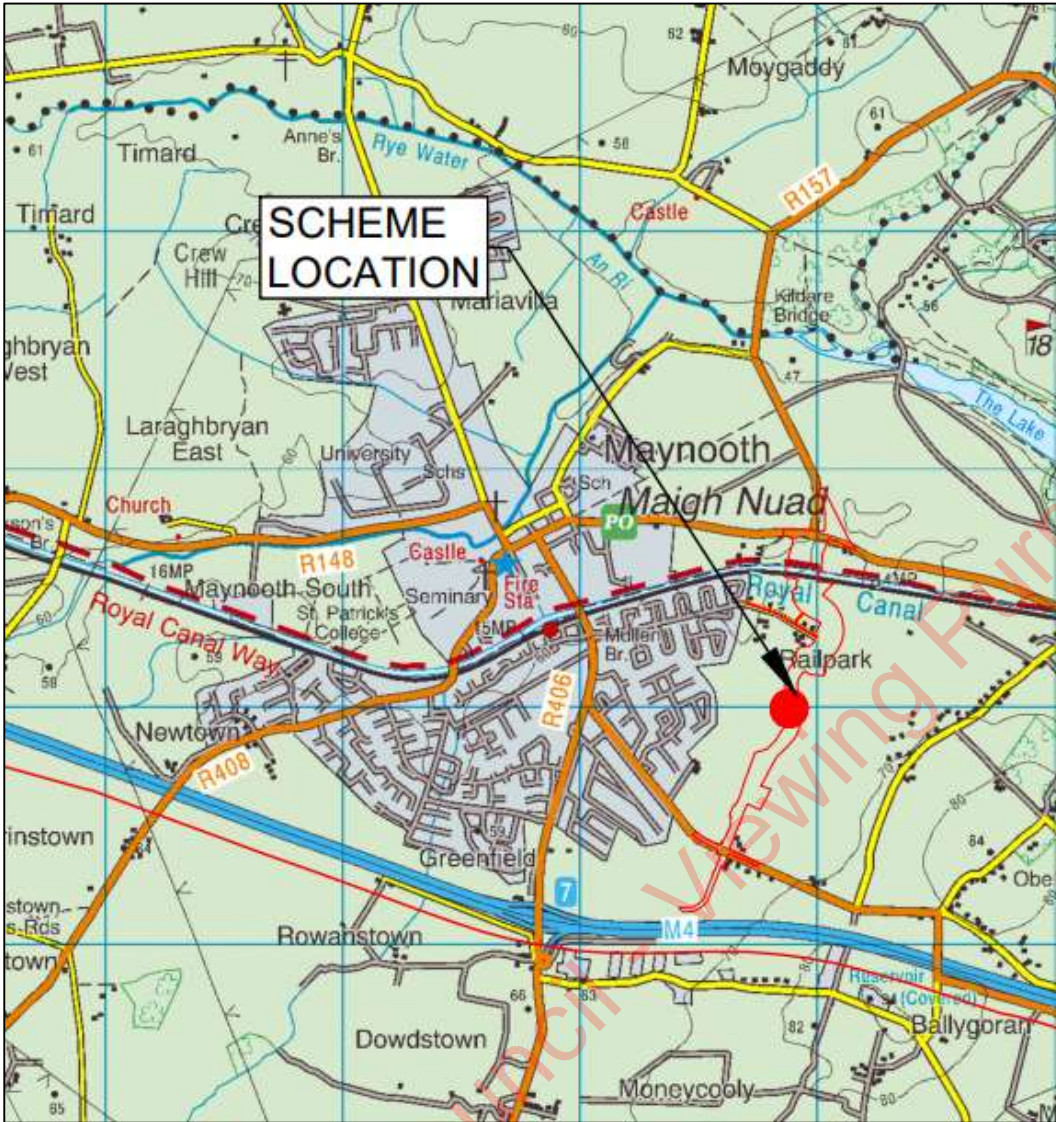


Figure 3: Maynooth Eastern Relief Road

Hence, it is expected that the future staff 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

In terms of pedestrian access, there is existing dedicated pedestrian access to Maynooth via Carton Avenue, which is located within 400m (5 minutes) walking distance of the proposed development. The pedestrian access route to Maynooth Town Centre via Carton Avenue from the proposed development can be seen in the figure below.

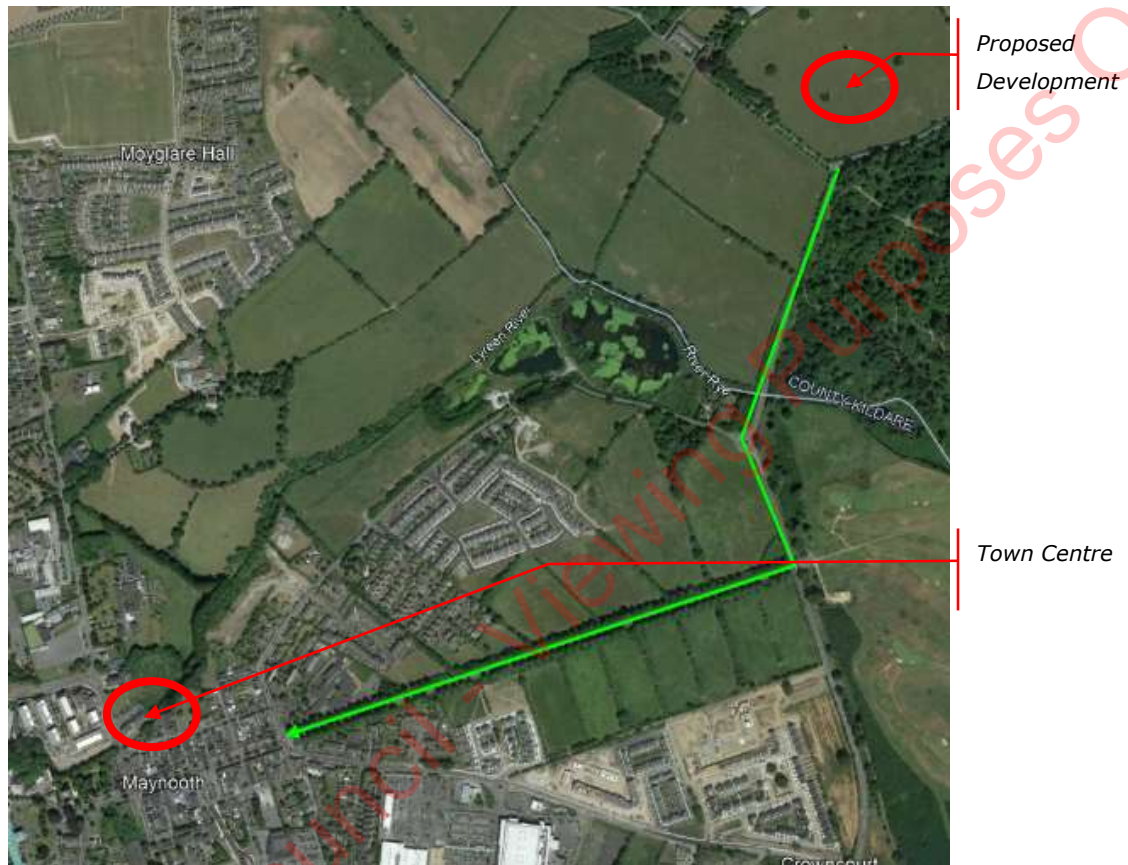


Figure 5: Existing Pedestrian Access Route Via Carton Avenue

Within Maynooth Town Centre, there are several public transport service stops. It is expected that future visitors and staff will consider travel on foot from/to the proposed development to/from the existing public transport service stops which are located in Maynooth Town Centre.

The existing segregated pedestrian access in Carton Avenue that will link the proposed development to Maynooth Town Centre is considered good quality public access, which will enable future visitors and staff access to the nearby bus stops and the town centre.

The existing pedestrian facilities in Carton Avenue can be seen in the figure below.



Figure 6: Entrance of Existing Pedestrian Access on Carton Avenue



Figure 7: Exit of Existing Pedestrian Access on Carton Avenue

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

Several 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 2,100m (26 minute) walk from the proposed development site with service every 30 minutes. The proposed BusConnects services in the Maynooth area can be seen in Figure 6 overleaf.

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.

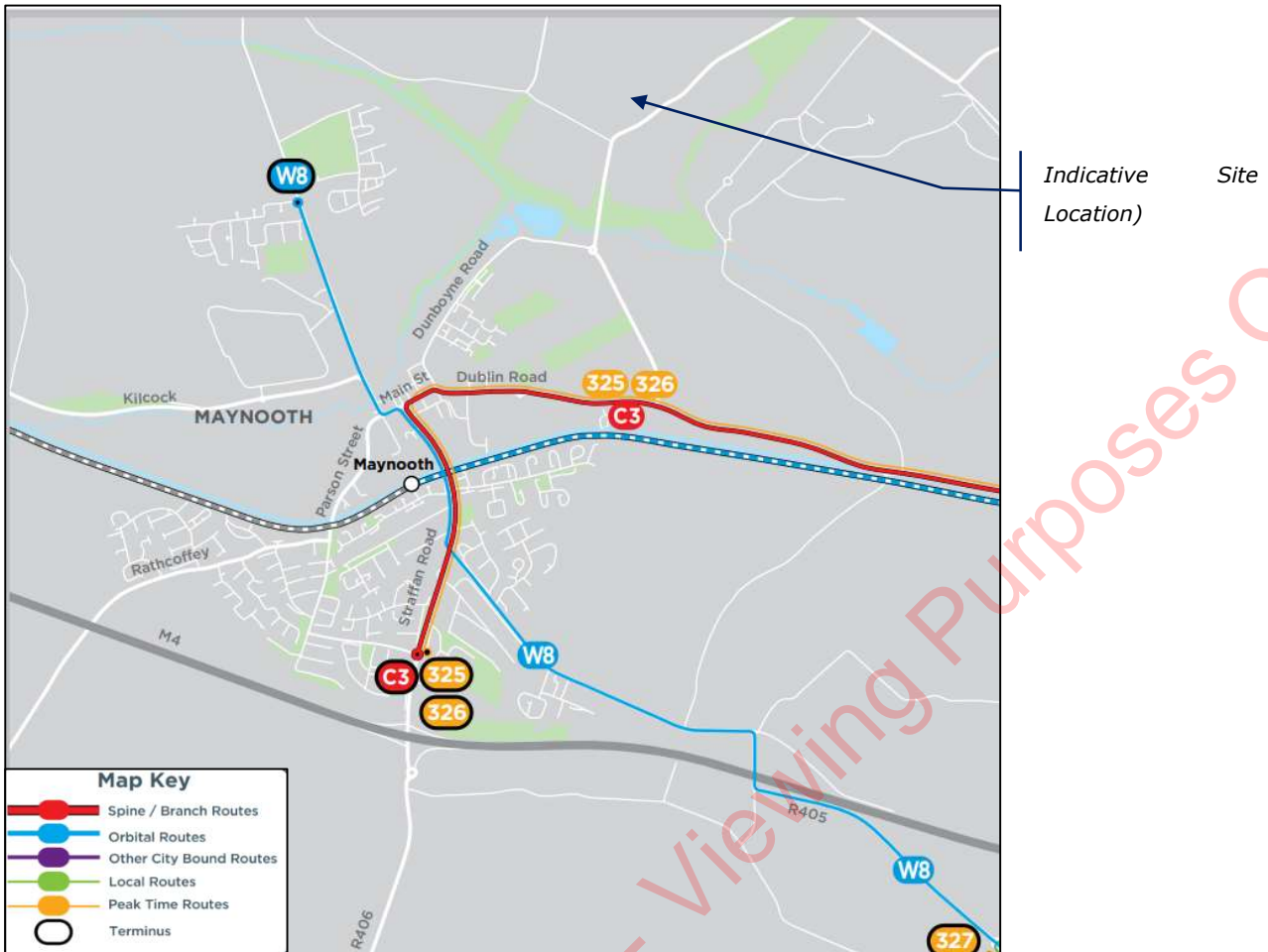


Figure 4: Proposed Bus Connects Services

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 proposed developments. It is noted that the applicants intend to liaise with the local authorities to ensure that connectivity is enhanced as part of the masterplan strategy.

It is shown that these additional new service routes will significantly enhance the connection and reduce travel time between the proposed development and the main destinations such as 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, 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 5: 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.

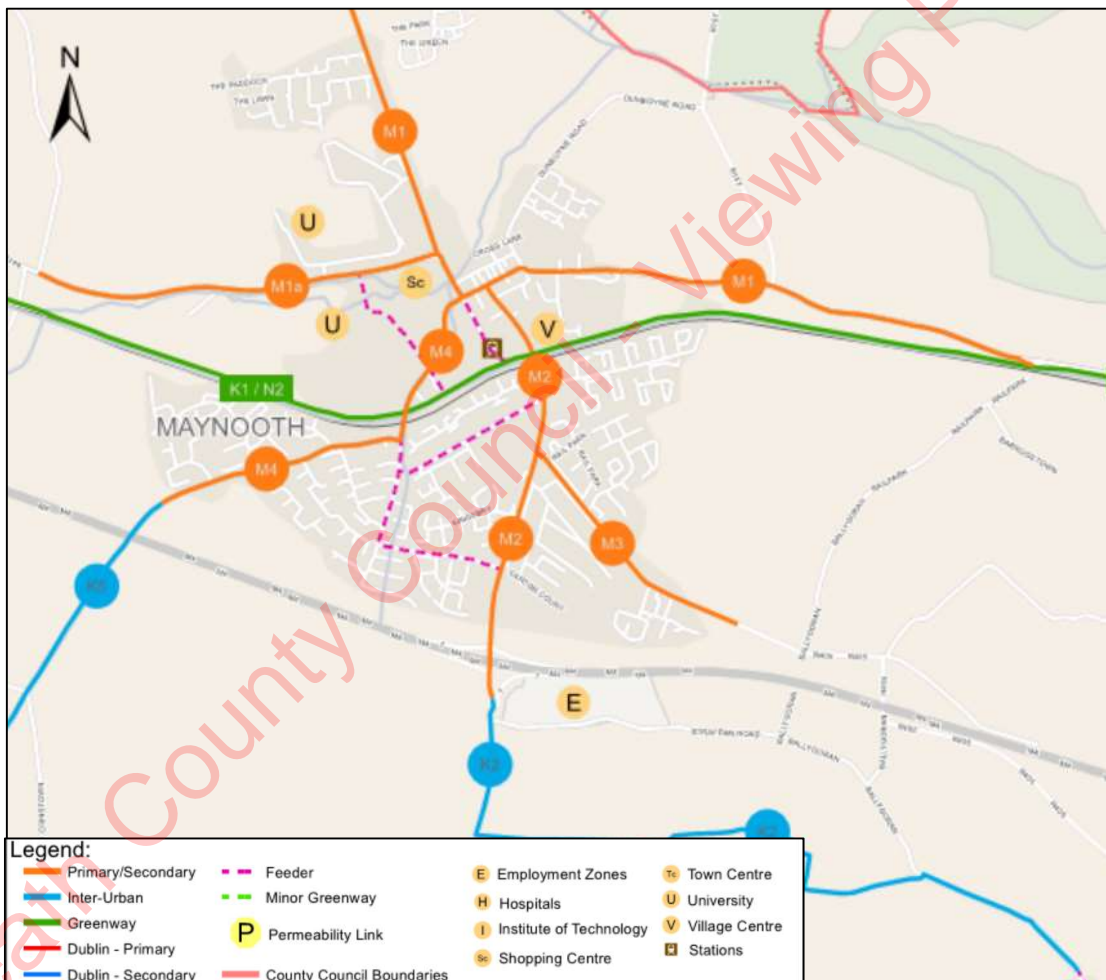


Figure 6: Proposed Cycle Network

Shown in Figure 6 is an extract from the GDA Cycle Network Plan, showing that several cycle facilities are proposed close to the development site. Under this cycle network proposal, it is proposed to build a primary/secondary cycle route (M1) that will connect the new Maynooth Outer Orbital Route (MOOR) to Maynooth Town Centre and ensure the development can be accessed via alternative sustainable modes of transport. It is noted that a new dedicated cycle track will be provided along the R157 from Kildare Bridge, south of the development site to the site entrance junction and forms part of the future cycle network in local areas.

It is clearly shown that these additional 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 accessible by a wide variety of transportation options which will facilitate a modal shift away from private car travel.

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 commercial 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 application is located solely within the MCC jurisdiction, this report will only reference the parking standards of the MCC 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 *Meath County Development Plan 2021 – 2027*, Section 9 – Parking Standards, Table 11.2, notes that the County requires 1 car parking space per 25 sqm gross floor area, and where the floor area exceeds 1,500 sqm gross floor area, 1 space per 50 sqm gross floor area is required. It is also noted the standards taken from the development plan are set as “maxima” per land use and that the above car parking standards shall be applied at the discretion of Meath County Council. Given the proposed development will entail several different office blocks all with varying requirements for car parking, there is a potential for dual usage of car parking spaces across the site. This will ensure that the proposed development does not result in an over-provision of underutilised car parking that may result in a car park-dominated development.

The following requirements in terms of car parking were calculated according to the Development Plan:

Land-Use	Unit		Requirement
Offices	20,633	sqm	413

Table 2: Car Parking Requirements

CAR PARKING PROVISION

The development will provide for a total of 323 no. car parking spaces that result in a provision of 1 car parking space per 63.9m².

The above provision is a slight reduction on the maxima standards set out within the Meath County Development Plan, but it is submitted that this is an appropriate car parking strategy, which can be motivated by the following:

- The quantum of provided parking will ensure that there is no over provision of car parking on-site and that it is not dominated by car parking throughout;
- The potential dual usage of car parking between the various office blocks could lead to a reduced requirement;
- The inclusion of a Mobility Management Plan will promote more sustainable travel options for the development, such as the Smarter Travel Workplace programme;
- The full Moygaddy masterplan development has a mixed-use design, incorporating several trip generators and attractors, which results in several internal trips not accounted for in this assessment, reducing the need for parking;
- Consideration is given to the highly accessible nature of the site and the future provision of cycle & walking infrastructure that will be provided as part of this application and other phases of the Moygaddy masterplan

A total of 12 no. of the provided parking will have EV charging capabilities.

BICYCLE PARKING

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Meath County Development Plan specifies that for Offices, the provided cycle parking should equal 10% of employee numbers subject to a minimum of 10 bicycle places or one bike space for every car space, whichever is greatest. It is anticipated that the latter will result in the greater number of spaces, as such this was chosen as the accepted standard. Given this, the development provides for a total of 320 no. cycle spaces. The current quantum of cycle parking satisfies the requirements of the Local Development Plan.

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 a modal shift of the future staff.

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 routes are available for future staff to use as their daily commuter. 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 staff 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 a new cycle facility which links 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

Considering the level of public transport, cycle & pedestrian infrastructure locally, the following preliminary modal split targets for the operational stage have been established.

Mode	Modal Share
Walking	20%
Bicycle	5%
Public Transport	15%
Car Driver	55%
Car Passenger	5%

Table 3: Preliminary Target Modal Split

Hence, the detailed travel survey is planned to be carried out after 6 months once the development is occupied to facilitate a more accurate analysis of staff and visitors' travel patterns.

7 SPECIFIC MEASURES

To achieve the objectives and modal split targets set out in *Section 5*, several specific measures are proposed to be put in place.

Primarily it is intended that the development will participate in the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans but also includes useful information which will assist in encouraging residents to use sustainable transport options. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

MANAGEMENT & COORDINATION

A Mobility Manager/Travel Coordinator will be appointed at the development by the management company. It is envisaged that the management company will oversee the implementation of the Mobility Management Plan including the Mobility Manager and can update the plan regularly following feedback from staff, once occupied.

The duties of the Mobility Manager will include inter alia:

- Conducting travel 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;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- 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 Mobility Manager will ensure that car-sharing would be promoted throughout via schemes such as encouraging the use of existing car-sharing services, an action that forms part of the Smarter Travel Workplaces programme. The staff will be able to avail of this service to get in contact with other people who are travelling to and from similar destinations to share the costs and increase 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 staff. 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 regularly for staff.

The appointed Mobility Manager will also keep in contact with all bus service providers working in the area to improve/create new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times 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 workers 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.

WELCOME PACK

The staff of the development could likely be provided with a simple Welcome Pack upon employment at 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 several additional schemes which could be hugely beneficial to encourage travel by more sustainable means. These include, but are not limited to:
 - Bike Week which includes several events designed to cater for all cyclists regardless of experience;
 - World Environment Day is an annual event aimed at educating people about environmental issues and positive actions that can be taken in that regard;
 - Car Free Day focuses on raising the awareness of urban dwellers concerning 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 staff if required.

USE OF TECHNOLOGY

Recent advancements in technology present several additional opportunities in relation to encouraging a positive modal shift. As part of this MMP, staff 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 that 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 dedicated apps 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 updates 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 staff regularly 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 encourage the staff to travel by public transport, by bike or by foot.

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



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

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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