



## **APPENDIX 4-1**

### **MOBILITY MANAGEMENT PLAN**

Meath County Council - Viewing Purposes Only!

# MOBILITY MANAGEMENT PLAN

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PRIMARY CARE CENTRE & NURSING HOME

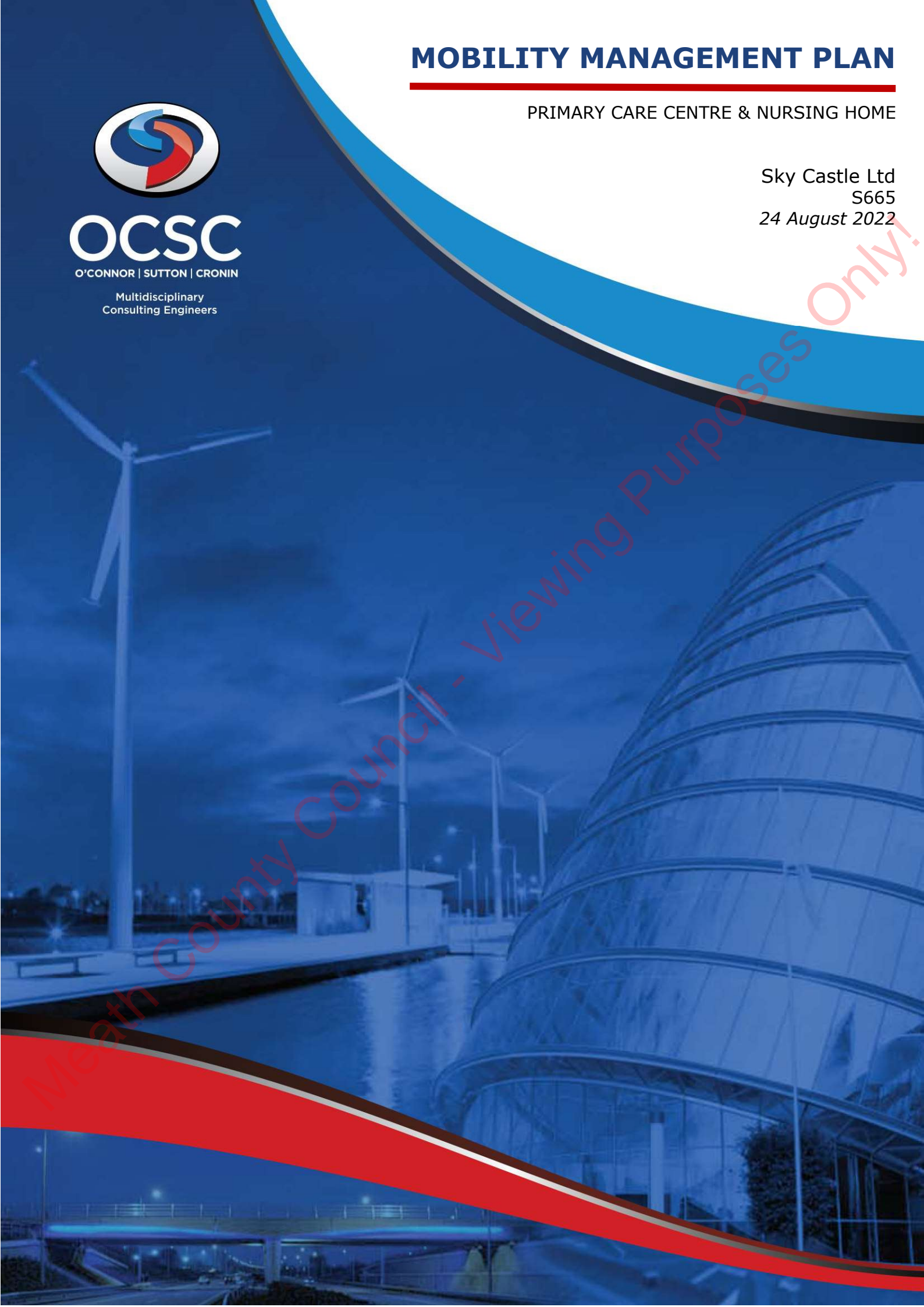
Sky Castle Ltd  
S665  
24 August 2022



**OCSC**

O'CONNOR | SUTTON | CRONIN

Multidisciplinary  
Consulting Engineers



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Primary Care Centre & Nursing Home

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## **PRIMARY CARE CENTRE & NURSING HOME**



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Meath County Council - Reviewing Purposes Only!

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## DOCUMENT CONTROL & HISTORY

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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 Primary Care Centre (PCC) and a Nursing Home development on lands at Moygaddy, Co. Meath to the west of R157, north of the settlement of Maynooth and west Carton Demesne, Co. Kildare

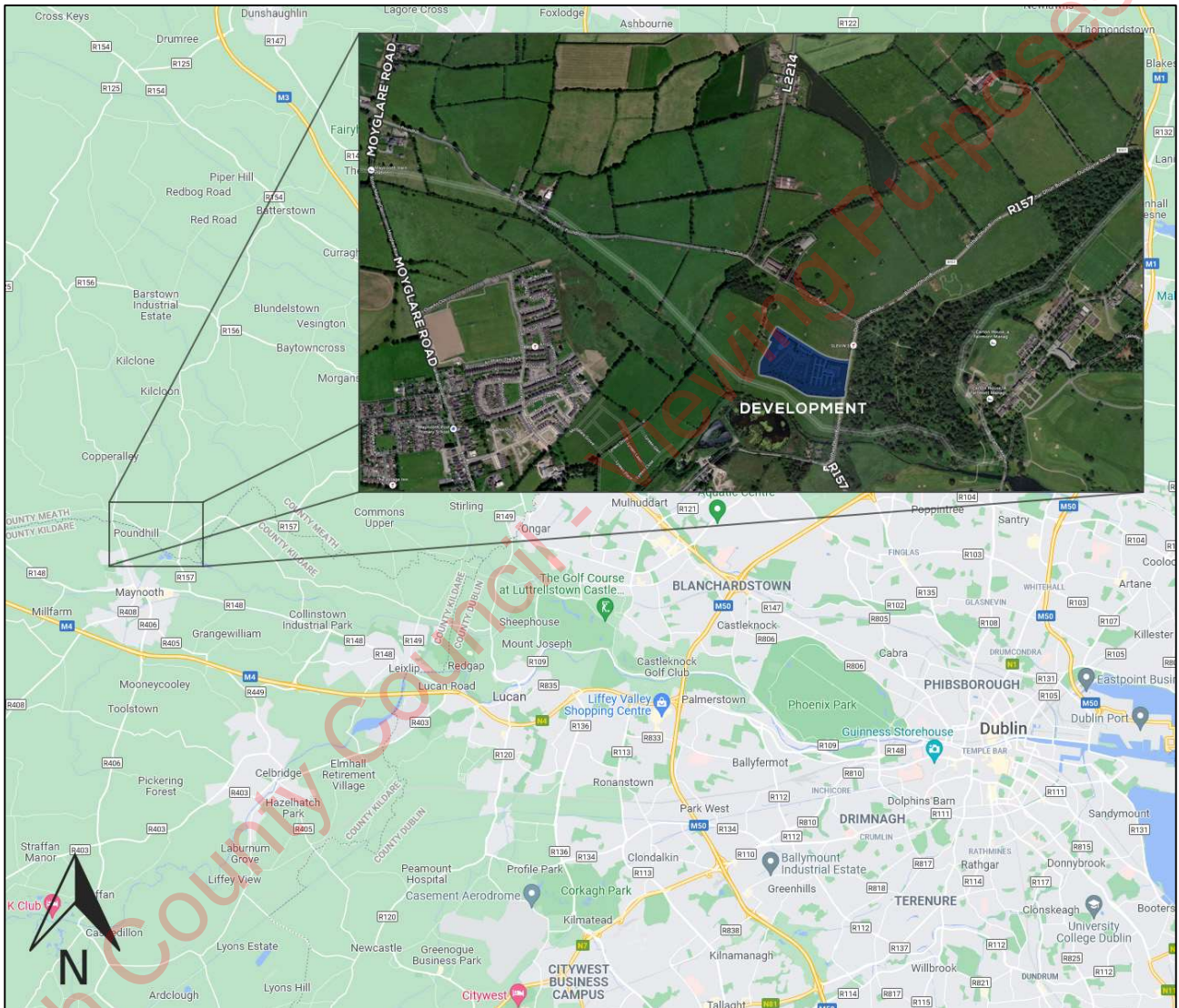


Figure 1: Site Location

The overall gross site area is **c.8-hectares**, and is zoned by Meath County Council for Community Infrastructure in the Adopted 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 eastern boundary of the subject site.

Planning Permission is sought by Sky Castle Limited for the development of a site which extends to 7.94 hectares, on land to the west of the R157 Dunboyne Road, County Meath, north of the town of Maynooth, in the townland of Moygaddy. This site is located in the Maynooth Environ Lands.

The proposed development comprises:

1. Construction of a new two-storey Nursing Home of 156 no. bedrooms with a Gross Floor Area (GFA) of 8,576m<sup>2</sup>, including vehicular drop-off area and service road.
2. Construction of a new three-storey Primary Care Centre (PCC) with a Gross Floor Area (GFA) of 3,049m<sup>2</sup>, including vehicular drop-off area.
3. The development includes a shared surface car park providing 161 no. car parking spaces (comprising of 151 no. standard car parking spaces and 10 no. accessible car parking spaces) and approximately 160 no. bicycle parking spaces.
4. Provision of foul and surface water drainage including an underground wastewater pumping station.
5. Connection to potable water supply at Kildare Bridge.
6. Provision of communal (semi-private) and public open space.
7. Provision of hard and soft landscaping including amenity equipment, fencing and gates.
8. Provision of substation and public lighting.
9. Proposed road improvement and realignment works along the R157 which abuts the Carton Demense Wall which is a Protected Structure (RPS Ref 91556), including:
  - (i) Construction of a new 2-way, 6m-wide access road from the R157 Dunboyne Road to include a priority T-junction on the R157 which includes a right-turn lane from the R157 into the access road,
  - (ii) Upgrade works to a section of the R157 from the new site entrance south to Kildare Bridge on the R157 (representing delivery of a 15m-wide portion of the Maynooth Outer Relief Road (MOOR)), including creation of a new 2m-wide

footpath, 3m-wide cycle lane and pedestrian and cycle link adjacent to Kildare Bridge,

(iii) Provision of pedestrian and cycle improvement measures.

10. All other site development works and services ancillary to the proposed development.

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

A separate application will be made to the Kildare County Council for the upgrade of the R157 south of the Kildare Bridge. 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 visitors and 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 which is well serviced by several existing public transport options. In addition, the patients and workers of the proposed development site will be enabled to conveniently access the Maynooth Town centre by foot via the existing pedestrian access on Carton Avenue.



*Figure 2: Overall Existing Facilities in Local*

## EXISTING BUS SERVICES

The closest existing bus stop to the development site is a 16-minute walk (1.3km) from the proposed site. Routes serving this location along the R148 include several Dublin Bus services including the 66, 66x, C3, C5, X25, and 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 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](http://www.dublinbus.ie), [www.buseireann.ie](http://www.buseireann.ie) & [jjkavanagh.ie](http://jjkavanagh.ie).

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

## EXISTING RAIL SERVICES

The proposed site will be a 26-minute walk (2.1km) 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](http://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

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.

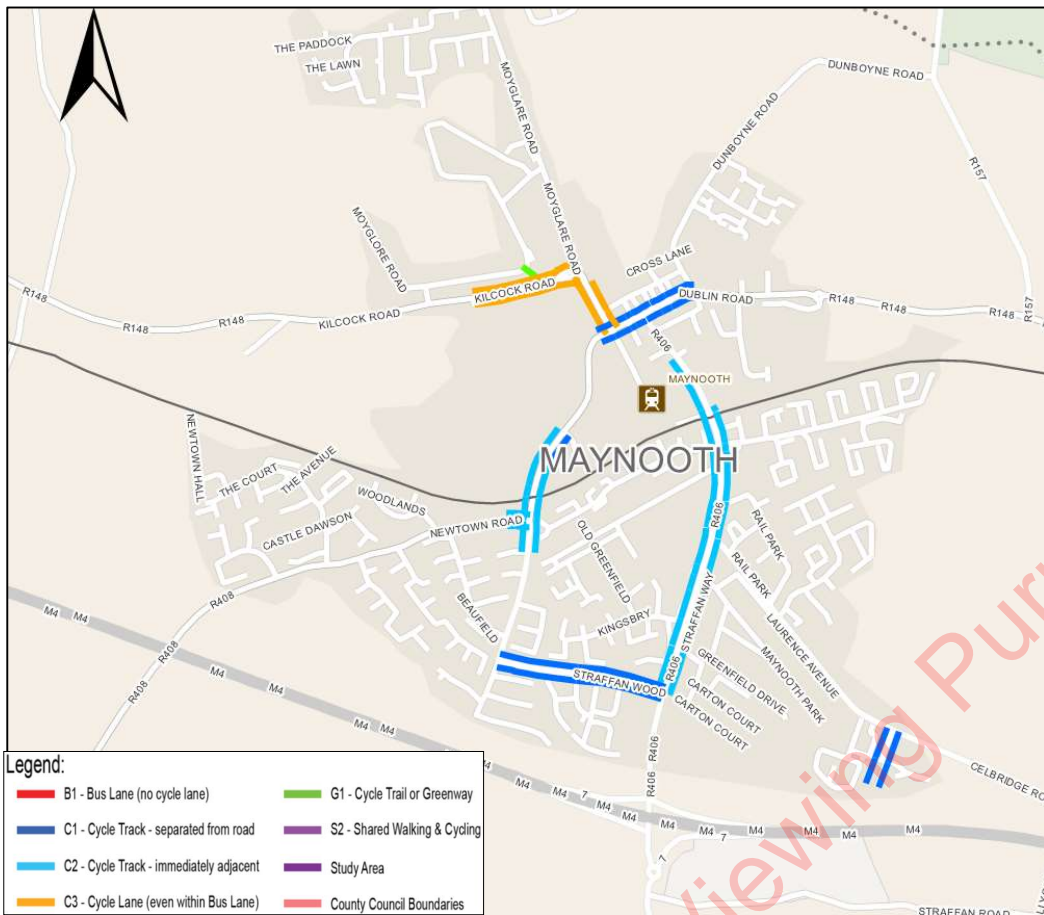


Figure 2: Existing Cycle Facilities Locally

It is also noted that the Maynooth 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 future staff and visitors 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 Carto 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

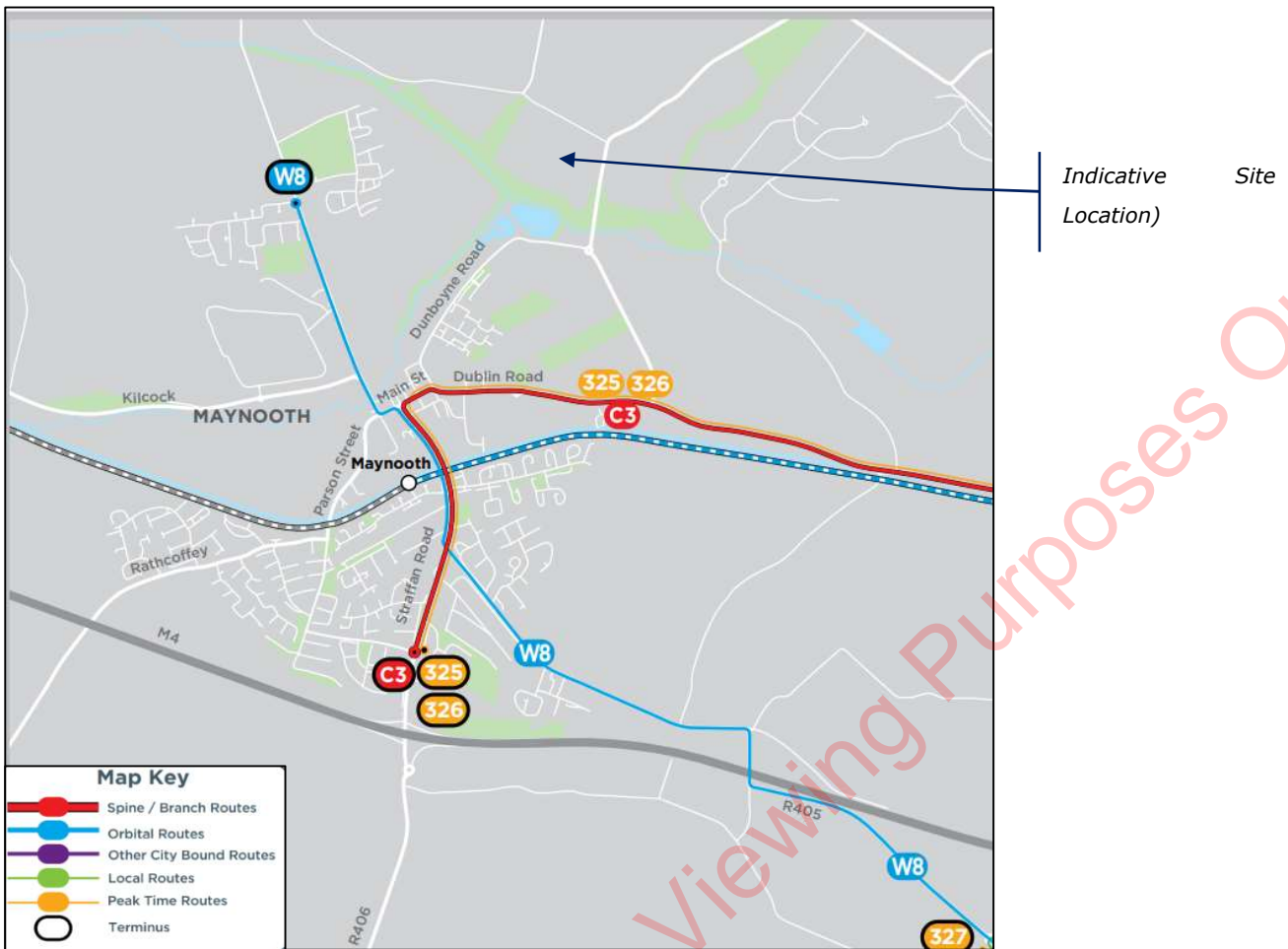
Several future public transport schemes are planned for the local Maynooth area that will improve sustainable transport options locally and make them a more attractive travel option. These future transport options include:

### **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 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 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 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](http://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 5: DART + Programme

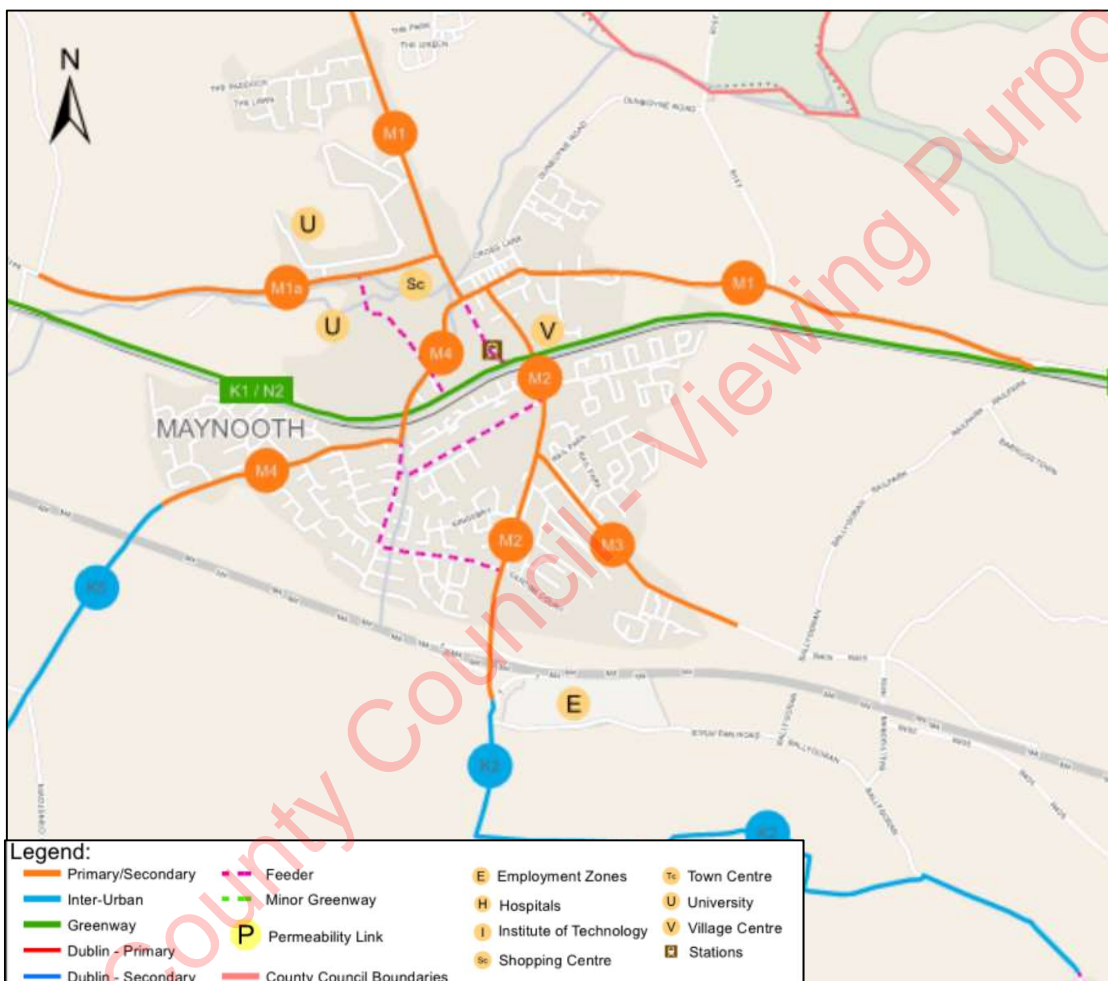
As noted previously, Maynooth is currently serviced by an intercity rail service, with connecting services to Dublin City Centre. However, the DART+ Programme will provide for increased capacity and frequency of the Maynooth existing rail line. The DART+ Programme will increase the accessibility of the 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 29<sup>th</sup> 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 PCC/Nursing Home 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 3 beds, and one space per employee for Nursing Homes. There is no specific reference within the Development Plan parking standards for a land-use such as a Primary Care Centre. However, the Development Plan does state that “in the case of any specific uses not listed in the above table, Meath County Council will specify its requirements in relation to parking”. For the purposes of this document, the most appropriate comparable standard was chosen as the land use “Surgeries” for use with the PCC. This states that 2 car parking spaces are required per consulting room.

From this, the following requirements in terms of car parking were calculated according to the Development Plan:

Land-Use	Unit		Requirement
Nursing Home	156	Beds	52 <sup>1</sup>
Primary Care Centre	48	Consulting rooms	96
<b>Total</b>			<b>148</b>

<sup>1</sup>Excluding car parking for employees

Table 2: Car Parking Requirements

## CAR PARKING PROVISION

The development will provide the following car parking spaces:

- 10 no. universally accessible spaces
- 147 no. standard spaces
- 4 no. EV spaces
- 161 no. total spaces

The provided car parking is in line with the requirements for the nursing home, with an adequate provision made given the number of beds. At this stage the number of staff required for the development is unclear, but it should be noted that the provision is considered adequate for the number of staff and will not result in an over provision of car parking that could cause the development to become car park dominated. This approach encourages dual usage of car spaces and the use of more sustainable modes of transport. Further to this, the following should be noted:

- The standards taken from the Development Plan are set as “maxima” per land use, with the car parking standards to be applied at the discretion of Meath County Council;
- The car parking demand for the two parts of the development, Nursing Home and PCC, will vary throughout the day. Generally, activity at Nursing Homes is higher in the evenings and weekends, during visiting hours. The PCC will be more active throughout weekdays as appointments are scheduled throughout the day. Therefore there is some potential for dual usage of car parking spaces, which will ensure that an over-provision and underutilisation of car parking doesn't occur;
- Lastly, there is an element of cross usage such as internal trips between the Nursing Home and PCC that do not require car parking or only require one space for both

parts of the development. It is expected that the co-location of these two important community medical infrastructure buildings will further reduce the requirements for car parking spaces between the two sites.

The 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 that allows for the highly accessible nature of the site and the dual usage nature of the Primary Care Centre and the Nursing Home which are compatible and complementary medical uses on a co-located site. EV spaces have also been provided in line with the development plan standards, which state that a total of 4 no. EV charging points should be provided per development.

## **BICYCLE PARKING**

In the interest of sustainable transport, extensive, high-quality cycle parking is proposed at the development. The Meath Development Plan doesn't have a specific standard for Nursing Home or Primary Care Centre, rather the appropriate standard is for "Other Developments". This states that 1 bike space is required per car space, or 10% of employee numbers in general. As the former will be the greater value, this was chosen as the accepted standard. Given this, the development provides for a total of 160 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 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 staff and visitors 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 and visitors about any changes to these services and any new services that come on line.

### 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 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

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 staff and visitors 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 and visitors. 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 visitors and workers.

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 WorkPlace programme.

## WELCOME PACK

The visitors and workers of the development could likely be provided with a simple Welcome Pack upon visiting or working in 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 in encouraging travel by more sustainable means. These include, but are not limited to:
  - Bike Week 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 visitors and workers if required.

## USE OF TECHNOLOGY

Recent advancements in technology present several additional opportunities to encourage positive modal shifts. As part of this MMP, visitors and workers 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 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 visitors and staff alike 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 encourages the staff and visitors 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

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