

# Appendix 7.2

## Indaver Mobility Management Plan





**Indaver**

# Ringaskiddy Resource Recovery Centre

## Mobility Management Plan

Appendix 7.2: Mobility Management Plan

Issue 2 | 29 August 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 307174-00

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# Executive Summary

## General

Arup was appointed by Indaver to prepare a Mobility Management Plan to supplement the Roads and Traffic Chapter (Chapter 7) in the Environmental Impact Statement (EIS) for the proposed Ringaskiddy Resource Recovery Centre, Co. Cork (hereafter referred to as the ‘proposed development’). This Mobility Management Plan has been prepared to promote accessibility to the proposed development site by sustainable modes of transport. The proposed development will result in an estimated total of 63 staff travelling to and from the proposed development site, split across a number of time periods during the day.

## Implementation Strategy

In order to reduce single occupancy car-based trips to and from the proposed development, and the associated parking demand, Indaver is committed to actively implementing the Mobility Management Plan. The following commitments will be progressed through to implementation during the 12 months following commencement of the proposed development:

- Indaver will offer staff flexible working hours to encourage arrivals and departures to occur outside of the peak traffic periods, i.e. 06:30 – 07:30 and 15:30 – 16:30.
- Indaver will implement an intranet-based commuter site. This website is to be available to all Indaver employees including non-office-based staff.
- The above-mentioned commuter site will provide a ‘one stop shop’ for employees and will be used to promote alternative modes of transport and disseminate information at a single point of contact. It will assist those employees who would consider car sharing to find like-minded people who they can share with. It will also provide information on bus timetables, tax free bus tickets, discounted cycle purchases and all other relevant promotions, incentives and information. Notwithstanding the above, a special notice board will be designated for the dissemination of the same commuter information in the canteen.
- Four preferential parking spaces dedicated for car sharers will be set out in the main car parking zones close to the main pedestrian entrance to the proposed development site.
- An emergency ride home service will be considered for those users who have signed up to the car sharing scheme. In the event that an employee has to unexpectedly return home, is sick etc., a free taxi service would be available to them or other car sharers affected by the emergency.
- Indaver is committed to promoting walking through organised walking events/lunchtime walks, to participate in an annual pedometer challenge and to offering in-house health checks for people interested in getting more active.
- Taxsaver incentive bus tickets will be available at Indaver, and will be actively promoted through the intranet-based commuter site and details of how to avail of the taxsaver commuter tickets will be provided to new staff during initial staff inductions. Indaver also intend to include a one-month trial ticket for public transport and timetable information in employee induction packs to complement the public transport schemes Indaver is promoting. Indaver also intends to raffle public transport tickets for people to try services and to display a local area map on notice boards and on the intranet system with public transport stops/route numbers marked.
- Indaver is committed to supporting and promoting any public transport initiatives developed for the Ringaskiddy area in the coming years, such as a localised shuttle bus service in the area, for example.
- The taxsaver discounted cycle purchase scheme will also be available at Indaver, and again will be actively promoted through the intranet-based commuter site.
- Shower and locker facilities will be available to employees who walk or cycle to work.

- Indaver is willing to consider investigating the feasibility of the inclusion of electric bicycles as part of the discounted bicycle purchase scheme.
- Indaver is committed to providing for future demand for electric vehicle charge points. If demand increases, Indaver will invest in additional charge points to meet this demand. The Cork County Development Plan 2022-2028 requires 10% of spaces to be provided for electric vehicle charging.
- The role of Mobility Manager will be assigned to a member of staff who will be responsible for the implementation of the above measures and who will ensure that the targets set out in the Mobility Management Plan are monitored. This will be done by carrying out travel-to-work surveys every year to assess the success of the Mobility Management Plan and revise the plan as and when required to suit the evolving nature of travelling to work.
- Indaver will develop a company policy on sustainable travel methods aimed at minimising single occupancy car-based business trips where possible, as well as promoting the Mobility Management Plan to all staff including the promotion of same to all new staff at induction.
- Indaver commits to actively engaging with the National Transport Authority's (NTA's) Smarter Travel Workplace Team throughout the life cycle of this Mobility Management Strategy to gain maximum benefit from the NTA's experience with working with other similar facilities.

# 1. Introduction

## 1.1 General

Arup have been appointed by Indaver to prepare a Mobility Management Plan for the proposed development located in Ringaskiddy, Co. Cork.

The Mobility Management Plan has been prepared to promote accessibility to the proposed development by sustainable modes of transport and minimise the number of staff who will drive to work.

The proposed development includes 63 permanent staff. The development of this plan will address the future parking requirements at the proposed development site and accessibility to the site for all modes of travel. This report details the measures needed to encourage alternative means of commuting to the proposed development site other than by driving alone.

## 1.2 Structure of the Report

- Executive Summary
- Section 1: Introduction
- Section 2: Site Location and Surrounding Development
- Section 3: Existing Accessibility by Mode
- Section 4: HGV Mobility Management
- Section 5: Mobility Management Plan Incentives
- Section 6: Conclusion

# 2. Site Location and Surrounding Development

Ringaskiddy is situated approximately 12km to the southeast of Cork City centre. The area is located on a peninsula with land access mainly available from the west. The town of Ringaskiddy is located the furthest to the east on the peninsula and is the largest village within this location. There are a number of other smaller villages within the area which includes Coolmore Cross, Shanbally and Raffeen village. To the west of the peninsula lies Carrigaline which is a significantly sized town within the area.

A predominant land use on the peninsula is industrial development, specialising in pharmaceuticals. Companies that have established major industrial plants here include Pfizer, Johnson & Johnson, Sterling Pharma, De Puy and Hovione. There are also a number of smaller scale industrial developments which compliments the pharmaceutical and Port activities within the vicinity.

The Port of Cork, a deep-water berth is one of the reasons for the establishment of pharmaceutical industry on the peninsula. Other prominent land uses include the headquarters of the Irish Naval Service and the National Maritime College of Ireland.

Currently the N28, which connects Cork City to Ringaskiddy is the main transportation link serving the peninsula and the established land uses on it. This road is supported by a network of secondary (regional) and tertiary roads (local) which provides access to particular land uses. The R613 from Carrigaline provides an additional east west connection into the peninsula and follows an alignment more towards the south. Maps showing the location of the existing site in the context of the local road network are presented in **Figure 1** and **Figure 2**.



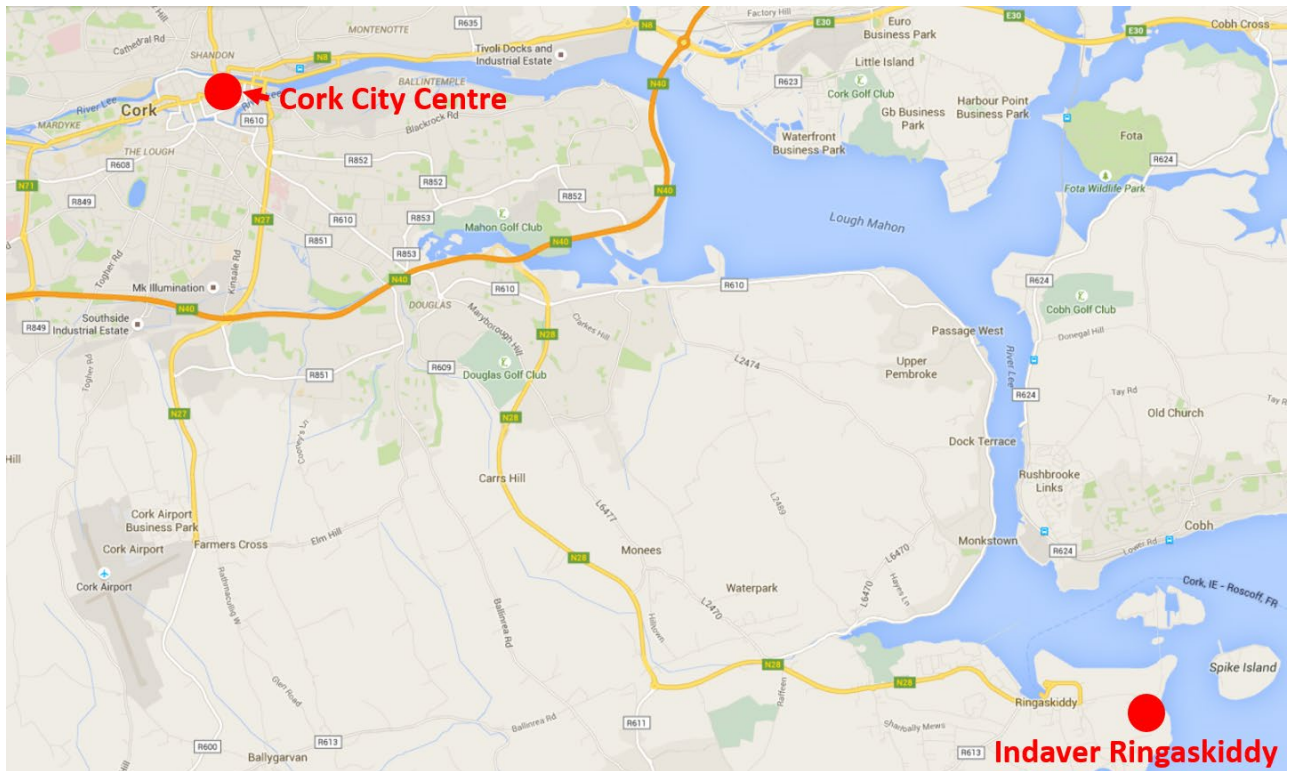


Figure 1: Site Location



Figure 2 Indaver Site Location – Local Context

## 2.1 Local Road Network

### 2.1.1 General

A brief description of the local road network in the vicinity of the proposed development is provided below. The layout of the local road network is presented in **Figure 2** above.

### 2.1.2 N28 Cork-Ringaskiddy Route

The N28 is a national primary traffic route which connects the south-eastern environs of Cork City with Carrigaline and Ringaskiddy. To the north of Ringaskiddy, the N28 links to the N40 Southern Ring Road at the Bloomfield Interchange. The route broadly follows a north-south axis between the Bloomfield Interchange and the Shannon Park Roundabout, at which point the N28 runs west to east between Shannon Park and Ringaskiddy, passing through Shanbally Village enroute. The R611 links south from the Shannon Park Roundabout to Carrigaline.

The N28 carries significant traffic volumes both to and from Carrigaline, Ringaskiddy and the wider Cork City and environs area.

### 2.1.3 R613 Church Road

The R613 Church Road provides a link between the N28 in Ringaskiddy and Carrigaline town, located to the southwest of the proposed development site. This road is a single carriageway route that carries significant volumes of commuter traffic.

### 2.1.4 L2545

The L2545 is a local road which runs along the northern boundary of the proposed development site. The L2545 connects to the N28 to the west of the proposed development site access point. To the east, the L2545 turns north and continues to its terminus at Haulbowline Island. Active travel facilities are currently being constructed along this route, which will connect the proposed development site to Ringaskiddy and beyond.

## 3. Accessibility by Mode

This section of the report examines the accessibility of the proposed development for pedestrians, cyclists, public transport users and vehicular traffic. **Figures 3 to 6** below present commuter accessibility maps giving an indication of how accessible Indaver is in terms of walking, cycling and public transport respectively. The maps plot journey time contours from Indaver with a catchment area of up to 35 – 45 minutes. These graphics have been produced using Podaris, which is a multi-modal transport accessibility GIS tool. The model identifies the accessibility and integration of transport facilities from the perspective of pedestrian users.

Podaris calculates how accessible every transport facility is from each part of the street network (i.e. each bus stop). Additional accessibility maps are presented in Appendix A of this report for varying times of the day.

### 3.1 Public Transport

The proposed development site is currently served by four bus routes operated by Bus Éireann, the 223, 223X, 225 and 225L.

The 223 service departs the City Centre from the South Mall and makes numerous stops along its route, including in Douglas, Rochestown, Passage West, Monkstown and Shanbally Village, with the terminus at the National Maritime College of Ireland (NMCI) adjacent to the proposed development. There are three scheduled services in the AM Peak which arrive at the site before 9 AM. Scheduled travel time to the



proposed development site from the South Mall is approximately 55 minutes in the AM peak, and the return journey in the PM Peak is approximately 55 minutes.

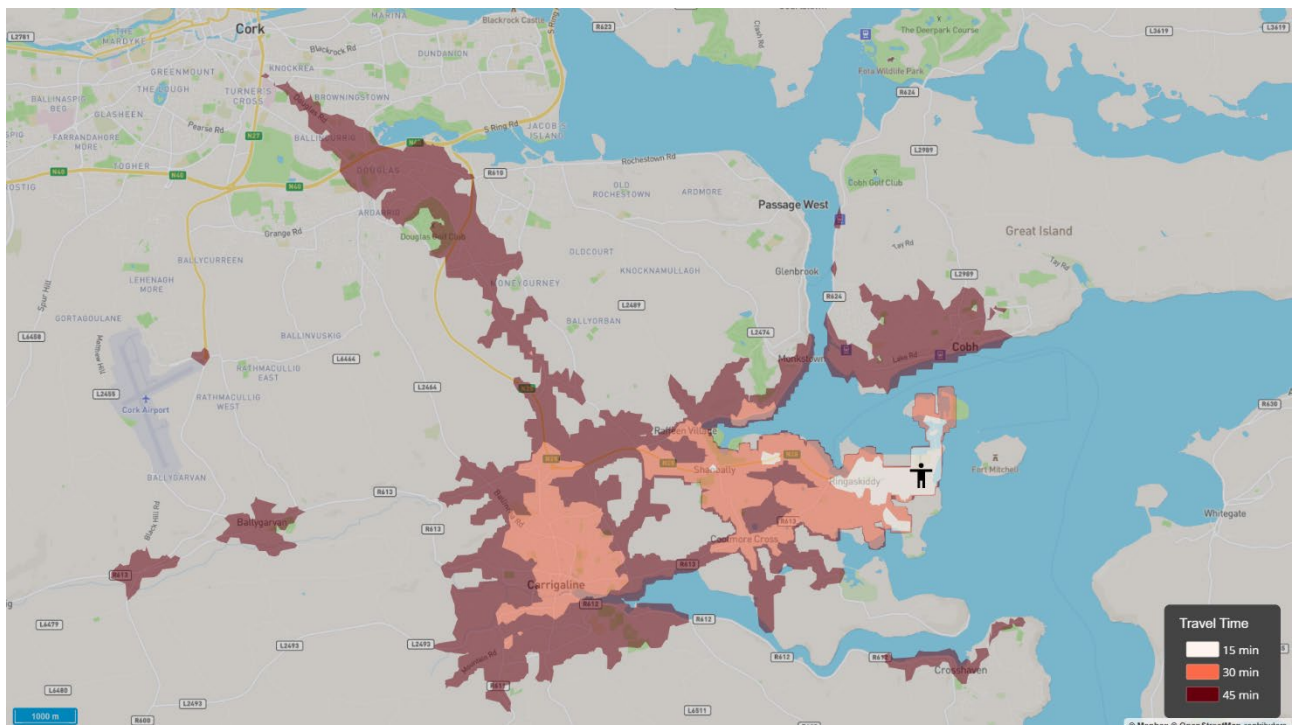
The 223X provides an express service from the South Mall to the Haulbowline NMCI stop near the proposed development site, with two morning peak services and one evening service. This route stops in Douglas and Shanbally and travel time is approximately 35 minutes.

The 225 provides a service from Kent Rail Station to the NMCI, stopping at Cork Airport, Carrigaline and Shanbally. There are three services in the AM peak which arrive at the proposed development site before 9 AM. Scheduled travel time to the proposed development site from Kent Rail Station is approximately 1 hour 20 minutes in both the AM and PM peaks.

The 225L provides a service from Carrigaline to the NMCI, stopping at Shanbally. There are three services in the AM peak which arrive at the proposed development site before 9 AM, with an approximate travel time of 20 minutes from Carrigaline to the NMCI. The PM peak from the NMCI to Carrigaline has an approximate travel time of 25 minutes.

Although census data indicates that few people in the area commute by public transport, staff surveys from nearby locations indicate that many of those who regularly commute to work by car would be encouraged to choose an alternative, if improvements such as new routes or discounted public transport tickets, were made available.

**Figure 3** shows the 45-minute journey time public transport catchment to the NMCI (opposite the proposed development site) during the morning peak, arriving at 08:30. The 45-minute journey time access includes local villages such as Shanbally, Coolmore Cross, Raffeen Village and Ringaskiddy. It also includes villages located further away Carrigaline and Monkstown. Further from the proposed development site, Crosshaven, Ballygarvan, Douglas and southern area of the city can all reach the proposed development site by 08:30 within a 45-minute journey using by public transport.



**Figure 3: Public Transport Journey Time Catchment (including walking) to Indaver for 08:30**

**Figure 4** shows the 45-minute public transport journey time catchment from the proposed development site, leaving during the peak period at 17:00. In this scenario, Ringaskiddy, Coolmore Cross, Shanbally, Raffeen



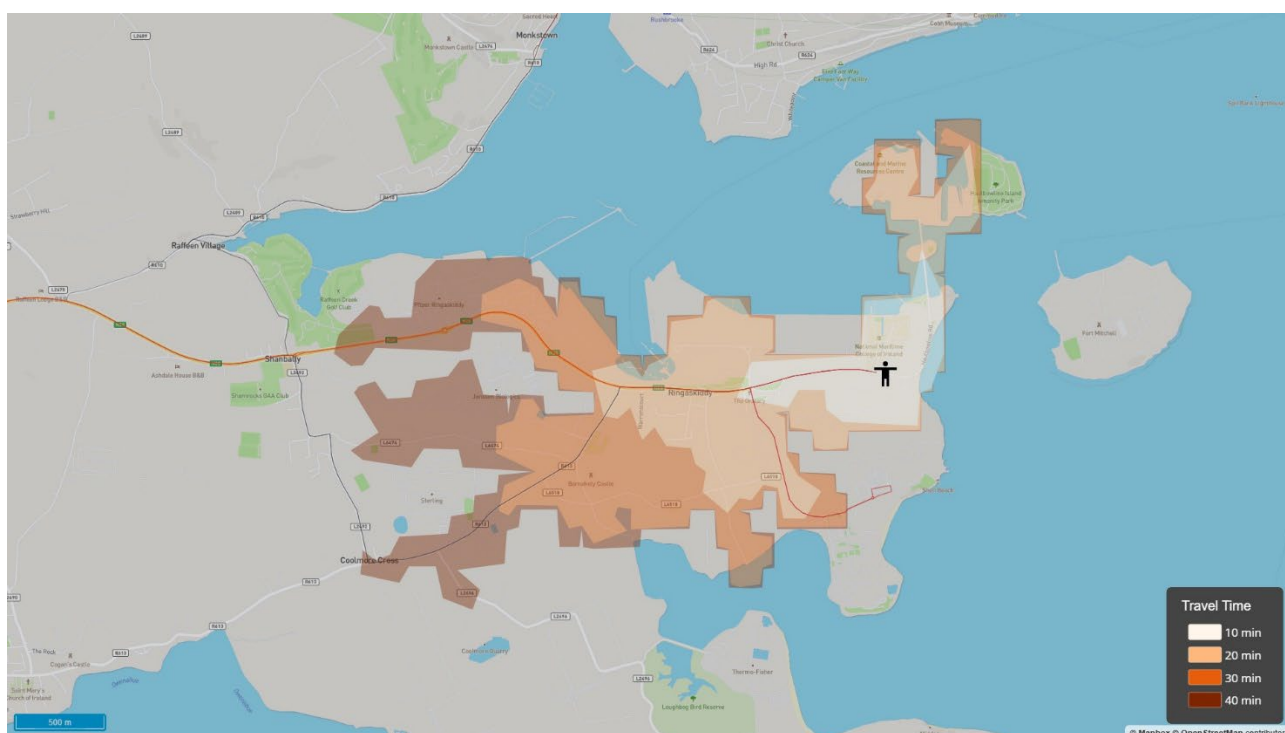
### 3.2 Rail

The closest railway station to the proposed development is Kent Station in Cork City which is located approximately 21km to the Northwest. Kent Station is served by trains from the residential towns of Midleton, Cobh, Mallow and from Dublin. Kent Station is located less than 1km from South Mall, where the no. 223 bus service has its main city centre stop. However, it is unlikely that employees at the proposed development will make use of rail services.

### 3.3 Walking

The catchment within a 35-minute walk from Indaver is shown in **Figure 5** below. Currently the walking environment in the vicinity of the proposed development is poor. There are limited footpaths which forces pedestrians to walk in busy roads. This is regarded as an unsafe walking environment especially in winter time when it is dark during the mornings and afternoon. The figure shows that Ringaskiddy village and Coolemore Cross falls within the 35-minute walking time and also local areas along rural roads.

Cork County Council is currently improving the pedestrian environment within the vicinity of Ringaskiddy. New footpaths are provided along the N28 and the L2545 which will provide high quality pedestrian infrastructure from the village to the proposed development site.

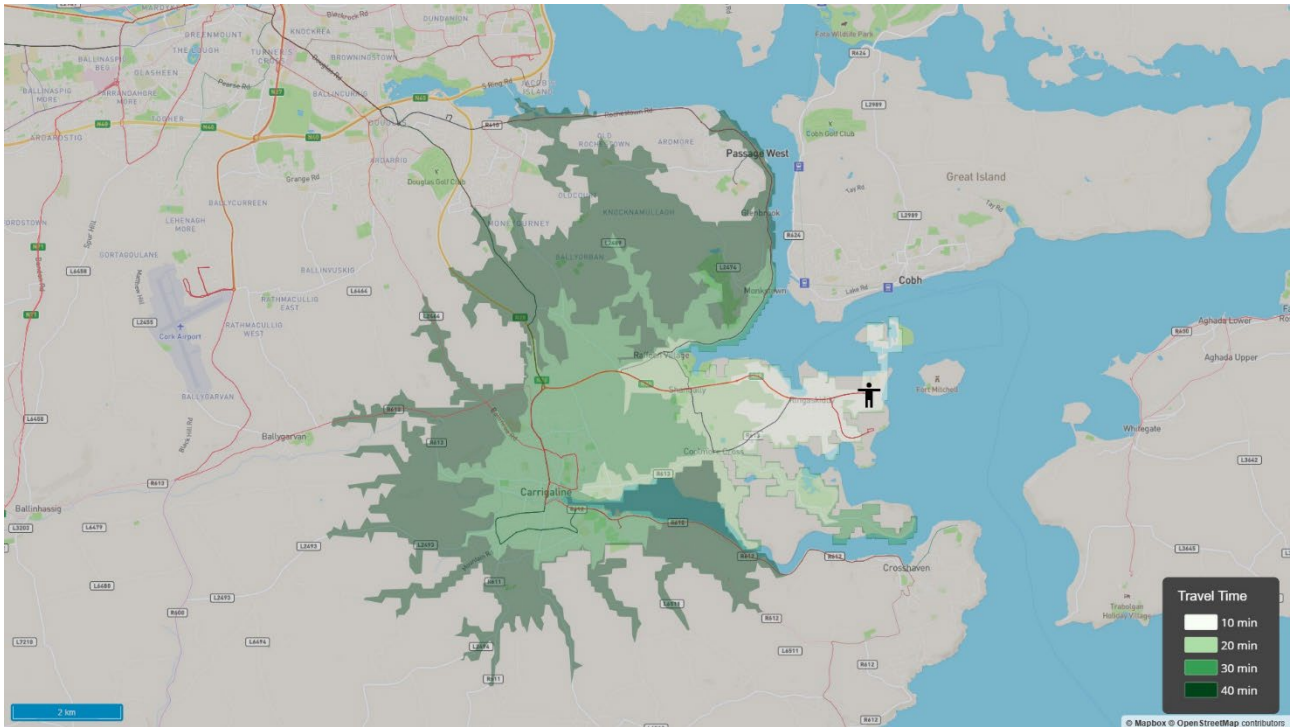


**Figure 5: Walking Journey Time Catchment**

### 3.4 Cycling

The cycling catchment within a 40-minute cycle to the proposed development is shown in **Figure 6**. As with walking, similar difficulties are presented to those commuters who might consider cycling to work, due the narrow, winding nature of the R613 between Ringaskiddy and Carrigaline, the heavy traffic volumes on the N28 and the general lack of cycle facilities enroute to Ringaskiddy. However, the opening of the M28 is expected to reduce traffic to a large extent on local roads and the N28, which would improve the cycling conditions within the vicinity of the proposed development site.

In addition, the completion of the Ringaskiddy Urban Realm and Active Travel Scheme will improve the cycling infrastructure serving the proposed development site.



**Figure 6: Cycling Journey Time Catchment**

## 3.5 Private Car Parking

### 3.5.1 General Car Parking Provision

The proposed development will include both industrial and administration elements, broken down as follows:

- Industrial 8,872m<sup>2</sup>
- Administration 2,211m<sup>2</sup>

The Cork County Development Plan 2022-2028 stipulates that a maximum allowance of 1 car parking space per 50m<sup>2</sup> be provided at an industrial facility, and a maximum allocation of 1 car park space per 17m<sup>2</sup> be provided at an office facility (with an additional 10% of staff parking for visitors). For the proposed development, this would equate to a maximum of 320 car parking spaces, broken down in **Table 1** as follows:

**Table 1: General Parking Allowance**

Use type	Parking Standard	Size	Parking Allocation
Industrial	1 car parking space per 50m <sup>2</sup>	8,872m <sup>2</sup>	177
Office	1 car park space per 17m <sup>2</sup> (plus 10% for visitors)	2,211m <sup>2</sup>	143
Total			320

Despite the above allowance, it is proposed that only 57 car parking spaces are provided as part of the proposed development. While there are 63 staff expected to be employed at the proposed development, multiple shift periods will be used on site to cater for the fact that the plant will be manned on a 24-hour basis. This means that the demand will not be greater than the supply during times of peak staff presence on site. The following sections identify how these 57 spaces will be apportioned.



### 3.5.2 Disabled Parking Provision

The Cork County Development Plan 2022-2028 stipulates that 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments. A 5% dedication of disabled car park spaces from the 57 total car park spaces would result in a requirement for 3 spaces. It is therefore proposed to designate three car park spaces as such. General car park spaces will be converted to disabled spaces if future demand for such spaces increases amongst the building users.

### 3.5.3 Visitor Car Park Provision

The Cork County Development Plan 2022-2028 stipulates that an additional 10% of the total staff parking provision should be dedicated to visitor parking. This would equate to visitor parking provision of six spaces. It is proposed to designate six car park spaces as visitor car parking spaces. General car park spaces can also be converted to dedicated visitor spaces if future demand for such spaces increases amongst the building users.

### 3.5.4 Electric Car Parking Provision

Indaver is committed to promoting the use of sustainable modes of transport, and the accommodation for two electric vehicle e-charging car spaces, as well as future-proofing an additional six general parking spaces for provision of electric vehicle (EV) charge points is testament to this. Whilst this provision is below that prescribed in the Cork County Development Plan 2022-2028, this is reflective of the lower-than-predicted uptake of electric vehicles in Ireland. Indaver will monitor this use amongst its staff and will increase the provision of e-charge parking points as and when the need arises.

### 3.5.5 Parent and Child Parking Provision

As the proposed development does not have any retail element, it is not anticipated that parent and child parking will be required at the proposed development.

### 3.5.6 Car Sharing Spaces

As part of the Mobility Management Strategy, it is proposed to designate preferential parking spaces near the entrance to the building for members of a car sharing club. Four spaces are proposed to begin with, which equates to 7% of the total car parking provision. This will be monitored and increased, should the demand for such spaces increase in the future.

### 3.5.7 Cycle Parking

The Cork County Development Plan 2022-2028 stipulates that a minimum allocation of one bicycle parking space per 200m<sup>2</sup> of GFA be provided at an industrial facility and one bicycle parking space per 200m<sup>2</sup> of GFA be provided at an office facility. This would equate to at least 46 bicycle parking spaces for the proposed development. As there will only be 63 members of staff employed at the proposed development, it is proposed to provide sheltered bicycle parking spaces for 24 bicycles, which can accommodate up to 38% of staff to cycle to work. Due to the proximity of the proposed development to residential areas, limited cycling routes and infrastructure enroute to the Ringaskiddy area, it is unlikely that the demand for the bicycle parking facilities will outnumber the supply. However, the proposed infrastructure enhancements of the Ringaskiddy Urban Realm and Active Travel Scheme and the Carrigaline to Ringaskiddy Pedestrian and Cycle Route will greatly increase the prospect of cycling as a mode share, in combination with a reduction of network traffic flows due to redistribution onto the M28 once operational and as such, the provision of cycle spaces shall be monitored going forward to ensure that demand does not exceed supply.

### 3.5.8 Motorcycle Parking Provision

The Cork County Development Plan 2022-2028 stipulates that an allocation of one motorcycle parking space per 10 car parking spaces. This would equate to 6 motorcycle parking spaces. However, as the amount of general parking spaces is proposed to be 48 spaces (allowing for disabled, visitor and car sharing), it is proposed to provide four separate motorbike parking spaces. The demand for these spaces will be monitored and increased should the need arise in the future.

### 3.5.9 Parking Provision Summary

**Table 2** outlines the proposed parking provision at the proposed development:

**Table 2: Proposed Parking Provision Summary**

Parking Type	County Development Plan Standard	Proposed Provision
Disabled	3 @ 5% of total provision	3
Visitor	6 @ 1 space per 10 general	6
Car Sharing Spaces	-	4
EV Charge Points	6 @ 10% of total provision	2
General (with future EV capability)		6
General	-	36
Total car Park spaces		57
Cycle	46 (minimum)	24
Motorcycle	6 @ 1 space per 10 car park space provided	4

## 4. HGV Mobility Management

The strategic development proposals submitted by the Port of Cork (2015) and the renewed application (2025) for an expansion of their facility at Ringaskiddy includes a Freight Mobility Management Plan, developed to assist the Port in managing and controlling the flow of traffic to and from Ringaskiddy during peak hours. The Port's approach includes a number of key elements, as outlined in Section 8.7.2.2 of the Traffic and Transportation chapter of the EIAR documentation submitted as part of their planning 2025 application:

- Development and use of a booking system to manage freight arrivals and departures,
- Controlling and optimising gate operations to regulate HGV flow,
- Extended operating hours to allow the Port to operate outside of the AM and PM peaks, and
- The use of IT solutions to disseminate information to hauliers regarding port operations and traffic conditions.

Through the above measures, it is stated that the number of arrivals and departures can be controlled and reduced to an acceptable level.

The principle of mobility management is key in the Ringaskiddy area, where there are peak periods that experience high traffic flow, and corresponding inter-peak periods with significant spare capacity on the road network. Though the Port of Cork has completely different operational requirements to an incinerator with energy recovery, Indaver recognises the need for a similar approach to Mobility Management of HGV traffic.

In a similar manner to systems already in use at its Meath facility, Indaver proposes to implement an MMP for HGVs. This will include a dedicated Waste Planner who manages the SAP delivery booking system, control of gate operations at the site entrance, extended operating hours to allow customers to avoid the



morning and evening peak periods on the local road network, and a web-text service to disseminate information to customers. This will optimise the volume of waste delivery HGV traffic travelling to and from the site on the road network over the course of the whole day, allowing for traffic arrivals to be controlled and scheduled during peak periods.

The above measures will allow Indaver to control the arrival and departure of HGVs in the 07:00-09:00 and 16:00-18:00 peak periods and reduce HGV trips to and from the proposed development during these times to a minimal level. Once the M28 is fully operational, the measures to control arrival and departure of HGVs in the network peak periods in order to reduce trips during these times will no longer be required, as vehicles will be routed on the M28.

It is noteworthy that regardless of traffic conditions in the Ringaskiddy area, Indaver must have control over the delivery of waste material, including advanced notification of the type of waste material to be delivered, and the date of delivery. This is due to the need to control the calorific value (CV) of the mix of waste accepted at the proposed development at any one time. Consequently, Indaver already adopts a robust approach to the advance planning of the acceptance of waste at specific times.

Adopting this system will ensure that the impact of HGV traffic flows associated with the proposed development will be minimised during peak periods, and that truck queuing in and out of the proposed development will be nominal. The HGV mobility management plan covers all stages of delivery, from pre-arrival, through to arrival and presence on-site, and departure. The system works as follows:

- Step 1 – The Indaver Waste Planner uses the booking system to create a high-level waste delivery plan,
- Step 2 – A week in advance, the waste planner in consultation with clients, creates a sales order for each delivery. This includes information about the customer, the waste type and the allocated delivery slot,
- Step 3 – The waste delivery arrives at the proposed development – note that drivers cannot enter the proposed development without checking in with the gate-keeper and receipt of a swipe card,
- Step 4 – The gate-keeper matches the delivery in question with the relevant sales order, the booking system records the arrival time and vehicle registration number, the driver receives a swipe card and a delivery docket,
- Step 5 – The driver swipes the card at the weighbridge, recording the entry weight and time, and the driver enters the site,
- Step 6 – The driver proceeds to the waiting zone outside the tipping hall, hands in the delivery docket, and proceeds to a tipping gate when instructed to do so,
- Step 7 – After tipping, the driver returns to the weighbridge,
- Step 8 – The driver swipes his card at the weighbridge, recording the exit weight and time, completing the delivery. An automatic record of the delivery is printed at the gatehouse,
- Step 9 – The driver parks outside the gatehouse, returns his swipe card to the gatekeeper and receives the printed delivery record. The driver then leaves.

This system will enable Indaver to manage in and out going HGV movements and if necessary to reduce the number of HGV movements during road network peak periods.

In addition to the proposed HGV MMP, the proposed extended operating hours of 06:00-20:00 will allow hauliers to schedule their deliveries to the proposed development outside of the prevailing AM and PM network peak hours. Discussions with operators has suggested a strong preference for the proposed extended operating hours at the proposed development site, allowing these clients to schedule their deliveries outside of peak traffic times.

Indaver already employs a dedicated Waste Planner for the Meath facility who maintains communications with customers as part of their role. Indaver also already uses a web-text service for the Meath facility, to disseminate general announcements. Indaver proposes to have a dedicated Waste Planner and associated communications tools including a web-text service in Cork to allow hauliers and other customers to

communicate with the Indaver Waste Planning Department quickly and efficiently regarding operations at the proposed development site and prevailing road and traffic conditions.

The booking system allows Indaver to keep records of all arrivals and departures at the facility, and can generate records for review by the local authority in order to demonstrate the efficacy of the proposed MMP, including arrival, entry and departure times, turnaround times and longer-term delivery trends.

## 5. Mobility Management Plan Incentives

### 5.1 General

The following section details the various measures that Indaver management are prepared to commit to for inclusion within a Mobility Management Strategy, in order to reduce the potential impact on the transport environment in the vicinity of the proposed development. The Indaver Mobility Management Strategy should not be ‘anti-car’, but instead focus on facilitating choice for employees, while incentivising and encouraging use of more sustainable options where possible.

Based on occasional use of modes other than the car, or willingness to use other modes, there is a good opportunity for Indaver to facilitate employees interested in having a more active or sustainable commute. Indaver will set achievable targets for reducing single occupancy car-based trips to work, increasing the modal split of more sustainable modes of transport. Facilitating employees who usually drive to work to change modes, even one day every week, will lead to a significant reduction in car trips to the proposed development site, potentially allowing Indaver to reduce parking. Initially visible ‘no cost’ and ‘low cost’ actions will garner support for the plan, while other actions may be planned for subsequent periods.

Upon commencement of operation at the proposed development, the following commitments will be progressed through to implementation during the subsequent 12 months:

### 5.2 Flexible Working Hours

To mitigate the traffic impact of the traffic generated by the proposed development, Indaver will allow flexibility to implement staggered start and finish times for staff in such a manner as to mitigate the impact on local junctions during what is recognised as the two-hour peak traffic periods, i.e. 07:00 – 09:00 and 16:00 – 18:00. It is also noted that staff arrivals and departures outside of the local AM and PM peak periods may also result in reduced travel times to and from the proposed development due to the reduced traffic levels on the local road network, which in turn may make alternative modes of transport more attractive due to travel times becoming more dependable.

Note that where staff require a temporary working schedule that results in arrival or departure during these peak periods, they will be permitted to do so provided that they travel to and from the proposed development site by public transport, walking or cycling.

***Indaver will offer staff flexible working hours to allow arrivals and departures outside of the two-hour peak traffic periods, i.e. 07:00 – 09:00 and 16:00 – 18:00.***

### 5.3 Intranet Based Commuter Site

Indaver will implement an intranet-based commuter site. This website is to be available to all Indaver employees including non-office based staff.

***Indaver has committed to the functioning of a website to provide a ‘one stop shop’ for employees and used to promote alternative modes of transport and disseminate information at a single point of contact. It will assist those employees who would consider car sharing to find like-minded people who they can share with. It will provide information on bus timetables, tax free bus tickets, discounted cycle purchases and all other relevant promotions, incentives and information. It will also provide details of different parking areas available including bicycle parking, motorcycle parking, and preferential parking for members of the car sharing club as well as disabled and visitor parking areas.***

## 5.4 Car Sharing

Due to the location of the proposed development on the periphery of the Cork Metropolitan Area, the introduction of a car sharing scheme to serve staff wishing to carpool is seen as a positive option to assist in reducing car travel demand to the proposed development.

***Indaver has committed to the implementation of four preferential parking spaces dedicated for car poolers to be marked out in the main car parking zones close to the main pedestrian entrance to the administration building. This equates to 7% of the proposed total parking stock of 57. Indaver will set up a carpool club register, which will control the use of the preferential car parking spaces set aside for members of the car pooling club. This register will assist in preventing abuse of the dedicated car park spaces as well as monitoring the supply of spaces versus demand on an ongoing basis.***

Furthermore, Indaver has also committed to a number of incentives to complement the aforementioned initiative:

- ***Set up a private company car-sharing scheme on [www.carsharing.ie](http://www.carsharing.ie). The site will have limited access via email domain, so that only employees can access the car sharing scheme.***
- ***Hold coffee mornings and a launch event for potential car sharers to find out what is involved and to see a demo of the site.***
- ***Development of a car sharing policy.***
- ***In the event that an employee has to attend to an emergency, unexpectedly return home, is sick etc., Indaver has committed to providing an ‘emergency ride home’ service (a free taxi service) to those car poolers affected by the emergency.***

## 5.5 Walking

The proposed development site is located on the eastern side of Ringaskiddy and is approximately 12km from Cork City. This would be considered not very accessible from the surrounding hinterland by walking. However, CCC is currently providing active travel infrastructure that will improve the walking environment significantly. High quality footpaths will be available between the proposed development site and Ringaskiddy.

The population of Ringaskiddy is small and the area around the proposed development site is rural. Therefore, the likelihood of employees to live in Ringaskiddy and to walk to work is limited.

- ***Indaver is committed to promote walking through organised walking events/lunchtime walks.***
- ***Indaver is committed to participate in an annual Pedometer Challenge.***
- ***Indaver is committed to offering in-house health checks for people interested in getting more active.***

## 5.6 Public Transport

Upon examination of employee travel surveys from nearby facilities in Ringaskiddy, it is evident that the existing Bus Éireann service serving the proposed development site is considered unreliable from a journey time point of view. Nevertheless, due to the availability of flexible working hours, journeys to and from Indaver via public transport should be more reliable outside the local peak traffic periods.

If Indaver were to introduce the tax saver scheme for commuters by public transport, the company could save approximately 11% PRSI for every commuter ticket bought by an employee on the higher tax bracket. This money could be ring-fenced to promote sustainable travel or for administration of the cycle to work/tax saver schemes.

In addition, Indaver are committed to supporting and participating in any public transport initiatives developed for the Ringaskiddy area going forward – for example a dedicated shuttle bus service in the area, etc.

***Indaver proposes to introduce & promote taxsaver monthly & annual commuter tickets for public transport.***

***Indaver intends to include a one-month trial ticket for public transport and timetable information in employee induction packs to complement the public transport schemes Indaver is committing to. Indaver also intends to raffle public transport tickets for people to try services, and to display a local area map on notice boards and on the intranet system with public transport stops/ route numbers marked.***

***Indaver commits to investigating the feasibility of providing ‘Real Time Passenger Information’ (RTPI) to its staff to enable employees wait at the comfort of their work station until the bus arrives to the campus bus stop, making travel by bus more desirable. In addition, Indaver also commits to publicise the national door-to-door multi-modal journey planner website ([www.transportforireland](http://www.transportforireland)) and smart-phone app.***

***Indaver is committed to supporting and promoting any public transport initiatives developed for the Ringaskiddy area in the coming years, such as a localised shuttle bus service in the area, for example.***

## **5.7 Cycling**

Indaver are committed to promoting cycling as a sustainable mode of transport for commuting to work.

***Indaver is committed to providing a tax saver discounted cycle purchase scheme for all employees in Indaver. In addition, Indaver is committed to offering cycle training for cycling with children as an employee engagement activity, organise a bike maintenance class/course on-site and set up a cyclists’ forum to discuss issues and liaise with management. Indaver aims to provide cyclists with equipment to borrow, this includes pumps, Allen keys, lights, etc. in the case of employees forgetting the necessary equipment. In addition, Indaver aims to participate in National Bike Week events in June (see [bikeweek.ie](http://bikeweek.ie)) and aim to publicise details of cycle parking and changing facilities both within the office via notice boards etc. and through the online system.***

As presented in **Section 3.5.7** of this plan, the County Development Plan 2022-2028 stipulates that a minimum allocation of 46 bicycle parking spaces be provided at the proposed development. However, it is proposed to provide sheltered parking facilities for 24 bikes. If future demand increases above that of the supply of bike parking spaces, Indaver will review the parking requirements and provide additional facilities to accommodate the demand.

***Indaver commits to monitoring the number of staff who cycle to work to ensure adequate supply of bicycle parking facilities.***

Due to the location of the proposed development, potential cyclists might be put off by the distance to work. The provision of suitable changing rooms and locker facilities as well as showers and drying room facilities play an important role in convincing potential cyclist commuters to try it. Also, the potential use of electric bicycles would make the journey to work by bike more manageable over long distances.

***Shower and locker facilities will be available to employees who walk or cycle to work.***

***Indaver is willing to consider investigating the feasibility of the inclusion of electric bicycles as part of the discounted bicycle purchase scheme.***

## **5.8 Miscellaneous**

### **5.8.1 Electric Vehicle Charge Points**

Office management are committed to providing for future demand for electric vehicle parking spaces on-site, close to the main building entrance.

***Indaver are committed to providing for future demand for electric vehicle charge points. If demand increases, office management will invest in additional charge points to meet this demand.***

### **5.8.2 Appointment of Mobility Manager**

The role of Mobility Manager will be assigned to a member of staff who will be responsible for the implementation of the aforementioned commitments and who will ensure that the targets are achieved and

monitored. This will be done by carrying out repeat travel-to-work surveys every year to assess the success of the Mobility Management Plan and revise the plan as and when required to suit the evolving nature of travelling to work.

***Indaver is committed to assigning the role of Mobility Manager to a member of staff who will be responsible for the implementation of the aforementioned commitments and who will ensure that the targets are achieved and monitored.***

***Indaver is committed to regular monitoring of the efficacy of the Mobility Management Plan incentives via annual travel-to-work surveys to ascertain the success of the incentives and to facilitate adaptation and evolution of the Mobility Management Plan as required.***

### **5.8.3 Mobility Management Policy**

Indaver will develop a company policy on sustainable travel methods aimed at minimising single car occupancy business trips where possible, as well as promoting the Mobility Management Plan to all staff including the promotion of same to all new staff at induction.

***Indaver will develop a company policy on sustainable travel methods aimed at minimising single occupancy car-based business trips where possible, as well as promoting the Mobility Management Plan to all staff including the promotion of same to all new staff at induction.***

### **5.8.4 NTA Engagement**

***Indaver commits to actively engaging with the National Transport Authority's (NTA's) Smarter Travel Workplace Team throughout the life cycle of this Mobility Management Strategy to gain maximum benefit from the NTA's experience with working with other similar facilities.***

## **6. Conclusion**

This report represents the mobility management plan for the proposed development, located in Ringaskiddy, County Cork. The report commences with a review of the existing transportation environment and the accessibility of the proposed development site by mode of transport.

The proposed development will be located to the east of Ringaskiddy, which is the nearest village to the proposed development site. The area within the vicinity is rural with limited local population. Currently, there is limited active travel infrastructure within the vicinity, however CCC is currently implementing the Ringaskiddy Active Travel and Public Realm improvement scheme along the northern boundary of the proposed development, which will improve the walking and cycling conditions within the area considerably.

Ringaskiddy and its environs are served by the 223, 223X, 225 and the 225L Bus Eireann services which connects Cork City Centre to the National Maritime College of Ireland (NMCI). These services provide a viable public transport route from the City Centre to the proposed development site, for future employees living within the catchment area for these routes.

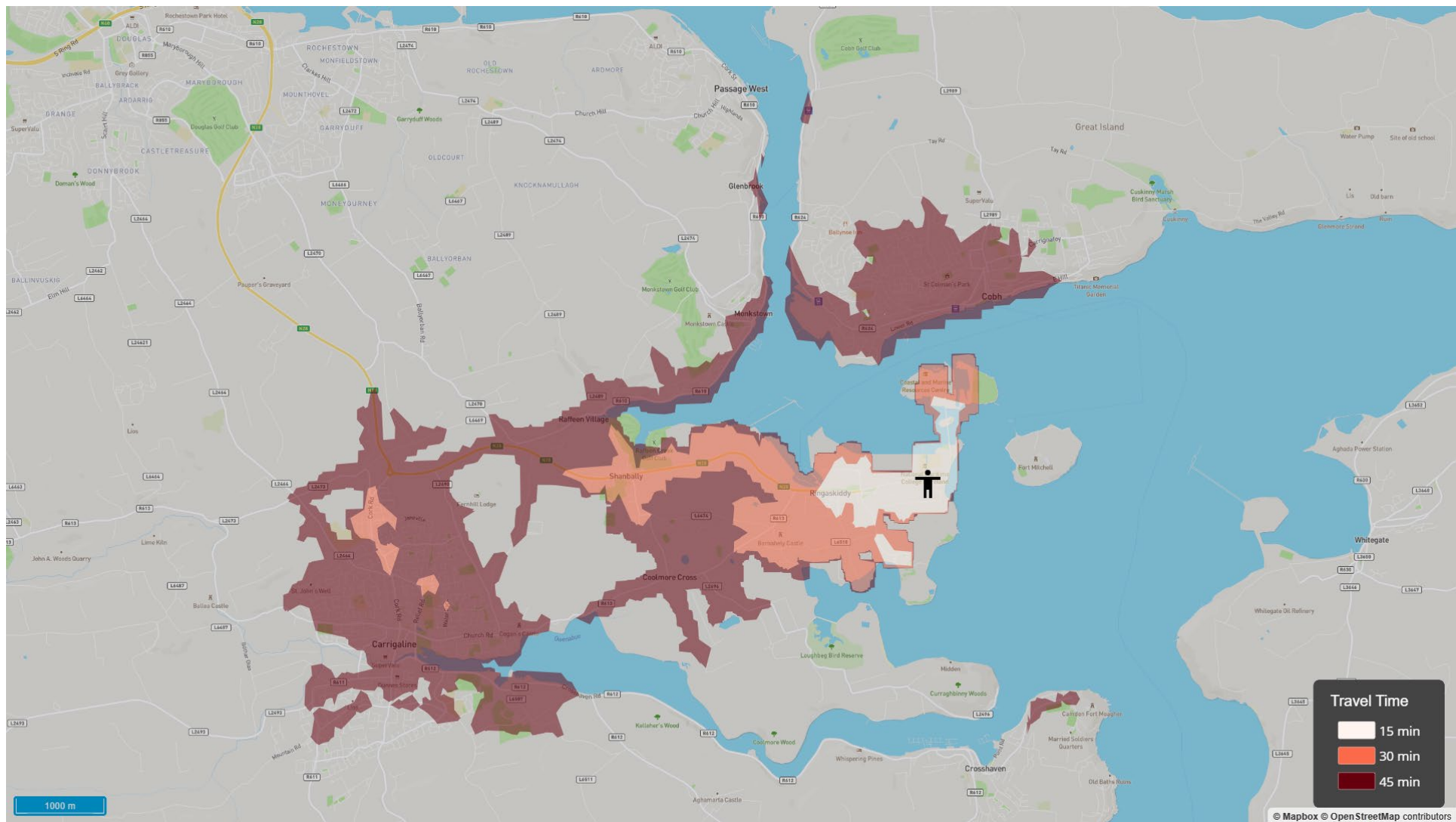
The majority of the employees commuting to and from the proposed development site is expected to be by car-based transport due to the remoteness of the proposed development site and the limited public transport connectivity and rural nature of the surrounding environment.

There are a number of mobility management incentives proposed to limit the traffic impact of the proposed development and to encourage the use of sustainable modes of transport. These include specific measures to reduce HGV impact during peak hours, flexible work hours for staff, awareness campaigns, car sharing and active management and monitoring of commuter behaviour.

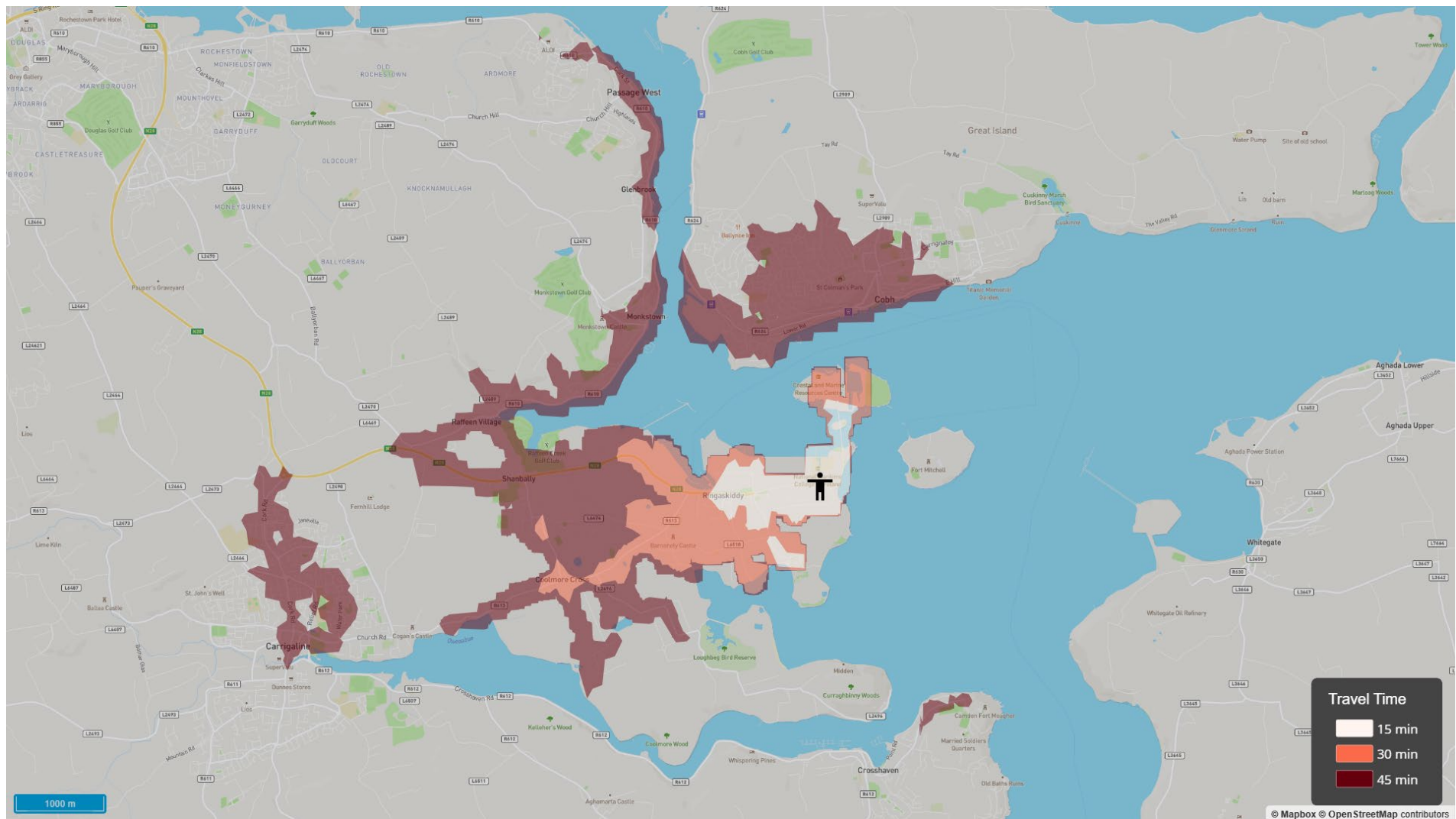
# Appendix A

## Alternative Accessibility Maps





**Public Transport Journey Time Catchment (including walking) to Indaver for 09:00**



**Public Transport Journey Time Catchment (including walking) from Indaver at 17:30**