



Waterman Moylan
Engineering Consultants

Mobility Management Plan

Proposed Residential Development at Rathmullan, Drogheda, Co.
Meath

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1. Introduction

This Mobility Management Plan (“Plan”) has been prepared for Trailford Ltd (the “Developer”), who are intending to develop a residential scheme on lands at Rathmullan, Drogheda, Co. Meath.

The site is located on Rathmullan Road in Drogheda, Co. Meath. The site is situated approximately 2.5 km west of Drogheda town centre as indicated in Figure 1 below.

The subject site is bounded to the north by the River Boyne, to the east by existing residential and agricultural areas, to the south by agricultural lands, and to the west by the M1 Dublin to Belfast Motorway. The site area is c 26.21 hectares and is currently used for agricultural purposes.

Please refer to Waterman Moylan drawing No. 18-014-P001 for the exact site location and surrounding lands as outlined above.

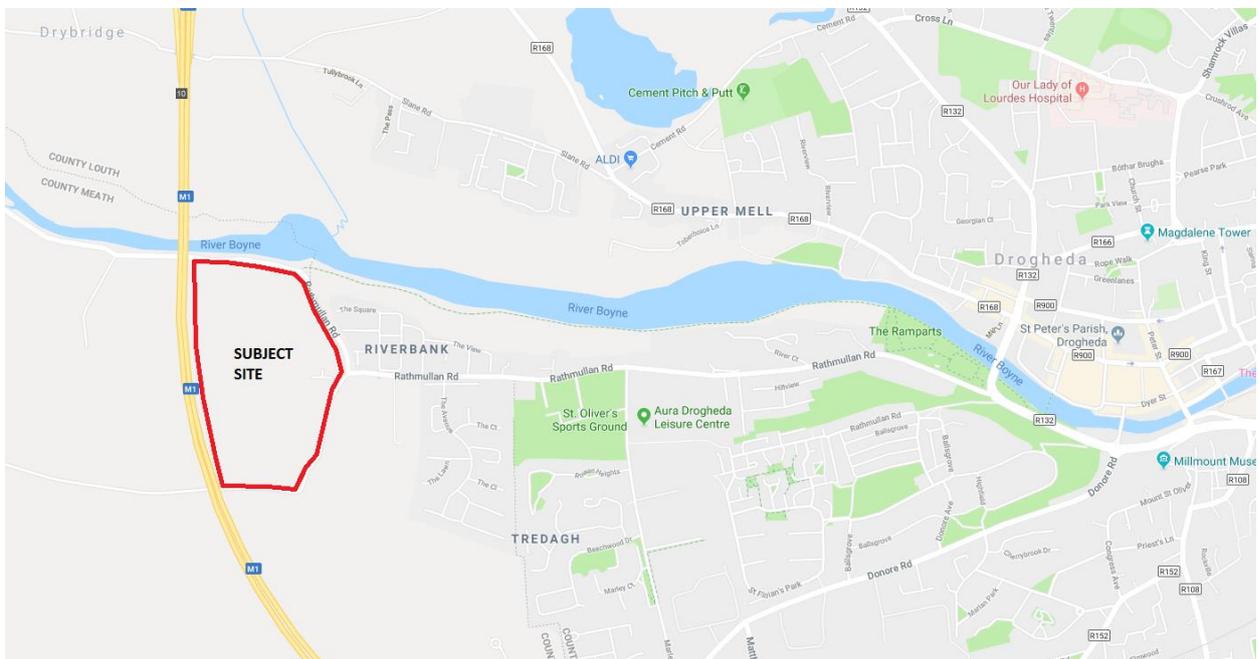


Figure 1: Site Location

The proposed development consists of a Strategic Housing Development on residential zoned lands west of Drogheda town centre. The accommodation provided on the site consists of 661 No. residential units with a crèche and retail unit.

The main access for the site will be provided via a new 4 arm signalised junction with arms linking the Rathmullan Road (East), the Rathmullan Road (West) the proposed site access and the local access road to the south of the signalised junction. A second access into the housing development is proposed via a new priority junction to the south of the site onto the existing local access road.

As this development is a residential scheme this mobility management plan will primarily focus on the construction stage of the development, however it will also include measures to reduce car based travel during operation stage.

2. Scope of this Mobility Management Plan

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as “*a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.*”

This plan will consequently assess and examine the management of the typical construction traffic that will be generated by workers attending the site and by the employment uses during the operational phase of the development. It will also assess the residential occupancy stage, however as it would not be normal to provide a mobility management plan for this use, and as such, only a commentary on this phase is provided.

The construction Management Mobility Plan will have the targets of

- Promoting sustainability
- Enhancing public transport use
- Reducing dependency on the use of the private car for the journey to the development.

3. Development Programme and Facilities

At the time of preparing this Mobility Management Plan, the proposed development is in the planning phase.

The construction programme for the site provides for an approximate opening of the development in 2023.

A preliminary Construction Management Plan has been prepared for the proposed development. It is estimated that approximately 15,000 man weeks of on-site labour will be required. An average number of 150 labour personnel will be required per day but will peak at 300 labour personnel per day.

As part of the Construction Management Plan and the Mobility Management Plan it is proposed that car parking spaces will be provided on site for construction workers.

However, personnel will be encouraged to use public transport and will be informed of the public transport options in the area.

The site compound will also include secure cycle parking and shower/changing facilities to encourage cycling as a means of transport to the site.

4. Mobility Management Objectives

4.1 Overall Strategy

The strategy for this Mobility Management Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- (a) To endeavour to reduce the use of the car by single occupants.
- (b) To endeavour to reduce the use of the car for the journey to the development, especially during network peak periods.
- (c) To encourage the development of more sustainable transport modes for trips to and from the development.
- (d) To increase the percentage of workers choosing to walk, cycle or travel by public transport to and from the development instead of driving.

It is important to maximise opportunities to make non-car trips for the journey to/from the development and reducing the need to use a car for other purposes can help in this regard.

The proposed development site is approximately 2.5 kilometres from the Drogheda Town centre. The proposed development provides a pedestrian link to the River Boyne walkway which provides access to the town. It is also proposed to provide pedestrian links to Rathmullan Road which contains an existing footpath on the northern side.

The closest services would be approx. 1km west of the site access, being the Drogheda (Opp Hillview Estate) stop which is served by the 173 bus route. The Drogheda Bus Station is located 2.5m to the east of the subject site, which provides a high number of local and national bus routes.

The Drogheda Rail Station is located 3.5km to the east of the subject site, which is located on the Northern Commuter line running between Newry and Dublin Pearse Street. This line extends north to Belfast Central and south to Rosslare Europort.

The above public transport services can be accessed via an existing network of footpaths.

4.1.1 Bus Services

The site is not directly served by public transport services, though the closest services would be approx. 1km east of the site access, being the Drogheda (Opp Hillview Estate) stop which is served by the 173 bus route.

Figure 2: Location of Public Transport Services.



A summary of these stops can be seen in Tables 1 and 2 below.

Table 1: Drogheda (Opp Hillview Estate).

Drogheda (Opp Hillview Estate)		
Service	Service Route	Frequency
173	West Street Drogheda - Dominick Street (Opp Church)	Hourly

Table 2: Rowan Heights.

Rowan Heights		
Service	Service Route	Frequency
173	West Street Drogheda - Dominick Street (Opp Church)	Hourly

The Drogheda Bus Station is located 2.5m to the east of the subject site, which provides a high number of local and national bus routes.

4.1.2 Train Services

The Drogheda Rail Station is located 3.5km to the east of the subject site, which is located on the Northern Commuter line running between Newry and Dublin Pearse Street. This line extends north to Belfast Central and south to Rosslare Europort.

4.2 Construction Mobility Management Targets – Construction Staff

For a development of this size, it is likely that the peak number of employees on site will be 150 workers.

Construction staff are expected to generate up to 120 inbound trips each morning during the AM Peak and a similar number of outbound trips during the PM Peak.

Personnel will be informed of the public transport options in the area and they will be encouraged to use them.

The site compound will also include secure cycle parking and shower/changing facilities to encourage cycling as a means of transport to the site.

5. Mobility Management Plan

5.1 Strategy for Travel

During construction of the development, it is proposed to implement a strategy of encouraging staff to travel as often as possible to and from the site by modes other than private car.

To this end, the strategy will be to encourage staff to reduce dependency on using private cars for travelling to work and instead encouraging travel by public transport, by cycle and on foot.

The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at a public location(s) within the development.
- The ongoing updating of public transport information adjacent to the development.
- Advising company staff of tax incentives for public transport
- Encouraging a car-pooling scheme
- Cycle facilities, including showers and secure cycle parking will be provided

6. Specific Measures

6.1 Construction Phase

6.1.1 On Site Parking Controls

As part of any works contract tendered, it will be a condition on the contractor to determine suitable limited parking needs to be provided on site. However, efforts will be undertaken to limit the number of cars used by site staff, or where cars are used, car sharing will be encouraged.

There is also potential to have the Contractor limit parking spaces and organise general transport for the construction staff as an alternative.

6.1.2 Car Sharing

A Staff Car Sharers Scheme will be encouraged by the Contractor in order to ensure that where employees drive to the site, more than one person occupies the car.

6.1.3 Public Transport

The Main Contractor, as part of their site set up arrangements, shall appoint a Coordinator responsible for the implementation of the Mobility Management Plan and shall carry out the following tasks as part of their role:

- Provide an extensive information service for public transport options and routes at a public location(s) within the development for construction workers;
- Update the public transport information adjacent to the development on on-going basis; and
- Advise company staff of tax incentives for public transport.

6.1.4 Cycling

For those who wish to cycle to and from the development, dedicated cycle parking and shower facilities will be provided for the duration of the works within the site.

6.1.5 Walking

It is likely that many workers who will have the security of a fixed work location for the duration of the project will rent locally within walking distance of the site. There are existing footpaths along Rathmullan Road to the east and the River Boyne walkway also provides a link between the Drogheda town centre and the site.

6.2 Operational Phase – Residential Uses

6.2.1 Public Transport

Up to date local bus and rail timetables will be maintained at fixed points within the site. Residents will be advised of their location.

The Co-ordinator will be responsible for the provision of a starter travel pack to residents. The Pack, to be issued at occupation stage, will include information on alternative modes of travel to the site, i.e. the

provision of public transport and local bus. The pack will include information for residents on the various tax exemptions available on season tickets for public transport users.

6.2.2 Provision for Cyclists

Secure parking facilities will be provided on the site for residents.

Local cycle route information will be provided at fixed points within the development and residents will be advised of their location in the Information Pack.

6.2.3 Car Parking

The co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces reserved for individual uses within the site, will be accessible only to those users.

6.2.4 Information Updates

The co-ordinator will be responsible for the preparation of an information leaflet updating residents of any changes to public transportation timetables in the area and keep them informed of any transport developments of note in the area. This information should be issued to residents at a frequency of not less than once every 12 months.

7. Implementation and Co-ordination of the Mobility Management Plan

7.1 Construction Phase

It will be a condition in the tendering documents for the Contractor to provide an expanded Mobility Management Plan based on the governing principles highlighted in this plan.

The Contractor will be obliged to appoint a member of the site staff as a Mobility Management Co-ordinator. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Mobility Management Plan to site workers;
- Implementation of the Mobility Management Plan;
- Management of the Mobility Management Plan; and
- Ongoing assessment of the objectives of the Plan.

In addition, the Co-ordinator will be available to liaise with local residents should any incidents or concerns regarding construction access, traffic or parking occur.

7.2 Occupation Phase

A travel co-ordinator be appointed by the Developer/Agents to perform the function of a mobility team manager and advise occupants, visitors and residents on travel plans and arrangements. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Mobility Management Plan;
- Implementation of the Mobility Management Plan;
- Management of the Mobility Management Plan; and
- Ongoing assessment of the objectives of the Plan.

8. Monitoring of the Mobility Management Plan

The monitoring and review of the Plan will be the responsibility of the Co-ordinator, who will establish the process on occupation of the buildings.

The travel survey will establish the initial modal split of residents.

The Co-ordinator, in consultation with the Developer, the Occupier(s), and the Local Authority or its agents, will agree annual targets, following completion and analysis of the staff travel survey, for increasing the percentage of non-car modes.

9. Marketing and Implementation

9.1 Staff Induction Handbook

As part of the implementation of this Plan, the Management Company will provide residents with a Marketing Pack.

The pack will include:

- The Travel Plan;
- Public Transport information;
- Benefits of the Travel Plan for employees and employers; and
- Details of pedestrian facilities.

All residents will be required to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

9.2 Implementation Strategy – Year 1 of Development

The tasks to be undertaken in order to complete the implementation strategy for the development, following completion of the planning process include:

Developer/Agents:

- Appointment of the permanent Travel Plan Co-ordinator;
- Preparation of the budget for Travel Plan; and
- Preparation of the Marketing Pack.

Travel Plan:

- Development of cycle facilities;
- Setting up Car Sharers Scheme; and
- Ascertaining demand for bus services.

Consultant:

- Technical Advice (Ongoing).

UK and Ireland Office Locations

