

HQ Developments Ltd.

**Horgan's Quay Strategic Housing
Development (SHD)**

Outline Mobility Management Plan

HQDRQ-ARP-ZZ-XX-RP-D-0001

P01 | 9 August 2019

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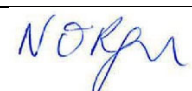
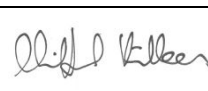
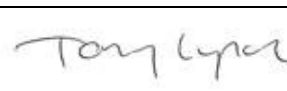
Job number 252901-00

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Document verification

Job title		Horgan's Quay Strategic Housing Development (SHD)		Job number		252901-00	
Document title		Outline Mobility Management Plan		File reference			
Document ref		HQDRQ-ARP-ZZ-XX-RP-D-0001					
Revision	Date	Filename	HQDRQ-ARP-ZZ-XX-RP-D-0001.docx				
P01	9 Aug 2019	Description	S2 - Suitable for Information Issued for Planning				
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		Description					
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1 Introduction

1.1 General

Arup has been appointed by HQ Developments Ltd. to produce an Outline Mobility Management Plan (MMP) for a proposed residential development at Horgan's Quay in Cork City Centre.

The development will consist of an apartment building ranging in height from seven to ten floors over ground floor and will comprise 108 no. one-bedroom apartments and 194 no. two-bedroom apartments. At ground floor level, the development will consist of a crèche to the corner of Railway Street and Alfred Street of 272m² Gross Floor Area (GFA) as well as 5 no. retail units ranging in size from 186m² to 385m² and totalling 1,231.4m².

Ancillary development will include an ESB station, switch rooms, meter rooms, communications room, generator room, management suite and residents' amenity areas, car parking, bicycle parking, communal bin stores, communal open space areas and provision of rooftop solar panels. The proposed development includes carrying out works to the protected structure (PS178) Old Railway Station (Station Master's Building). Alterations to the Old Railway Station (Station Master's Building) includes its refurbishment, partial demolition and change of use to provide for ancillary amenities of 160m² for the residents of the residential building. Vehicular access to the site will be via an entrance to Railway Street, with ground-floor parking.

The proposed development represents an alteration of the scheme permitted by T.P. 17/37563, which included 216 residential units. This application, which involves a housing development of more than 100 residential units, will be made directly to An Bord Pleanála under the provisions of the Planning and Development (Housing) and Residential Tenancies Act 2016, and the Planning and Development (Strategic Housing Development) Regulations 2017.

This Outline MMP has been prepared to encourage accessibility to the site by alternative and more sustainable travel modes as opposed to single-person car-based trips, in turn minimising the potential impact of residents' commuter travel movements on the surrounding road network.

Post-completion, the principles and outline recommendations contained in this Outline MMP will be adopted by the future occupants of the development and will form the basis of a Mobility Management Strategy for the development.

Following occupation, the Mobility Management Strategy will be reviewed and assessed on an ongoing basis to examine the effects on residents' and visitors' travel patterns, and new targets and actions will be agreed upon in an iterative process throughout the life of the development.

Mobility management plans for residential developments seek to reduce car use originating from these developments and are a useful tool to communicate the benefits of sustainable travel to all stakeholders. A robust residential MMP is principally founded on initial design and location choices for the development.

For example, developments that are located in sites that can readily avail of high-quality facilities and services, and that adopt a proactive design approach from the outset (e.g. permeability and accessibility, provision of facilities for alternative travel modes) will be well-positioned to implement and benefit from a successful plan.

1.2 Objectives and Vision

The main objectives of this Outline Mobility Management Plan are to:

- Reduce car dependency and car-based trips;
- Promote sustainable modes of transport;
- Create awareness of alternative modes of transportation available, and their proximity to the development;
- Reduce the environmental effects associated with increased car use such as congestion, parking impacts, longer journey times and increased pollution;
- Establish reasonable modal split targets based on the MMP; and
- Monitor and actively promote more sustainable modes of travel patterns for the residents to and from the site.

1.3 Benefits of an MMP

Mobility Management Plans are intended to bring the following benefits:

- Alleviating concerns about the level of traffic generated by the development and parking problems that might arise by influencing the travel choices of the residents;
- Enabling higher density of developments (where possible);
- Potentially reducing the need for spending on new transport infrastructure;
- Improving travel options;
- Better access for the residents to essential services and places of work;
- Reduced traffic impact associated with the development; and
- Creating sustainable, vibrant local communities and promoting healthy lifestyles.

1.4 Structure of the Report

- Chapter 1: Introduction;
- Chapter 2: Receiving Environment;
- Chapter 3: Planning Context;
- Chapter 4: Accessibility; and
- Chapter 5: Outline Mobility Management Plan Commitments.

2 Receiving Environment

2.1 General

The proposed development will be a Strategic Housing Development (SHD) at a site on the northern bank of the River Lee, bounded by Horgan's Quay, Railway Street and the new Station Access Road, as shown in **Figure 1** below.



Figure 1: Site Location © Google Maps

Both Railway Street and the new Station Access Road are single carriageway roads, with footpaths present on both sides. Horgan's Quay is a one-way road westbound with two traffic lanes, widening to two traffic lanes and a bus lane in front of the proposed development. This forms part of the N8 national road. There is currently a footpath on the northern side of Horgan's Quay in this area, and an open wharf on the southern side.

Continuing north on Railway Street leads to the Lower Glanmire Road, which also forms part of the N8. This is a one-way road eastbound, with two traffic lanes, footpaths on both sides and a two-way cycle track on the southern side of the road between the entrance to Kent Station and the junction of the Lower Glanmire Road and McCurtain Street.

The proposed residential development will be bounded to the east and north by the overall Horgan's Quay development, as permitted under planning application no. 17/37563. This comprises an office development to the east and a hotel to the north, on the northern side of the Station Access Road. Pedestrian routes will run through the site from Station Access Road to Horgan's Quay between the residential and office buildings.

2.2 Site Access

The proposed site boundary and ground floor layout of the proposed residential development are shown in **Figure 2** below. Pedestrian access to the proposed residential development will be provided from all sides (Horgan's Quay, Railway Street, Station Access Road and the internal pedestrian areas within the overall Horgan's Quay Development). Vehicular access will be provided from Railway Street, on the western boundary of the site. Motorised vehicles will remain at ground floor level.

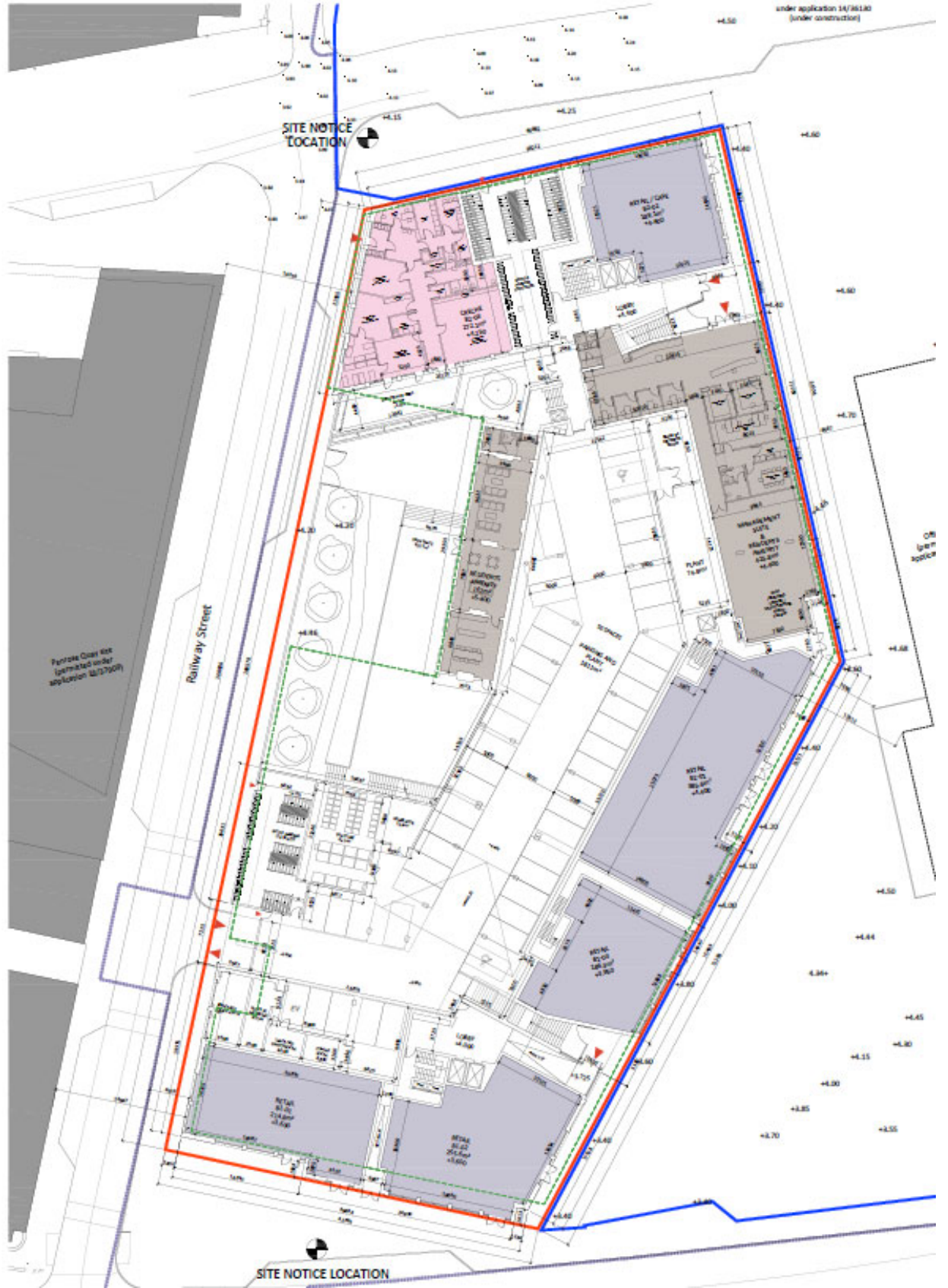


Figure 2: Site Layout Plan

3 Planning Context

3.1 Cork City Development Plan 2015-2021

The City Development Plan (CDP) contains a number of transport-related objectives, as set out in Chapter 5, including the following strategic objectives:

- To provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of land-use and transport planning, investment and service provision, and
- To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands.

There are also a number of new bridge links proposed to increase connectivity to the Docklands, including:

- The Eastern Gateway Bridge, from Lower Glanmire Road to Monahan's Road (Planning approved, construction may commence during lifetime of CDP);
- Water Street Bridge (to follow Eastern Gateway); and
- Public Transport Bridge at Mill Road (long-term objective).

The CDP also outlines in the associated mapping that Horgan's Quay will form part of the strategic pedestrian network, and will be the target of proposed new amenity routes and upgrades.

3.2 Cork Metropolitan Area Transport Strategy (CMATS)

The National Planning Framework (Ireland 2040) envisages sustained high growth in Ireland's urban centres, with Cork expected to record a 50-60% population growth in the time period to 2040.

This population growth will see a commensurate increase in travel demand across the metropolitan area. To meet this challenge, the NTA in collaboration with Cork City and County Councils have developed the Cork Metropolitan Area Transport Strategy (CMATS), a €3.5b strategy which sets out a framework for the planning and delivery of transport infrastructure and services to underpin the metropolitan area growth.

CMATS sets out a wide range of proposals across the entire transport network, including the following:

- Development of a new proposed metropolitan area bus network encompassing radial bus corridors into the city and orbital bus services across the network;
- Development of an east-west public transport corridor from Mahon to the City Centre and on to Ballincollig, envisaged to become Bus Rapid Transit

(BRT) in the short to medium-term and ultimately to convert to Light Rail Transit (LRT) in the medium to long-term;

- New city centre infrastructure to include a number of new river crossings at the Mill Street Bridge, Water Street Bridge and the Eastern Gateway Bridge
- Major supporting road infrastructure projects, including the Cork Northern Ring Road, Cork Northern Distributor Road and Cork Southern Distributor Road;
- Implementation of the Cork Metropolitan Area Cycle Network Plan; and
- Walking and cycling improvements throughout the metropolitan area.

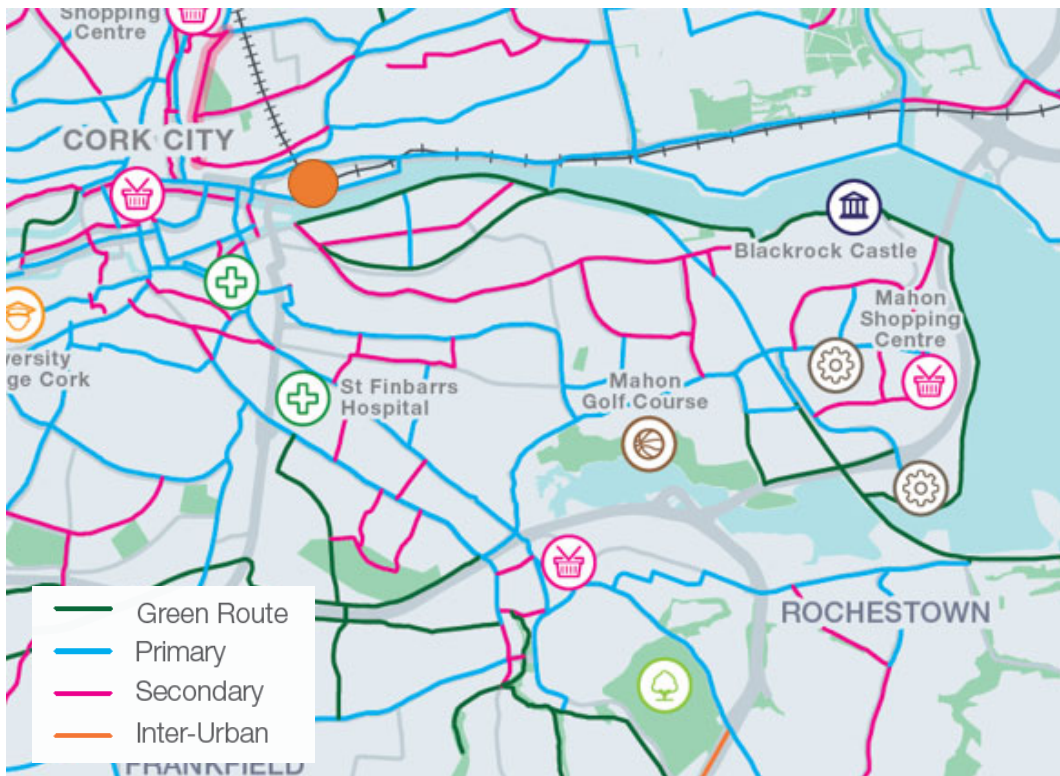


Figure 3: CMATS Proposed Cycle Network in site vicinity

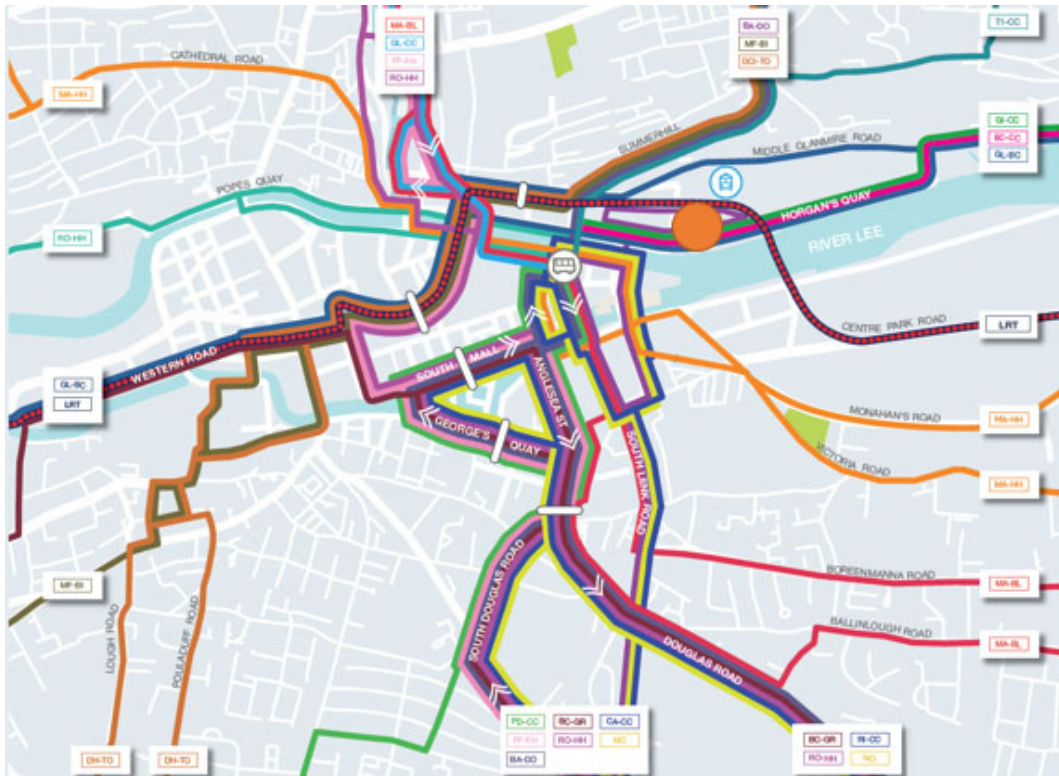


Figure 4: CMATS Proposed Public Transport Services in site vicinity

It can be seen in the above figures that the development site will continue to benefit from proximity to key transport hubs and routes, which will be significantly enhanced through delivery of the CMATS.

The CMATS was launched as a draft for consultation in May 2019. Public consultation on the draft CMATS concluded at the end of June 2019 and a final CMATS publication is expected in later 2019.

3.3 Parking

Under the Cork City Development Plan the maximum allowable parking for the proposed development is 350 parking spaces, comprising 302 for the residential element, 41 for the retail element, and 7 for the crèche. However, in an effort to capitalise on the site location and proximity to Cork City Centre and to nearby major public transport facilities, a total of 50 car parking spaces is proposed which will include visitor, disabled and electric charge points. This represents 14% of the maximum allowable provision, and no parking will be provided for staff of the retail units or crèche. A set-down area is provided on Railway Street for drop-offs to the crèche, and staff will be expected to use sustainable means of travel such as walking, cycling, bus, or train, or the Park & Ride service.

4 Accessibility

This section of the report examines the accessibility of the site for pedestrians, cyclists, public transport users and vehicular traffic.

4.1 Public Transport Accessibility

Figure 5 and **Figure 6** below present illustrative Commuter Accessibility Maps giving an indication of how accessible Horgan's Quay is in terms of public transport. The maps plot 15-minute journey time contours to and from the site (for walking to a public transport stop and the subsequent journey to the city), with a catchment area of up to 60 minutes (for the morning and evening peak periods). These infographics have been produced using GIS Network Analyst, which is a multi-modal transport accessibility tool utilising nationwide general transit feed specification (GTFS) data. The AM figure is based on leaving the site at 08:00 and the PM figure is based on arriving at the site at 18:00.

The model identifies the accessibility and integration of transport facilities from the perspective of pedestrian users. The model calculates how accessible every transport facility is from each part of the street network (i.e. each bus stop). The resultant time interval contours give an indication of how accessible a particular location is by Public Transport and allows for a portion of walking time to the stop to be included.

From the accessibility maps it can be seen that the majority of Cork City centre, including large areas of employment such as the city itself, UCC, CIT, the major hospitals, Hollyhill, Mahon and other suburbs are within a 45-minute commute by public transport (including walking). Indeed, some of the major suburban settlements in Cork, where there are other centres of employment including Little Island and Carrigtohill are within a 60-minute commute by public transport, including walking.

4.1.1 Existing Public Transport Services

The site is well served by public transport. Kent Station, which is the only railway station serving Cork City, is immediately adjacent to the site of the proposed development. The station has recently been redeveloped and is now accessible from the new Station Access Road, making access to the train station less than 100m from the proposed development.

The development is located approximately 400m from Parnell Place Bus Station, which is the terminus for a number of the city bus services and most of the regional bus services serving Cork City. The site is also within 500m of the bus stops at St. Patrick's Quay, which is the terminus for a number of private bus operators.

The Black Ash Park and Ride Service serves the city centre via Eglinton Street which is approximately 550m walk from the proposed development.

The above information demonstrates clearly that the existing site of the proposed development benefits from a very high level of accessibility by Public Transport, by virtue of its city centre location, which provides a strong foundation for the promotion of alternative, sustainable travel modes to and from the development for residents as well as staff of the proposed crèche and retail units.

4.2 Walking Accessibility

Footpaths are currently provided on all sides of the proposed development, and due to its location in Cork City Centre it is very accessible on foot. The development is intended to be quite permeable for pedestrians, with entrances to the residential building on all sides as well as the pedestrian-only through route through the overall Horgan's Quay Development (to the east of this proposed residential development) which will allow access and through routing between Horgan's Quay, Railway Street, Kent Station and the Lower Glanmire Road. **Figure 7** shows walking catchments to and from the proposed site. It can be seen from this that much of Cork City Centre is within a 20-minute walk of the proposed development site.

4.3 Cycling Accessibility

There is extensive dedicated cycle infrastructure in the vicinity of the site at present, including recently constructed cycle lanes on Penrose Quay, Alfred Street and the Lower Glanmire Road.

The nearest public bike share scheme docking stations to the site are on the Lower Glanmire Road, Brian Boru Bridge and there are three within Kent Station, including one on Station Access Road, less than 100m from the proposed development. It should be noted that the recent success of the public bike share scheme has surpassed all expectations in Cork, and plans are afoot to expand the scheme further in the short to medium term. **Figure 8** shows a cycling catchment to and from the proposed development site. It can be seen in the accessibility maps that much of Cork City Centre is within a 10-minute cycle to the proposed development site, and the 30-minute cycling catchment of the proposed development includes employment areas such as UCC, CIT, the major hospitals Mahon, Hollyhill and the majority of suburban Cork.

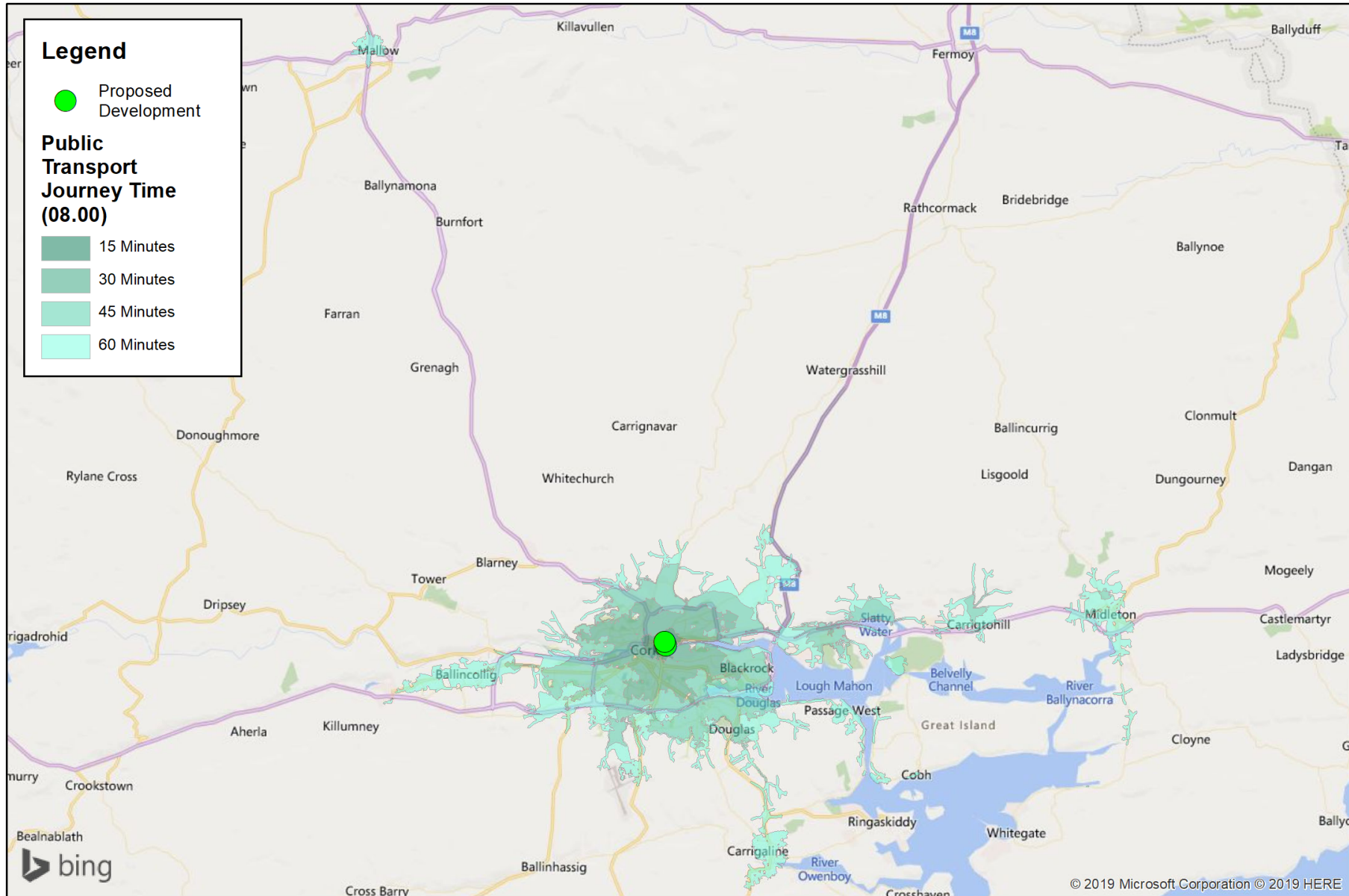


Figure 5: 08.00 Walking and Bus Transport Journey Times from Horgan's Quay SHD

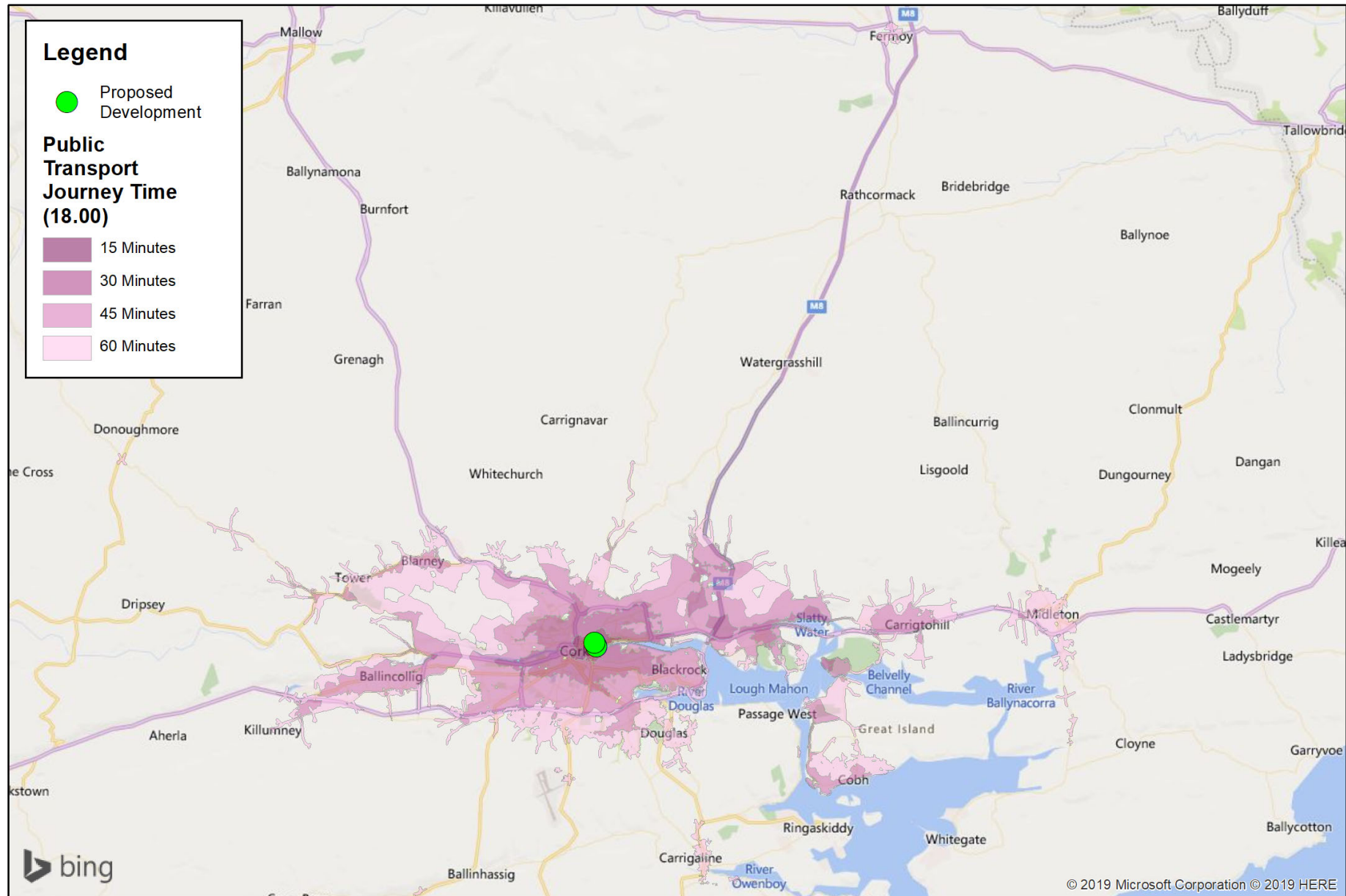


Figure 6: 18.00 Walking and Bus Transport Journey Times to Horgan's Quay SHD

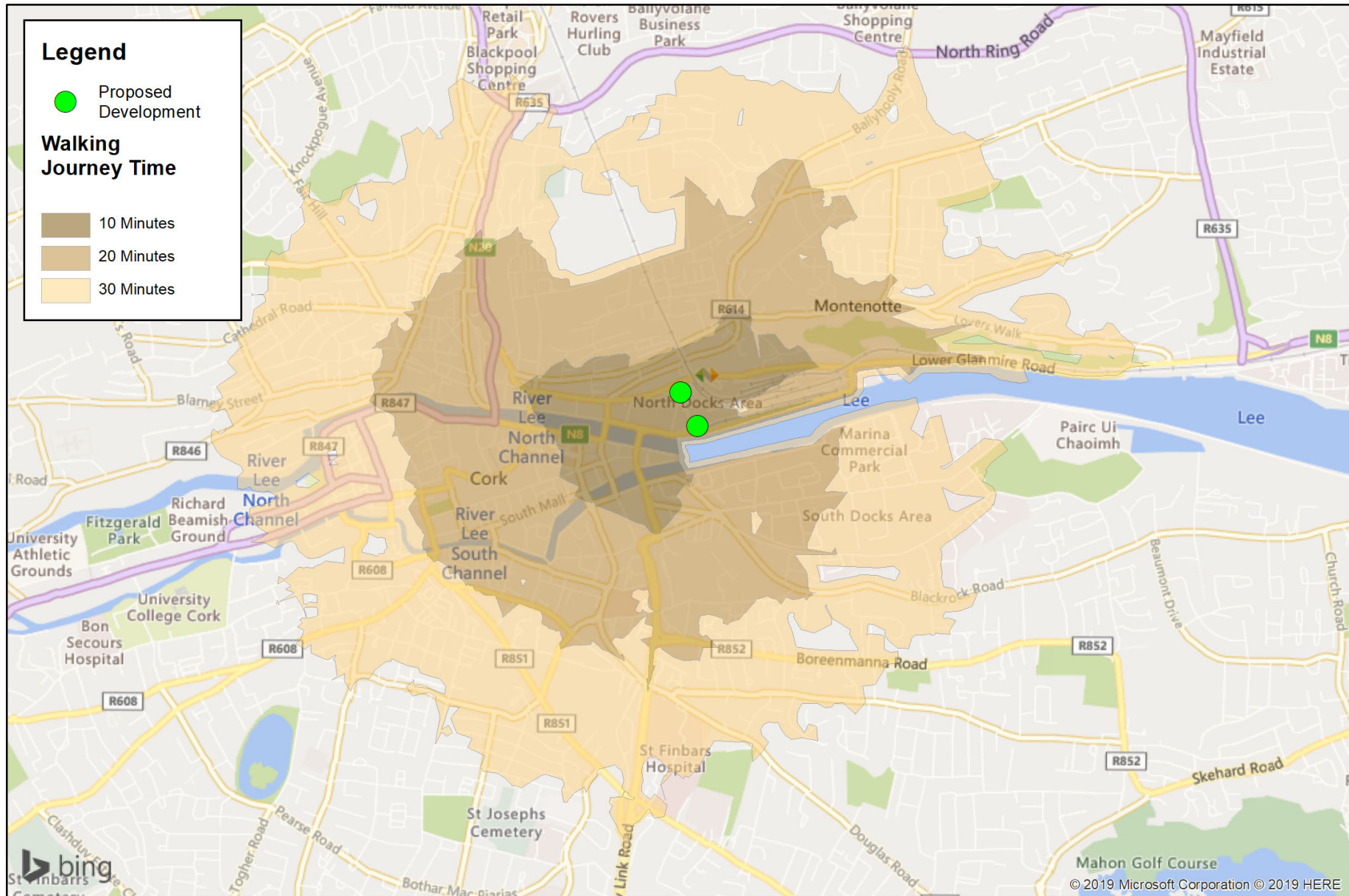


Figure 7: Walking Journey Times to and from Horgan's Quay SHD

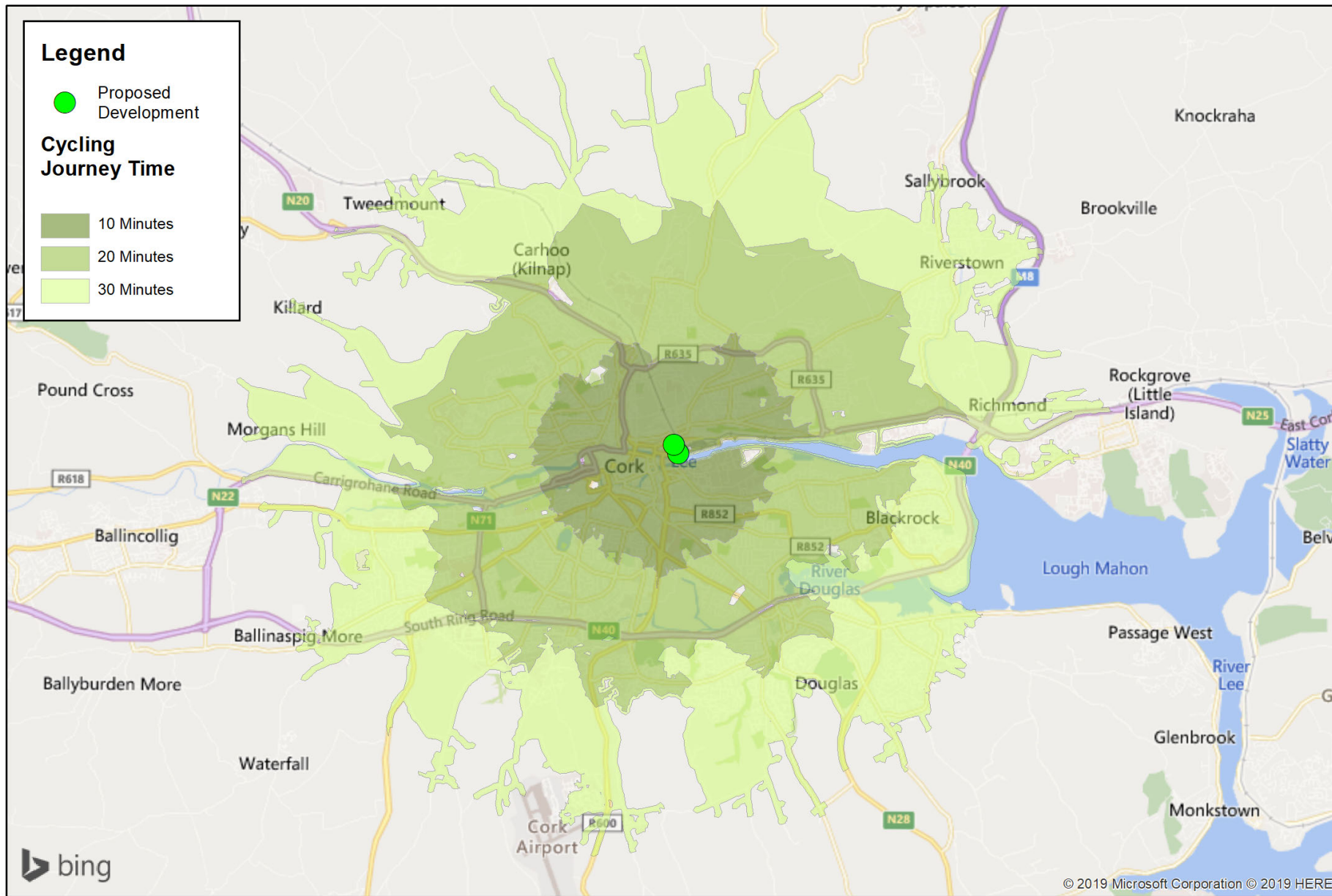


Figure 8: Cycling Journey Times to and from Horgan's Quay SHD

5 Outline Mobility Management Plan Commitments

5.1 General

The following section details the various measures which HQ Developments Ltd are prepared to include within this Outline Mobility Management Plan, in order to reduce the potential impact of the proposed development on the transport environment in the vicinity. These measures will form part of a Mobility Management Strategy developed for the site, which will in turn assist the Management Company of the residential development in progressing formal Mobility Management proposals. Building Management will liaise with residents and provide them with the relevant information to enable them to make informed travel choices, as well as providing similar information to tenants of the crèche and retail units in order to inform their staff of sustainable travel options.

It is envisaged that the following commitments will be progressed through to implementation during the first 12 to 18 months of the initial occupation of the proposed development.

5.2 Commuter Information Hub

It will be an objective for Building Management to implement a building-wide 'hub' from which all relevant mobility information can be accessed. This would be available to all residents and any employees of the commercial elements within the building, either on a dedicated development-wide website or disseminated to the various tenants for their own internal use. Furthermore, to complement this a dedicated notice-board/information hub area may also be considered within the development.

It will be an objective of Building Management to set up an information hub for tenants and to promote alternative modes of transport and disseminate information at a single point of contact.

It will also be an objective to develop a Commuter Notice Board at a physical location within the building, to disseminate information. This will provide a 'one-stop shop' for residents and any employees and will be used to promote alternative modes of transport.

It will provide information on bus timetables, discounted bus ticket fares available through the LEAP card scheme, discounted cycle purchases and all other relevant promotions, incentives and information which can be used by tenants.

It will also provide details (if relevant) of different parking areas available including bicycle parking as well as disabled, visitor and electric vehicle parking areas.

5.3 Car Pooling/Car Sharing

It will be an objective for Building Management to investigate the feasibility of implementing or facilitating a Car Pooling System. If feasible, residents will be encouraged to either implement a car pooling scheme or to sign up to a development-wide car pooling scheme. In the event of this scheme being established, Building Management will make specific provisions to provide a quantum of priority parking for tenants who are participating in a car pooling scheme. In tandem with this, Building Management will investigate the feasibility of a privately-operated car sharing scheme such as Go Car operating within the development.



5.4 Public Transport

The site is well-served by public transport. Kent Station is immediately adjacent to the site of the proposed development and, following the recent redevelopment is accessible from the new Station Access Road via a new additional concourse. Parnell Place Bus Station, which is the terminus for a number of the city bus services and most of the regional bus services serving Cork City, and St. Patrick's Quay, which is the terminus for a number of private bus operators, are both within a 500m walk.

The site is also proximate to many of the city bus services, including the 205 service which passes directly outside, and is bordered by the bus-only Station Access Road to the north. This will allow tenants ready access to a high-frequency service with dedicated priority.



The details of train and bus timetables, routes, bus stop locations and fares will be displayed at appropriate locations throughout the proposed development. In

addition, 'travel packs' including the above information and how to avail of the reduced ticket prices (e.g. via the LEAP card) will be provided to tenants.

HQ Developments will also investigate the feasibility of providing real-time passenger information within the building lobby area (linked to the external RTPI feed) so that residents can be aware of prevailing journey times for public transport services in the site vicinity.

5.5 Cycling

The development site is located in Cork City Centre. To maximise the number of cyclists travelling to and from the site, the below Outline Mobility Management Plan measures will be implemented.

The City Development Plan stipulates that an allocation of 1 bicycle parking space per apartment be provided in city centre areas, with 1 space per 100m² of GFA at convenience retail stores and 1 space per 25 children at a crèche. This would equate to 316 bicycle parking spaces for the overall development. A total of 351 cycle parking spaces are proposed as part of this development.

Building Management will encourage tenants to set up and promote a resident cycle user group.

351 Cycle parking spaces will be provided as part of the development, which is in excess of the requirements of the current City Development Plan parking standards.

Building Management will investigate the feasibility of facilitating regular cycling events and initiatives.

A cycling 'fact sheet' will be prepared and circulated to all staff, outlining the dedicated facilities in the site vicinity (including cycle facilities and the nearby Coca Cola Zero Bike Share station locations).

Building Management will consider offering a subsidy towards membership of the Coca Cola Zero Bike Share scheme for Cork for residents of the scheme.

Building Management will ensure that commercial tenant companies are encouraged to set up and promote the Bike-to-Work scheme to all employees.

Cork City and County Councils have developed a Cycle Strategy for the Cork Metropolitan Area and it is proposed that a target modal share should be 10% by bicycle in line with National Cycle Policy Framework (NCPF) and 11% in line with the Cork Cycle Network Plan (CCNP). The provision of 351 cycle parking spaces and the significantly-reduced quantum of proposed parking spaces for cars will allow Building Management to seek modal share far in excess of these targets.



5.6 Miscellaneous

5.6.1 Electric Vehicle Charge Points

HQ Developments Ltd. recognises the sustainable nature of Electrical Vehicles and the role they can play in successful mobility management strategies for developments. To this end, 1 designated Electric Vehicle charging space will be provided at the outset as part of the 50 parking spaces, and further spaces will be provided with ducting to allow future conversion to EV-compatible spaces.

1 Electric Vehicle charge point will be provided within the total parking provision of 50 spaces at the proposed development with further spaces future-proofed for conversion to EV compatible spaces.

5.6.2 Appointment of Mobility Manager

The role of Mobility Manager will be assigned to a member of Building Management staff who will be responsible for the implementation of the aforementioned commitments and who will ensure that future targets are achieved and monitored. This will be done by carrying out Travel to Work surveys every two years (in conjunction with residents and commercial tenants) to assess the success of the Outline Mobility Management Plan and revise the plan as and when required, to suit the evolving nature of commuting to and from the development.

The role of Mobility Manager will be assigned to a Building Management member of staff who will be responsible for the implementation of the aforementioned commitments and who will ensure that future targets, set as a result of Travel to Work surveys, are achieved and monitored.

The Mobility Manager shall also be responsible for providing regular updates to all residents regarding improvements to walking, cycling and public transport facilities in proximity to the site, and to raise awareness of promotion events associated with same.

5.6.3 Parking Provision

The proposed residential development includes car parking provision significantly below the maxima allowed for in the City Development Plan. These standards are specifically intended to constrain car trip generation and promote patronage of 'green' modes of transport.

5.6.4 Mobility Management Policy

Building Management will be encouraged to establish a development-wide policy on Sustainable Travel Methods aimed at minimising single occupancy car-based commute trips where possible, as well as promoting the Outline Mobility Management Plan to all residents including the promotion of same to all new tenants within 'Welcome Packs' provided as part of occupation.