CONSULTING ENGINEERS

Barry's Field Ltd

Barry's Field Development, Douglas



Mobility Management Plan

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M.H.L. & Associates Ltd.

Consulting Engineers

Unit 1B, The Atrium,
Blackpool Retail Park,
Blackpool,
Cork.

Tel 021-4840214 *Fax:* 021-4840215

E-Mail: info@mhl.ie

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1 INTRODUCTION

1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Barry's Field Ltd. to prepare a Mobility Management Plan (MMP) in support of a planning application for the development of their lands at Carrigaline Road, Douglas, Cork. The location is well served by public transport, along with pedestrian facilities readily available in the vicinity.

The applicant is seeking permission for the following Large-Scale Residential Development (LRD) located at Carrigaline Road and Churchyard Lane, Douglas, Cork, comprising of the construction of 124 no. residential apartments (consisting of a mix of 1, 2 and 3 bed units), 1 no. cafe unit and 2 no. office units, in a development ranging in height from 1 to 5 storeys and all associated site development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting, fencing, landscaping/amenity areas, ESB substation/switchroom and plant room. Site development works include 2 no. new uncontrolled pedestrian crossings and footpath improvements on Churchyard Lane which requires the removal of 6 no. existing on-street car parking spaces. The proposed development works include a connection and construction of a new storm water and foul sewer along Carrigaline Road. Access to the site will be via a new vehicle access point and a new pedestrian connection from Carrigaline Road and 2 new pedestrian connections onto Churchyard Lane. The new vehicular access requires the removal of 4 no. existing car parking spaces.

The proposed scheme is to incorporate a number of vehicular parking spaces, 26no total to cater for this scheme. Significant cycle parking is proposed, and a variety of measures aimed at improving connectivity to sustainable travel modes are planned. A Traffic and Transport Assessment is being prepared as part of the application, to assess how the proposed development will impact the surrounding transport network.

The scheme presents enhanced pedestrian connectivity for the wider village with access links from the development to a variety of local roads and travel nodes. The site will provide pedestrian connectivity between Carrigaline Road and Churchyard Lane.

Vehicular access for residents and service vehicles is to be via the new entrance on Carrigaline Road.

From a sustainable travel perspective, limiting numbers of vehicular parking spaces serves to force end users to adopt alternative travels modes, different to the single-occupant private car. This strategy supports national transport policy and with the objectives of the Cork City Development Plan 2022-2028. The following MMP sets out the proposed mobility management initiatives and measures to achieve modal split targets.

1.2 Objectives

This Mobility Management Plan has been prepared in accordance with the requirements of the Cork City Council Development Plan 2022-2028 which identifies the need for such a study. A mobility management plan is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim is to reduce the demand and use of the private car and

to highlight and facilitate the use of alternative modes of transport. The focus in this instance is:

- To inform residents of alternative modes of travel available to them for their journey.
- To promote healthier, stress-free and cheaper travel for all commuters.
- To manage travel options including walking, scooting, cycling and public transport.
- To reduce trip generation to and from the site, thus eliminating parking demand and traffic generation. Thereby enhancing the environment, improving accessibility and resulting in economic benefits to residents.

The MMP complies, where applicable, with the principles of "Smarter Travel – A Sustainable Transport Future 2009-2020". The primary action points have been reviewed and are recommended for the proposed development. The MMP also references the objectives of the "DTO Advice Note – Mobility Management Plans". The development of an MMP is an open-ended process whereby the compilation of this Plan is deemed to be the first step in its organic evolution. The plan should be developed by the end user and regularly reviewed and revised throughout operation. The appointment of an active Mobility Manager amongst staff members will be a central objective of the Plan. To facilitate the necessary modal split in our approach to commuting, residents will be required to embrace the aspirations set out in this document. The complex should actively promote the use of alternative modes of travel through the management of travel plans, and involvement in a Mobility Plan Management. The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking quality bus corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environ. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

Smarter Travel Document "A Sustainable Transport Future" the document sets out the following aims by 2020:

To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting.

Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters nationally will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.

Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing or through other measures such as e-working.

The application proposal of limiting car parking spaces to 26no. will serve to significantly reduce the site's traffic impact.

2 EXISTING SITE

The development site is located approximately 3.5km south of Cork City in the centre of Douglas Village, along the Carrigaline Road, as shown in Figures 2.1 and 2.2 below. The site is located to the south of the N40 South Ring Road and is in close proximity to the Douglas Relief Road. The Douglas Road and South Douglas Road link the site to Cork City Centre. The N40 National Primary route connects the site to Ballincollig and onwards to Kerry to the west and to the Dunkettle Interchange and M8 Motorway to the east.
The site will be accessed via the Carrigaline Road to the east of the development which is a regional road approximately 3m in width.

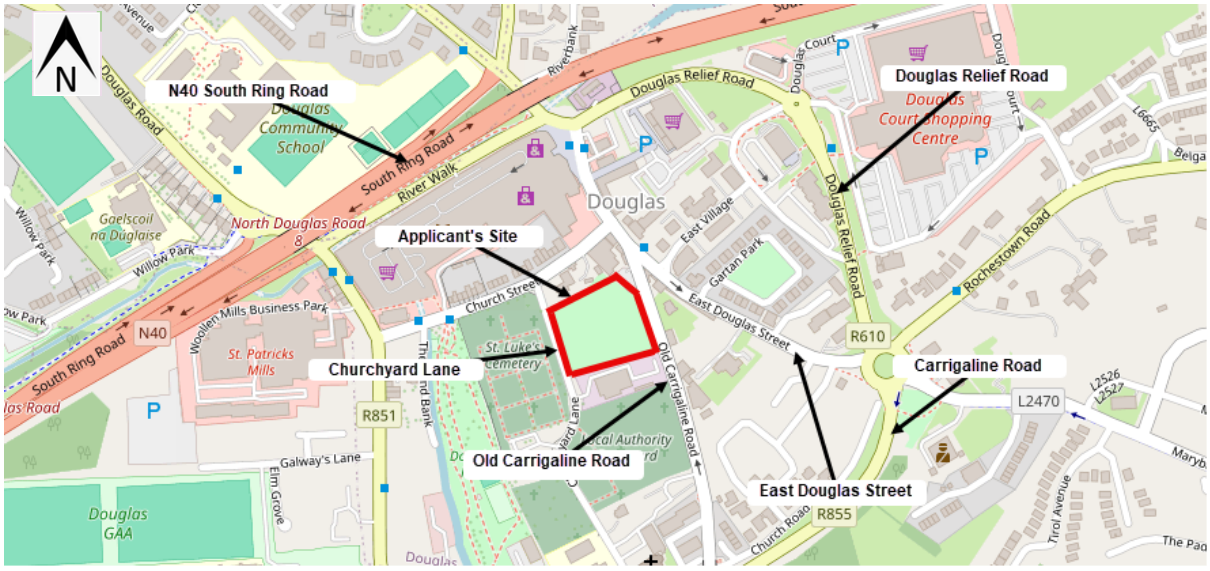

Figure 2.1 Site Location

Figure 2.2 highlights the proximity of the site to the City Centre and Kent Train Station. It shows that majority of the city's amenities are within a 5km cycle radius of the site, as identified in the Cork City Development Plan. Furthermore, UCC campus grounds are located on or within the 5km cycling radius. The provision of existing pedestrian and public transport facilities in the vicinity of the site also ensure that the uptake of sustainable travel modes can be realised.

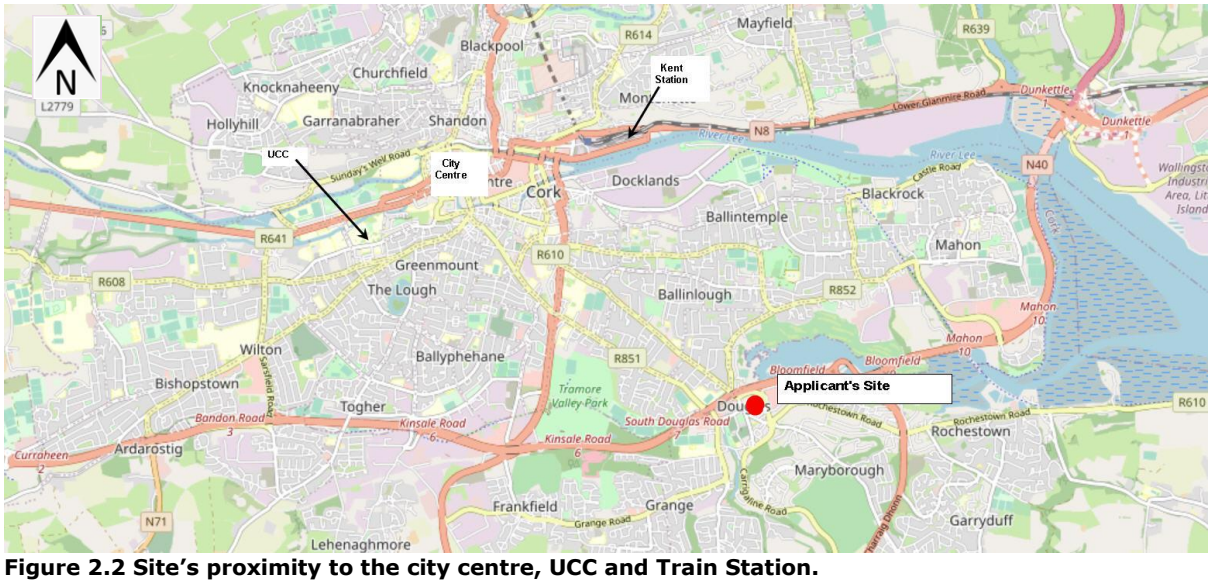

Figure 2.2 Site's proximity to the city centre, UCC and Train Station.

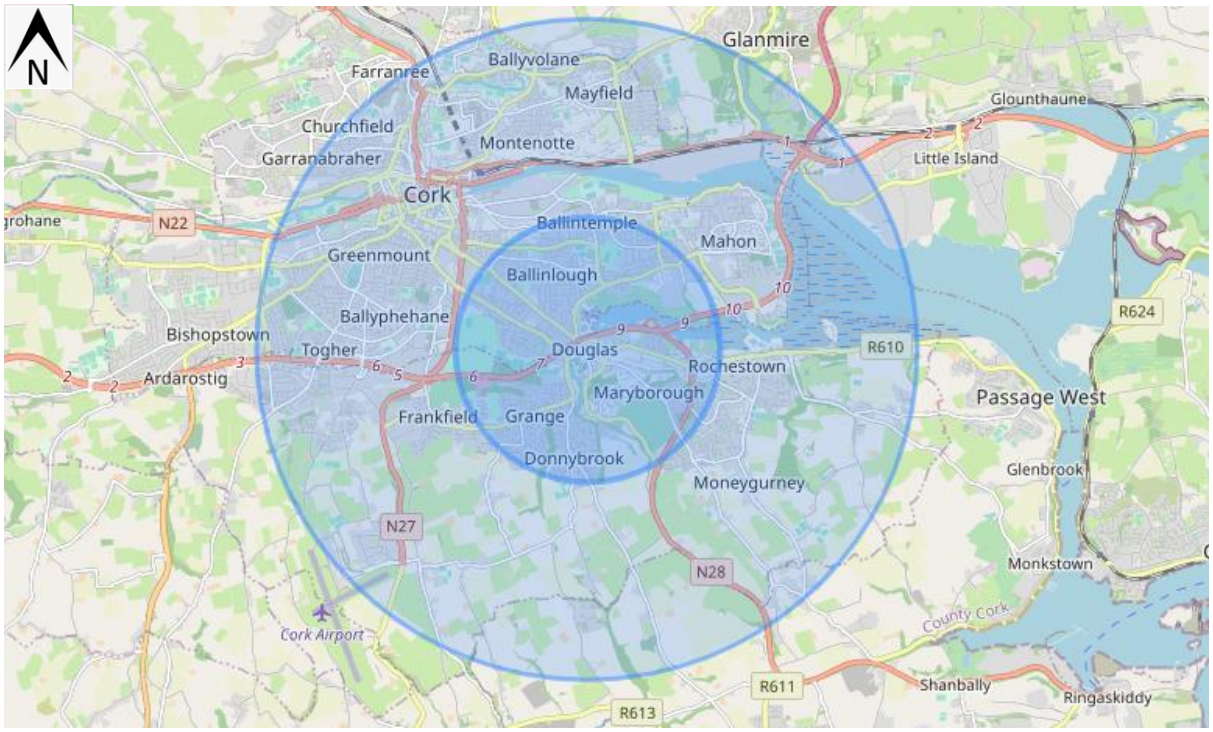

Figure 2.3 Pedestrian and Cycling Radii

Figure 2.3 highlights a 2km walking trip radius for the site location, with a 5km cycling radius also identified. The Cork City Development Plan 2022 -2028 identifies walking as an appropriate "mode of transport for trips of 2km or less" and cycling as being "particularly targeted at trips of up to 5km (except where topography poses a significantly limiting factor)". The topography varies to and from the site to the city centre but is not a limiting factor and would be suited to cycle trips. Please refer to Appendix E showing the applicant's site location with reference to AECOM's contour mapping which was produced for the Cork City Council's Cycle Network Plan.

2.1 Existing Public Transport Infrastructure

Existing public bus stops are located to the north east of the applicant's site along East Douglas Street and Church Street. The development is approximately 100m from these bus stops which serve the 207, 216, 219, 220 and 223 routes. These bus routes link Douglas village to the City Centre, the City northside, as well as Carrigaline, Bishopstown (UCC, CIT and CUMH) and Ballincollig.

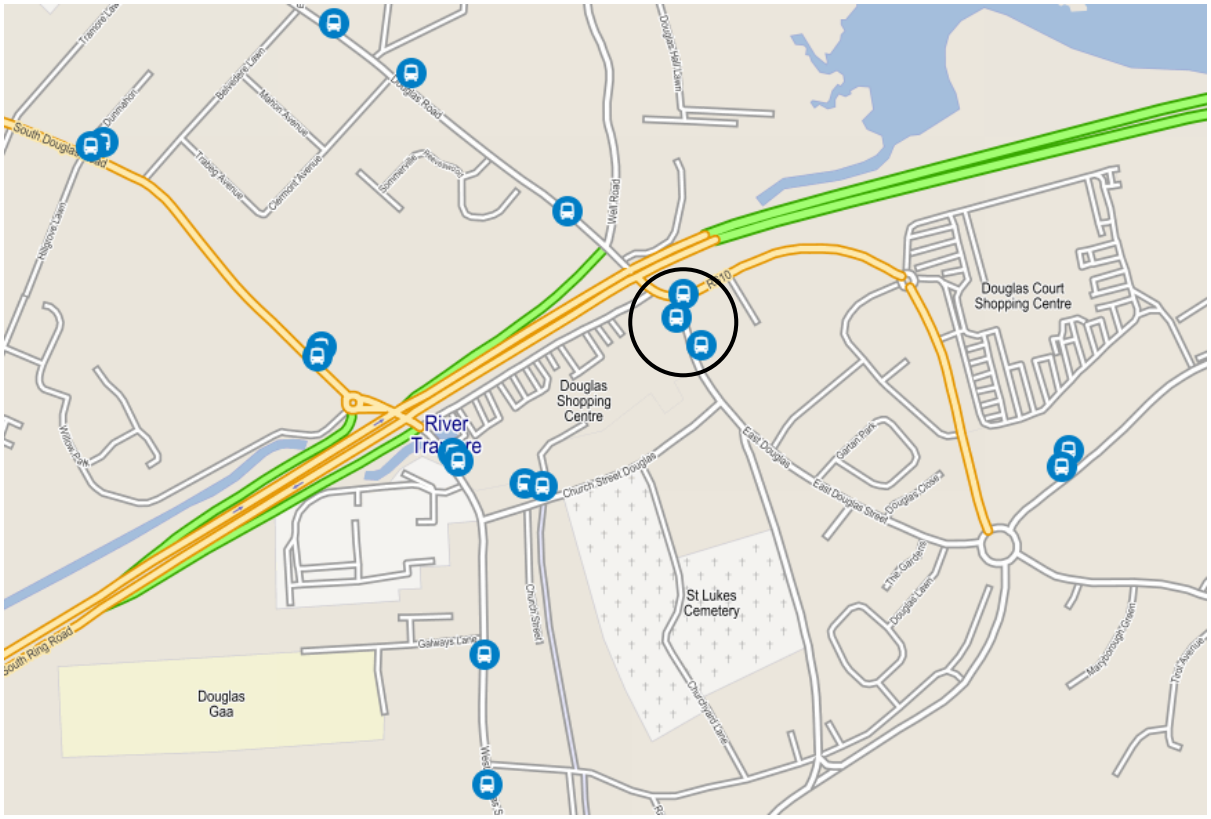

Figure 2.4: Site's proximity to nearby bus stops

The local bus services provide a high frequency service to commuters travelling from Douglas village with 10 buses serving inbound (and 10 outbound) during the AM peak. Similarly, 11 services operate in both directions in the PM peak. All services except the 219 (90% of peak hour bus services) travel to their end destinations via the city centre.

A total of 178 inbound bus trips travel through the Douglas village centre, equating to a bus every 8 minutes over a 24-hour period.

The Douglas bus services operate at a punctuality just below the city average (56% versus 61%). It should be noted though, that the highest frequency service, the 220, exceed the city average (62%). Based on the NTA 2020 Punctuality Survey.

A schematic representation of the city bus services in the vicinity of the site and linking to the wider area is shown in Figure 2.5:

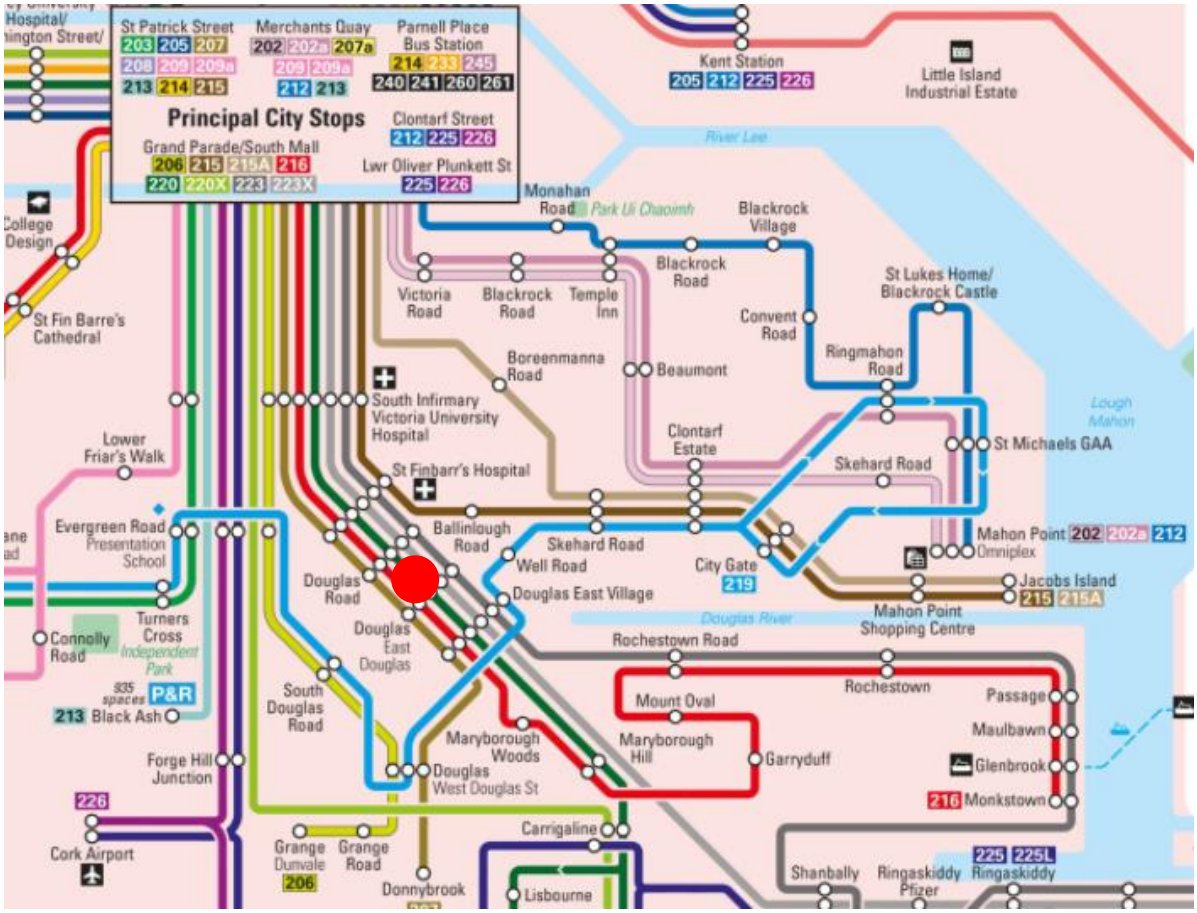

Figure 2.5 Cork City Bus Services

The following bus routes served are:

- 207 – Donnybrook – City Centre – Ballincolly
- 216 – Monkstown – City Centre – Bishopstown
- 219 – Mahon – Douglas – Bishopstown – Cork Institute of Technology
- 220 – Carrigaline – Cork City – Ballincollig
- 223 – Monkstown – Douglas – Cork City

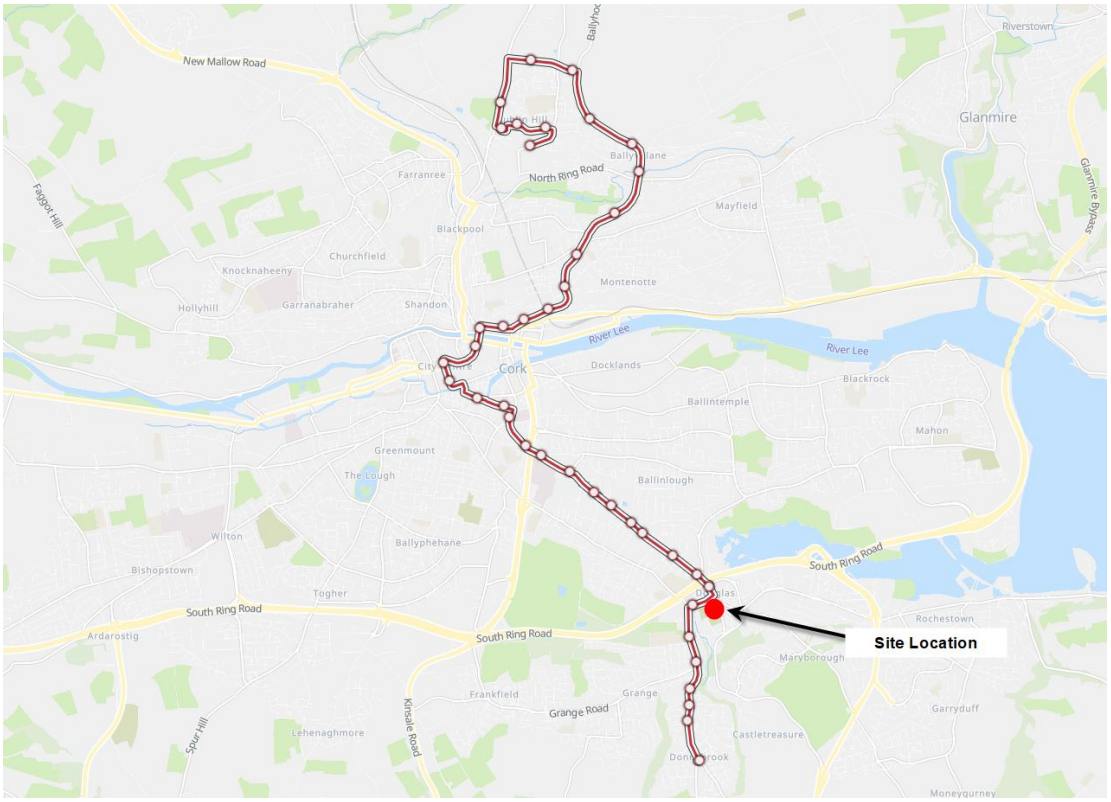

Figure 2.6 207No. Bus route

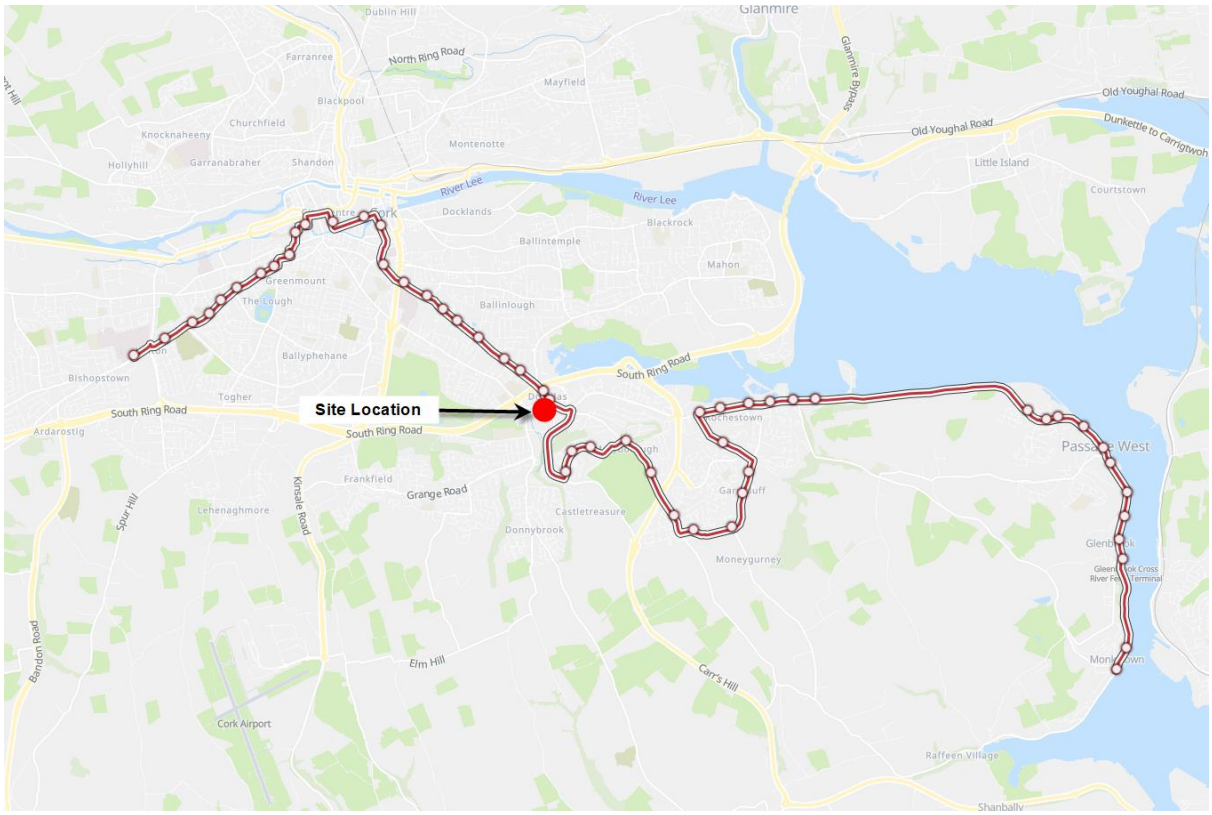

Figure 2.7 216No. Bus route

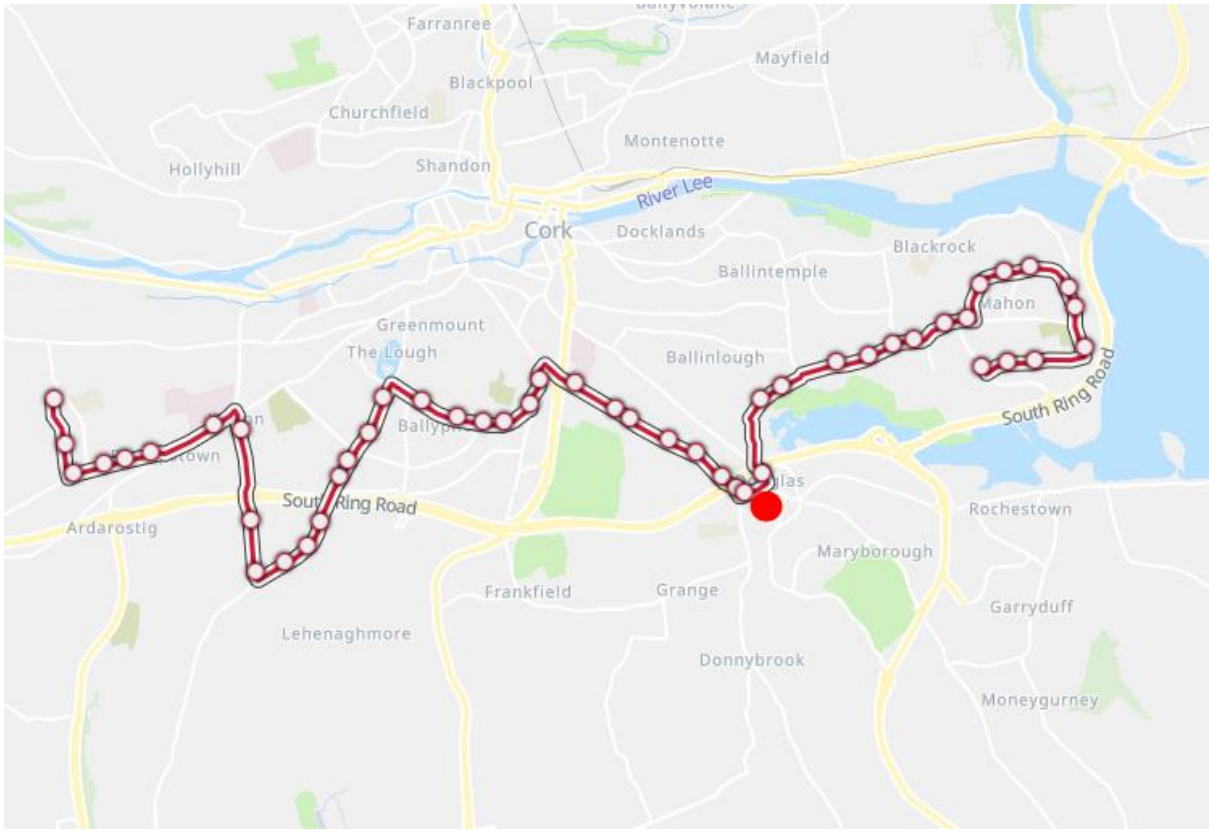

Figure 2.8 219No. Bus route

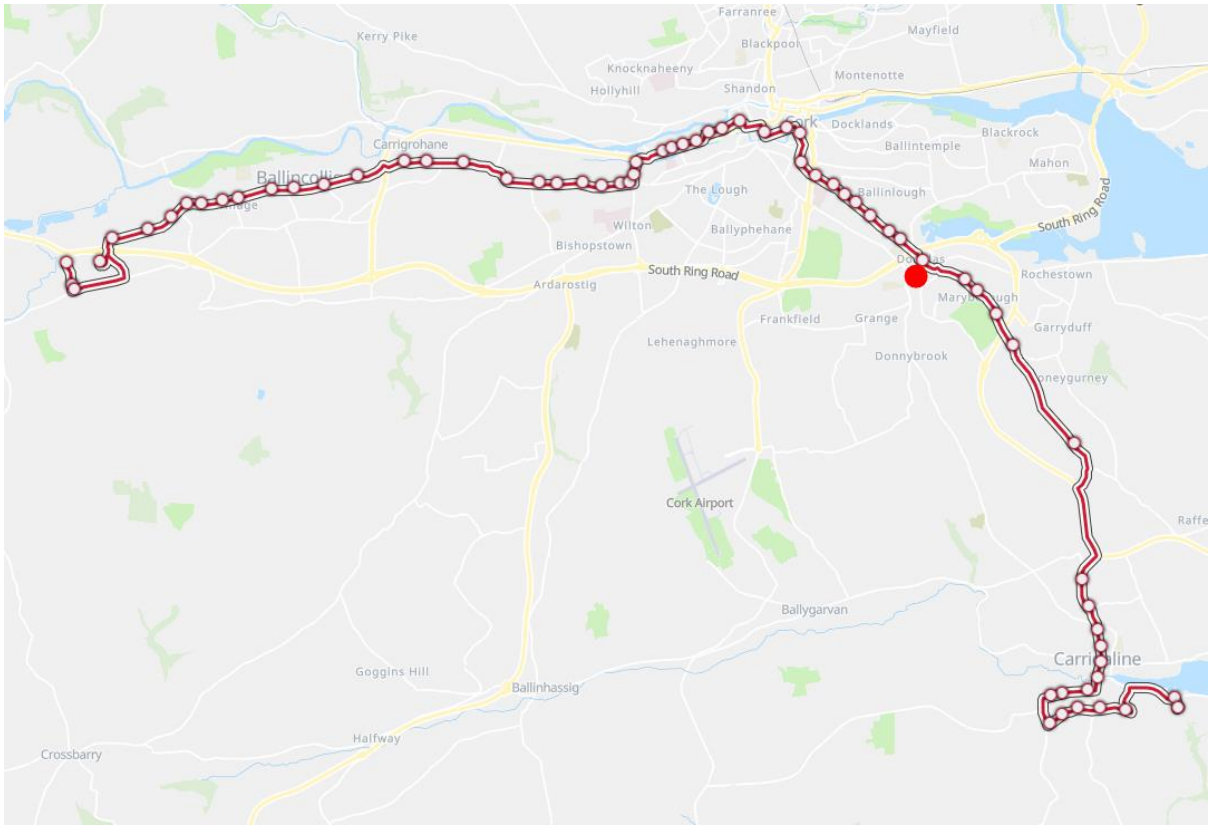

Figure 2.9 220No. Bus route

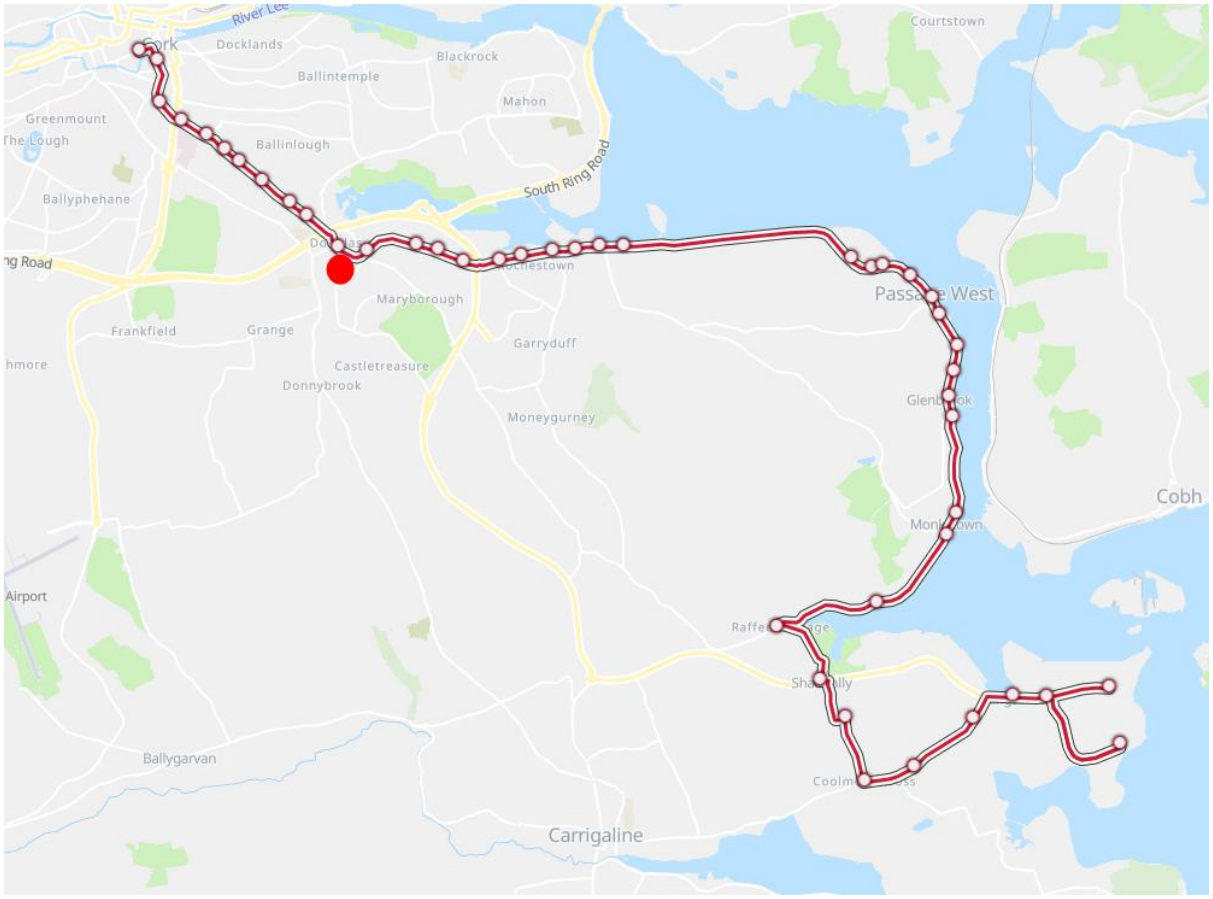

Figure 2.10 223No. Bus route

2.2 Existing Cycle Facilities

Existing dedicated cycle facilities are provided for local commuters travelling to the City Centre along the Douglas Road. However, as outlined by Aecom in the Cork Cycle Network Plan the facilities require upgrading.

The Cork Cycle Network Plan produced by AECOM for Cork City Council grades the existing network within the city and proposes extensions to the existing network, encompassing the routes past the applicant's site. The following listed cycle routes are relevant for this proposed development location:

- *CSE-U1: Douglas Road N40 to N27. The existing infrastructure consists of cyclist road markings with narrow lane markings and poor surface treatments causing confusion in terms of what sections are for cyclists. Both mandatory and advisory cycle lanes on the southern half of this road in a south bound direction are also provided. This will be a primary route to Douglas Village from Cork City. This route is currently quite constrained in terms of road width and with high traffic volumes. It is proposed that, where possible, facilities are introduced in an outbound direction and combined with a mixed street approach in an inbound direction. This route will operate as part of a loop system where it is expected outbound cyclists will use the Douglas Road and inbound cyclists will use the South Douglas Road (CSE-U1A).*

- *CSE-U1A: South Douglas Road N40 to N27. The existing infrastructure consists of cyclist road markings with narrow lane markings and poor surface treatments causing confusion in terms of what sections are for cyclists. Both mandatory and advisory cycle lanes, with limited widths are also provided at various locations. This will be a primary route to Cork City from Douglas Village. This route is currently quite constrained in terms of road width and with high traffic volumes. It is proposed that, where possible, facilities are introduced in an inbound direction and combined with a mixed street approach in an outbound direction. This route will operate as part of a loop system where it is expected outbound cyclists will use the Douglas Road (CSE-U1) and inbound cyclists will use the South Douglas Road.*
- *CSE-U22: Maryborough Hill. There is an existing outbound cycle lane along this route. This is proposed as a primary route with the existing southbound cycle lane maintained for the length of this link. A new segregated cycle track or lane is proposed in a north bound direction towards Douglas that can mainly be provided within the existing grass verge.*
- *CSE-U23: Carrigaline Road, Douglas Street East. There is no existing cycling infrastructure on this link. This is proposed as a primary route with cycle lanes provided on each side of the carriageway. It is proposed to provide a cycle lane in a one-way direction along the section of Carrigaline Road that is currently one-way for vehicular traffic. The opposite direction will be provided along Douglas East for cyclists exiting the village.*
- *CSE-U25: Church Street. There is no existing cycling infrastructure on this link. This is proposed as a secondary route with a mixedstreet environment incorporating suitable traffic management measures to increase cyclist safety and reduce traffic speeds.*
- *CSE-U26: Church Road. There is no existing cycling infrastructure on this link. This is proposed as a primary route with a mixed street environment along this link incorporating suitable traffic management measures to increase cyclist safety and reduce traffic speeds.*

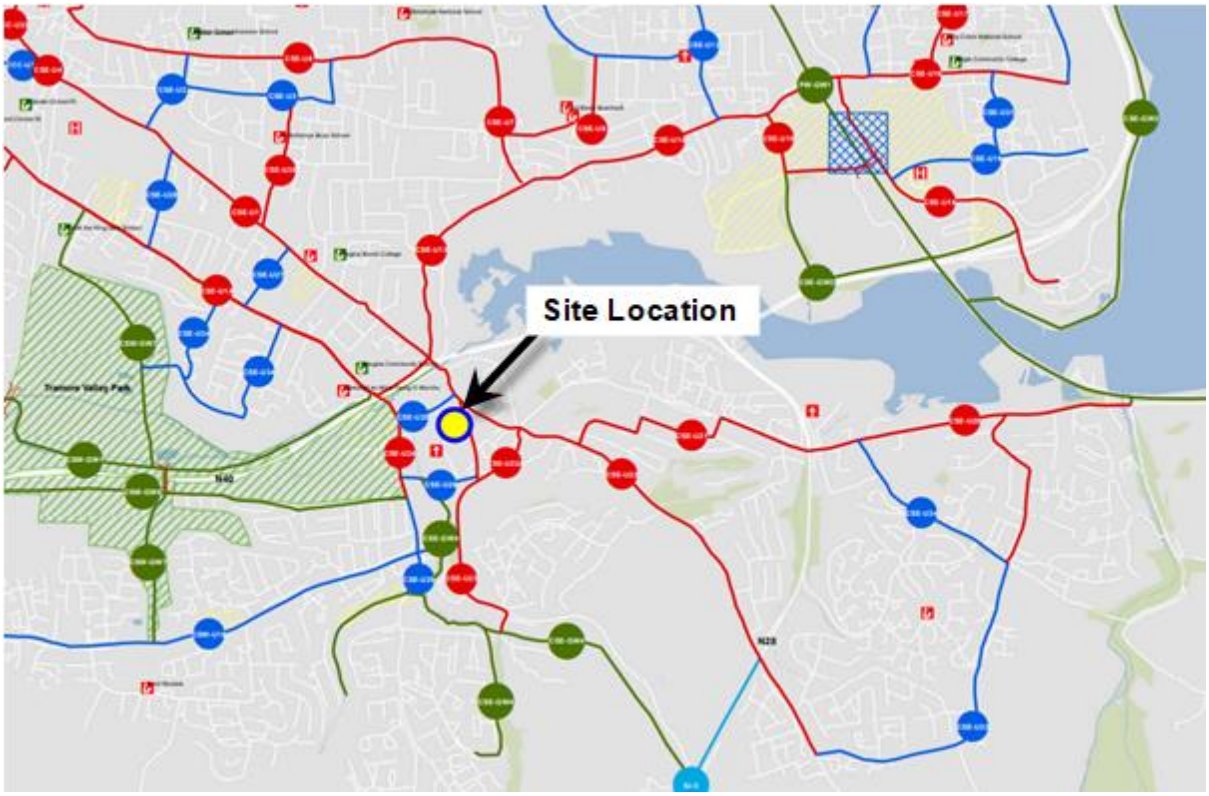

Figure 2.11: Cycle Network Plan in vicinity of proposed development

2.3 Existing Pedestrian Facilities

Excellent pedestrian facilities are provided to local commuters along the local street network. Walking facilities are provided either side of the carriageway along East Douglas Street and Douglas Road which connect to the City Centre.

3 PROPOSED DEVELOPMENT

3.1 Planning Application

The applicant is seeking permission for the following Large-Scale Residential Development (LRD) located at Carrigaline Road and Churchyard Lane, Douglas, Cork, comprising of the construction of 124 no. residential apartments (consisting of a mix of 1, 2 and 3 bed units), 1 no. cafe unit and 2 no. office units, in a development ranging in height from 1 to 5 storeys and all associated site development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting, fencing, landscaping/amenity areas, ESB substation/switchroom and plant room. Site development works include 2 no. new uncontrolled pedestrian crossings and footpath improvements on Churchyard Lane which requires the removal of 6 no. existing on-street car parking spaces. The proposed development works include a connection and construction of a new storm water and foul sewer along Carrigaline Road. Access to the site will be via a new vehicle access point and a new pedestrian connection from Carrigaline Road and 2 new pedestrian connections onto Churchyard Lane. The new vehicular access requires the removal of 4 no. existing car parking spaces.

The applicant's site layout is shown in the figure below with the proposed vehicle and pedestrian/cycle entrances outlined.

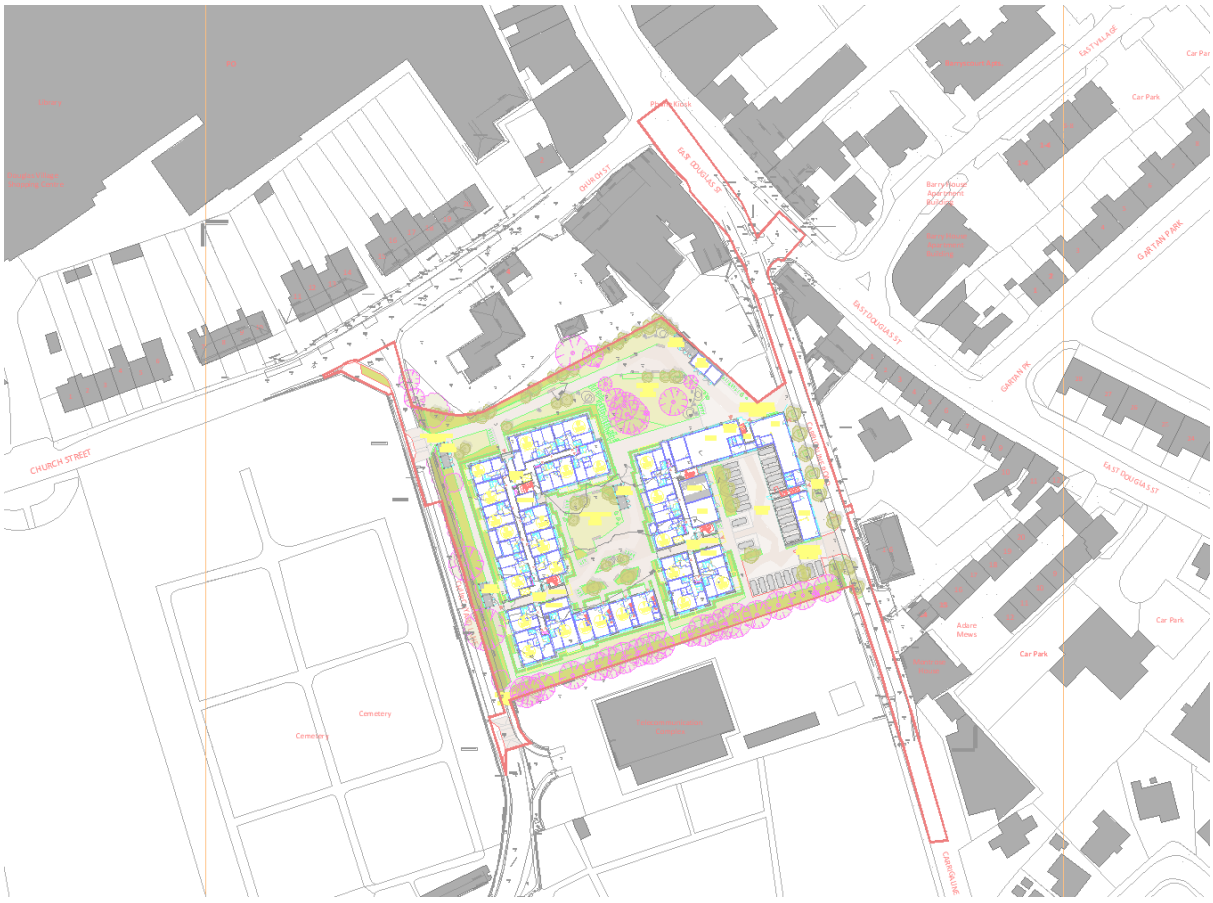

Figure 3.1 Proposed Development Site Layout (O'Mahony Pike)

The site location, in the centre of Douglas, is adjacent to a large number of businesses (and employment location) for future tenants. The site is also particularly well served with local retail, amenities, and services within walking distance.

The Public Realm improvements included in the application will improve pedestrian connectivity to the site and will serve to encourage a sustainable environment at the location.

The list below sets out proposed development details:

- Total of 124No. units, 2no. offices and café.
- The scheme is split into 50no. 1-bed units, 64no. 2-bed units and 10no. 3-bed units.
- 274no. bicycle spaces
- 26no. car parking spaces

Limited resident parking is proposed for the site with only 26no. parking spaces provided. This compares favourably to the maximum allowable provision of 1 car parking space per 1 unit, as outlined for Zone 2 (Ref. Table 11.13, Cork City Draft Development Plan 2022-2028). Such a provision represents a positive proposal from a sustainable travel viewpoint. The lack of parking for the site will serve to encourage residents to use alternative travel modes. This document aims to outline how this proposal can be realised.

4 PLANNED INFRASTRUCTURAL IMPROVEMENTS

4.1 Proposed Pedestrian and Cycle Improvements

Further planned improvement and expansion of off-road pedestrian and cycle facilities are identified, near the site, in the Cork City Development Plan and Cork Cycle Network Plan. As referenced above, substantial off-road and on road cycling/pedestrian facilities are available in the vicinity of the site connecting it to UCC and Cork City Centre, with further improvement planned for the area.

The Cycling Network Plan for the Cork City Metropolitan Area (Cork City and Cork County) outlined further detail for cycle improvements throughout the wider Cork City area. An extract from CMATs mapping for the area in the vicinity of the site is shown below. These graphics serves to outline intended improvements to the city cycle network and bus corridors in the vicinity of the site.

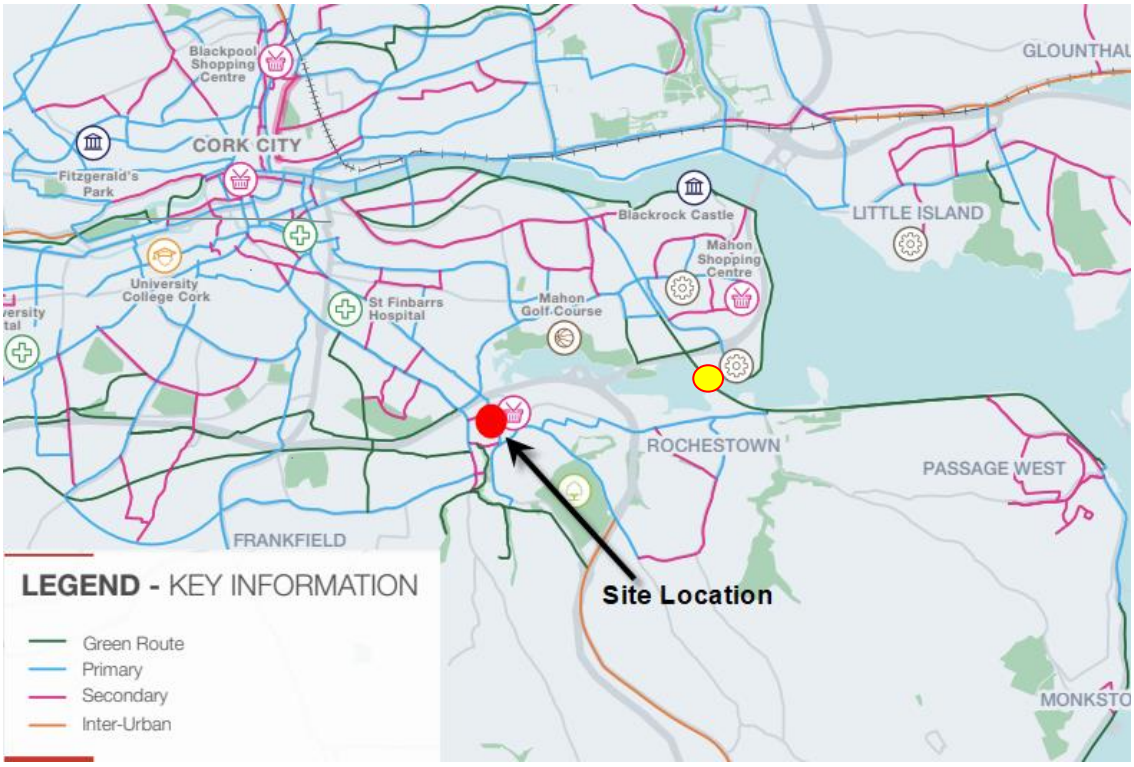

Figure 4.1 Cork Cycle Network Plan – Cork Inter Urban Route Network

In relation to future infrastructure improvements the DLUTS study sets out ambitions for the Douglas area as follows:

"DLUTS has been prepared in the context of national policies, strategies and guidelines, in particular the Department of Transport Tourism and Sport's Planning Guidelines for Spatial Planning and National Roads 2012 and the Department of Transport, Tourism and Sport's Smarter Travel: A Sustainable Transport Future, A New Policy for Ireland 2009-2020. One of the key aims for DLUTS is to secure more compact development that reduces overall demand for transport and encourages modal shift towards sustainable travel modes (e.g. walking, cycling and public transport), whilst also ensuring the strategic traffic function of national roads is maintained."

The strategy set out in DLUTS aims to reduce the reliance on the private car by encouraging the use of more sustainable transport methods. Some of the improvements proposed by the study include the use of shared spaces along East Doulas Street in order to reduce traffic flow and promote pedestrian movement, improving connectivity in residential areas and an increased number of cycle lanes. The proposals outlined in DLUTS can be seen below in Figure 4.2.

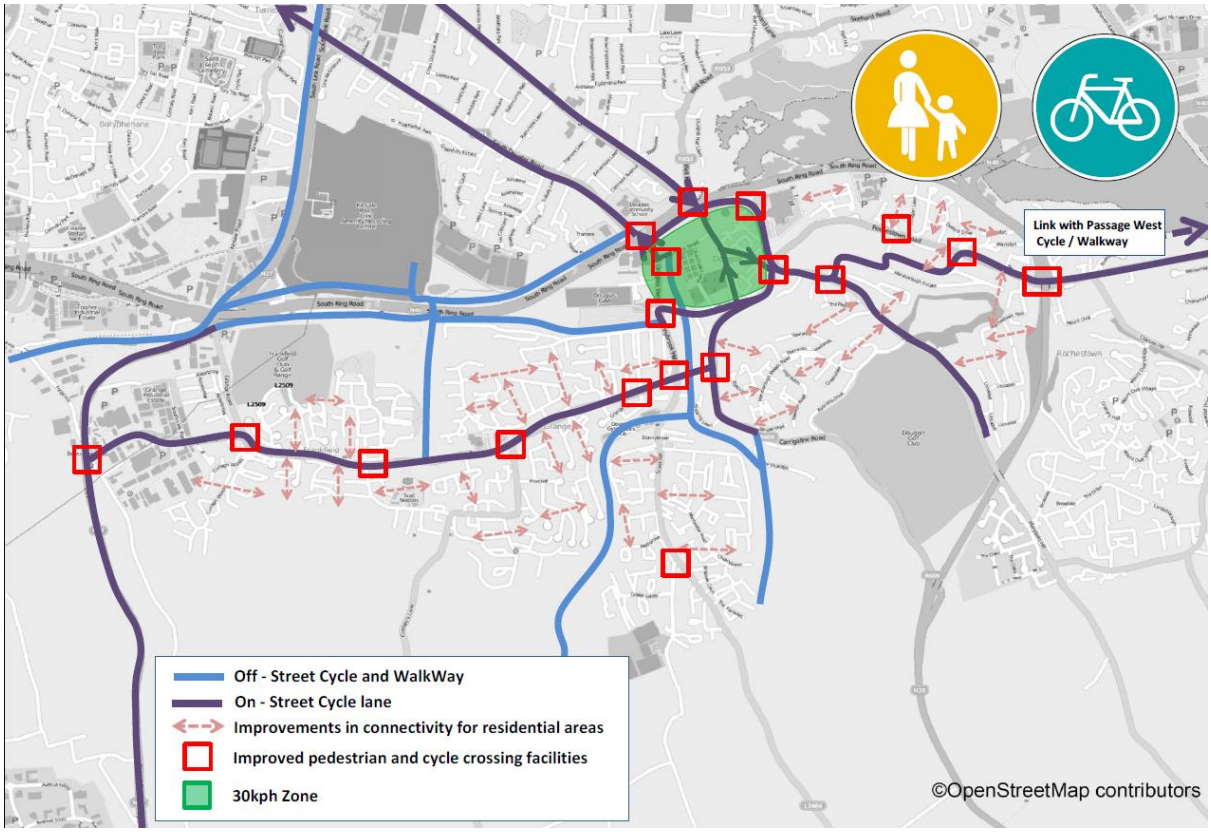

Figure 4.2: Future pedestrian and cycle network proposals (DLUTS)

4.2 Proposed Public Transport Improvements

The National Transport Authority (NTA) has recently launched a new Cork Bus Network, as part of BusConnects Cork. The new network will involve the creation of new bus routes and improved bus frequencies to transform the public transport network and to meet the anticipated growth and future demand in the region.

Some of the benefits of the new network are to include:

- An overall increase of 53% in bus services
- Two 24-hour bus services -
    - Route 1: Ovens/Ballincollig to City centre to Mahon
    - Route 3A: Carrigaline to City Centre to Hollyhill
- Shorter waits and more direct routes
- Additional services at the weekends

The new services which will have an impact on the proposed development are shown in Figure 4.3 and are as follows:

- Route 3: Carrigaline – City Centre – Hollyhill (Frequency 10minutes)
- Route 3A: Carrigaline – City Centre – Hollyhill via Maryborough Hill (Frequency 20minutes)

- Route 3B: Carrigaline – City Centre – Hollyhill via Ballinrea Rd (Frequency 20minutes)
- Route 6: Two-Way Grange – Douglas – UCC (Frequency 15minutes)
- Route 7: Mount Oval – Kent Station Frequency 20minutes)
- Route 12: Carrigaline – Passage West – Kent Station (Frequency 30minutes)
- Route 14: CUH – Mahon Point (Frequency 15minutes)
- Route 42X: Fountainstown – Kent Station (Frequency 60minutes)



Figure 4.3 Cork New Bus Network

5 PROPOSED MOBILITY MANAGEMENT INITIATIVES

5.1 Mobility Manager

It is proposed that the apartment management should appoint a Mobility Manager to implement the recommendations of the MMP and to further develop the plan, on an ongoing basis.

The primary task of the Mobility Manager would be to implement measures and initiatives which may encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals.

5.2 Role of the Mobility Manager

The role of the Mobility Manager is outlined below:

- Collect and advertise local public transport routes and timetables.
- Liaise with local transport providers.
- Liaise with resident on transport issues and possible improvements.
- Liaise with employers on sustainable travel initiatives and plans.
- Liaise with Cork City Council on sustainable travel initiatives.
- Promote sustainable travel modes amongst staff and residents, including car-sharing potential.
- Provide education material regarding sustainable travel to residents.
- Ensure appropriate lockers and safe bike storage facilities are available.
- Monitor road safety of various modes in and around the apartment complex.

5.3 Pedestrians and Cyclists

Ensure that the appropriate level of cycle parking is provided. All cycle parking should be secure and ideally covered. The recommended cycle parking quanta, as set out in the Cork City Development Plan 2022-2028, of 1 space per 1 apartment should be provided, where-in-so-far as possible. It is proposed to provide **274 cycle stands**. This exceeds the requirements set out in the Cork City Development Plan and also that outlined in the "Design Standards for New Apartments" (DSFNA) (2018), published by the Department of Housing, Local Government and Heritage. The provision of 274 stands equates to, in excess of, 1 stand for every 1 standard apartment (Ref. Table 16.9 Bicycle Parking Requirements). It more closely aligns with the ambition of the DSFNA with a cycle stand provided per bed and also stands available for the supplemental on site office and café uses. Please refer to Appendix C for Bicycle Parking Requirements Extract.

The Mobility Manager should monitor and ensure that pedestrians and cyclists facilities are maintained and in a clean, operational condition. The Mobility Manager should also monitor motorbike use and consider the need to provide motorbike parking on site, if required.

Consideration should be given to the implementation of cycle priority road markings within the apartment car park to protect cyclists particularly in the vicinity of the car park and car park entrance.

The fully developed mobility plan will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. The combination of walking with public transport/taxi services should also be encouraged.
'30 minutes of aerobic activity, such as a brisk walk, per day helps reduce the risk of heart disease'

(Reference, 'The Route to Sustainable Commuting, An Employers Guide to Mobility Management Plans produced by the Dublin Transportation Office, Kirklees Metropolitan Council and the Irish Energy Centre).

5.4 Local Services and Taxis

The Mobility Manager will provide contact numbers and locations of local taxi ranks as part of its support to residents. Taxis have all the benefits of a drive-share program with the added benefit of giving the user more flexibility on how and when the return trip is made. A reduction in trips particularly during peak hours reduces stress on the roads network as well as fuel consumption and carbon dioxide emissions. Discounts/offers for residents could be negotiated with local taxi ranks/companies.

5.5 Public Transport

The development location is well served by regular bus routes. The mobility management plan would be updated to include for:

- Negotiation of travel-related discounts/offers for residents
- Administration of low-cost monthly/annual tax-saver commuter ticket schemes
- Timetables, routes, and maps
- Journey time indicators
- Advertise real-time apps
- Lobby local authorities and bus providers for late-night bus services and extension of the city bike rental scheme.

Government supported programs to encourage people to use public transport include up to a 48% saving on standard pay-over-the-counter charge by means of tax saving schemes.

The Mobility Manager should liaise with the resident's employers assigned Mobility Managers to discuss appropriate public transport initiatives. Such a group should also liaise with Bus Eireann to discuss public transport demand and possible route improvement measures.

5.6 Connectivity to Public Transport Hubs

Bus Eireann provide a number of bus services (which connect the city centre area to Douglas). Kent Station provides access to mainline services to/from Heuston Station in Dublin and Tralee in Kerry. It is also served by local commuter routes to/from Middleton and Cobh. Further details can be found at www.irishrail.ie.

Similarly, the Parnell Place Bus Station in Cork provides excellent onward connectivity to destinations countrywide. See www.buseireann.ie for further details. The "Transport for Ireland" "Journey Planner" and associated App provide information on suggested public transport, walking and cycling route options in urban areas.

5.7 Car Parking Management

The Mobility Manager will be tasked with implementing a car parking management plan for the proposed development. The car parking management plan for the LRD prioritizes efficient space usage and sustainable transport solutions. Given the low provision of car parking spaces, these will be designated majorly for residents to ensure fair and secure access. To compliment this, the development will promote a robust car-sharing scheme, reducing the need for private car ownership while promoting sustainable mobility. High levels of cycle parking are strategically located, ensuring convenience and accessibility to encourage active travel. The development will also include clear signage to maintain order and prevent unauthorized use. By balancing limited car parking with enhanced cycle infrastructure and shared mobility options, the development supports a sustainable and resident-focused transport environment.

5.8 Coordinating and implementing the plan

The role of the Mobility Manager will be to steer the travel plan in the right strategic direction and co-ordinate its activities with the rest of the facility. The developing Mobility Management Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, possibly included on a notice board in each apartment, in the reception area and on display boards throughout the development would include advice on travel times to bus timetables and maps, information on local taxi services, details of walking and cycling groups. The manager would also be responsible for negotiating travel related discounts with local service providers (taxi companies), the co-ordination of the various user groups and lobbying of the Local Authority bodies for the improvement of services within the general area.

To be effective in its purpose, the Mobility Management Plan must be kept up to date. Changes to infrastructure such as the provision of cycle lanes, or additional public services coming online all should be reflected in the information being presented to the end user. As previously mentioned, promotion of the alternative modes of transport available should be made on a regular basis.

6 KEY RECOMMENDATIONS

Given the provision of a limited number of parking spaces, it is necessary that substantial efforts be made to encourage the use of sustainable travel modes. The quality of pedestrian and cycle facilities, coupled with the level of public transport available to residents means that achieving an appropriate, sustainable modal split is entirely achievable.

The objective of the Mobility Manager will be to encourage sustainable travel modes to achieve the required modal split and improve this quanta year-on-year. To this end the Mobility Manager will review and set targets for increases in the modal share for walking, cycling and bus travel annually.
Key site-specific recommendations include:

• Appoint Mobility Manager to further develop and implement Mobility Management Plan

• Advertise all local bus route timetables.

• Advertise all bus route timetables to and from Douglas (e.g. 207, etc)

• Ensure future renters/buyers of the apartments are informed of the parking restrictions of the site and that on street parking is discouraged.

• Provide information on specific travel options and journey times by sustainable modes to various destination (including those identified in Figure 2.2)

• Provide all travel information on noticeboard in individual apartments, at reception and at communal areas.

• Provide local Taxi company contact details and endeavour to provide standardised, negotiated rates to particular college, city and transport hubs (e.g. train or bus station).

• Ensure that parking is controlled and monitored at all times and that illegal parking, in inappropriate locations is not permitted.

• Provide safe, clean and dry cycle facilities.

• Provide information on local and national travel initiatives.

• Control & regulate on-site car parking & ensure that particular parking areas are assigned to residential use only.

• Ensure no illegal parking associated with the complex occurs on the adjoining streets by referencing same in tenant agreements.

• Advertise new cycle, pedestrian and bus route information.

• Liaise with residents on site specific concerns and initiatives.

• Liaise with local authority sustainable travel offices and Bus Eireann.

7 REFERENCES

- The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans *published by Dublin Transportation Office, Kirklees Metropolitan Council, Irish Energy Centre.*
- The Traffic Management Guidelines *published by the Dublin Transportation Office* 2020 Vision-Sustainable Travel and Transport: Public Consultation Document *published by the Department of Transport.*
- Cork City Development Plan 2022-2028 Volume 1
- Cork City Draft Development Plan 2022-2028
- Cork Cycle Network Plan. Aecom for Cork City Council
- Cork Metropolitan Area Draft Transport Strategy (CMATS)
- Bus Eireann
- TFI (Transport for Ireland)

8 APPENDIX

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9 APPENDIX A – WALKING AND CYCLING ISOCHROME MAPS

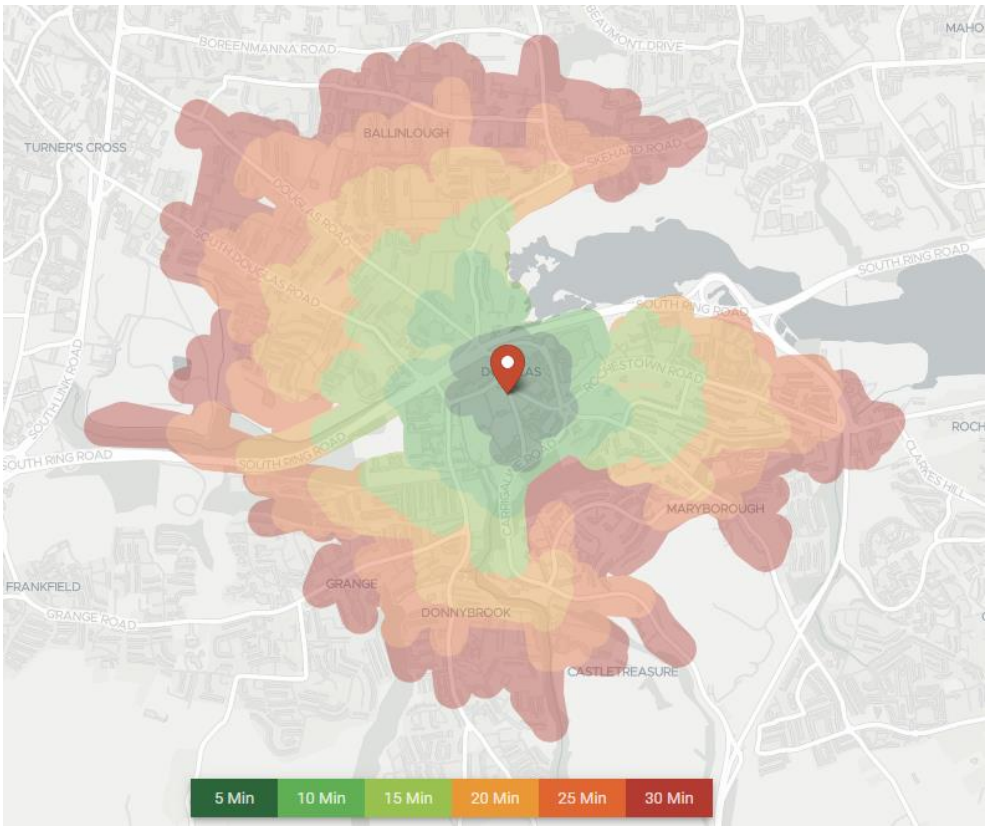

Figure 9.1 – Walking Isochromes. 5min interval range from site

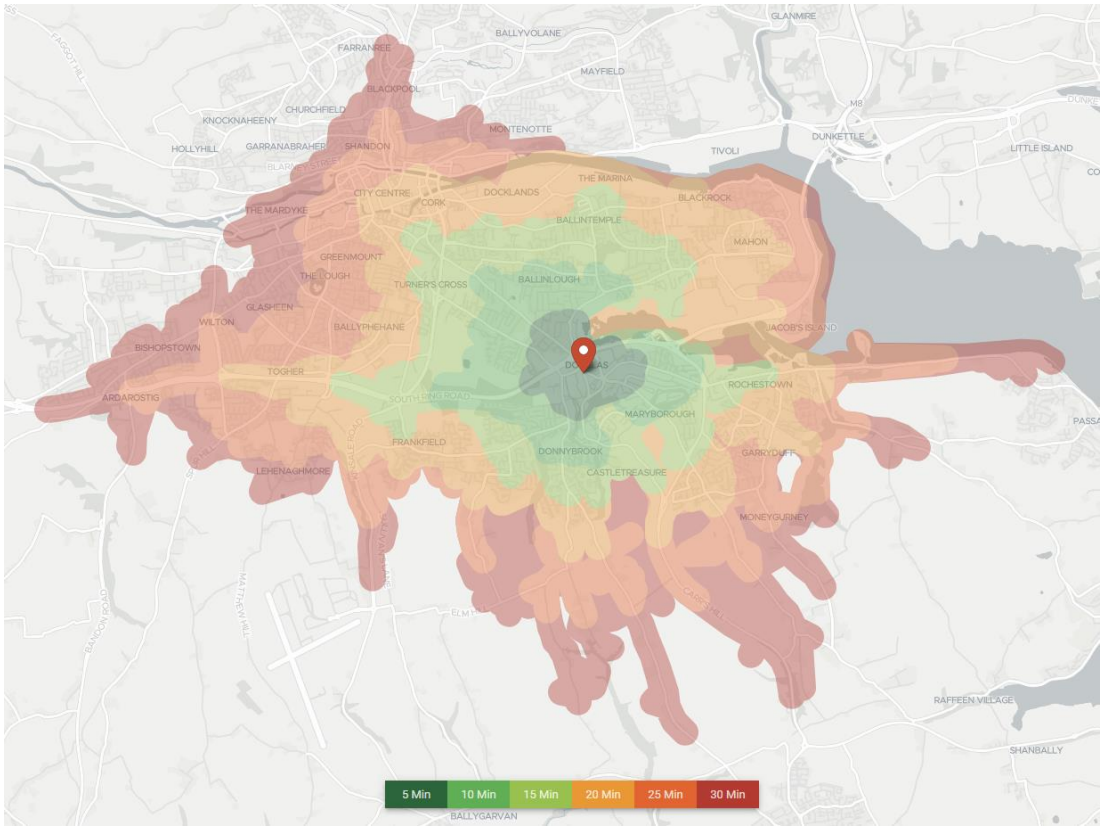

Figure 9.2 – Cycling Isochromes. 5min interval range from site

10 APPENDIX B – LOCAL BUS ROUTES / TIMETABLES

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207 bus time schedule & line map

207 Donnybrook stop 233921 - Glenheights Road stop 241611

View In Website Mode

The 207 bus line (Donnybrook stop 233921 - Glenheights Road stop 241611) has 2 routes. For regular weekdays, their operation hours are:
(1) Donnybrook (Scairt Cross Terminus) - Glenheights Park Terminus: 7:10 AM - 11:10 PM (2) Glenheights Park Terminus - Donnybrook (Scairt Cross Terminus): 7:10 AM - 11:00 PM
Use the Moovit App to find the closest 207 bus station near you and find out when is the next 207 bus arriving.

Direction: Donnybrook (Scairt Cross Terminus) - Glenheights Park Terminus

41 stops

VIEW LINE SCHEDULE

- Donnybrook Stop 233921
- Hillcourt Stop 241341
- Donnybrook Hill Stop 241351
- Donnybrook Hill Stop 240781
- Douglas Street West Stop 201191
- Church Street Stop 241361
- Douglas Shopping Ctr Stop 241371
- Douglas Road Stop 241381
- Woodview Stop 241391
- Scoil Bhride Stop 241411
- Wesley Chapel Stop 241401
- Rosebank Stop 241421
- Whitethorn Stop 241431
- Belair Junction Stop 241441
- St Finbarr's Hosp Stop 213911
- Southern Road Stop 241451
- Infirmary Road Stop 240901
- South Terrace Stop 240911
- Georges Quay Stop 240921
- Cork City Library Stop 241461

207 bus Time Schedule

Donnybrook (Scairt Cross Terminus) - Glenheights Park Terminus Route Timetable:

Sunday	9:40 AM - 11:10 PM
Monday	9:40 AM - 11:10 PM
Tuesday	7:10 AM - 11:10 PM
Wednesday	7:10 AM - 11:10 PM
Thursday	7:10 AM - 11:10 PM
Friday	7:10 AM - 11:10 PM
Saturday	7:10 AM - 11:10 PM

207 bus Info

Direction: Donnybrook (Scairt Cross Terminus) - Glenheights Park Terminus
Stops: 41
Trip Duration: 49 min
Line Summary:

Grand Parade Stop 240691

St. Patrick's Street Stop 241471

Maccurtain Street Stop 240181

Summerhill North Stop 240191

Cork Chamber Stop 240201

Ballyhooley Road Stop 296141

Harrington Square Stop 241621

Mourne Avenue Stop 243611

Comeragh Park Stop 243621

Thomas Kent Park Stop 243631

Mount Farran Stop 243641

Ballyvolane Sc Stop 241551

Ashgrove Villas Stop 241561

Kempton Park Stop 241571

Brookwood Stop 241581

Upper Kinvara Road Stop 244381

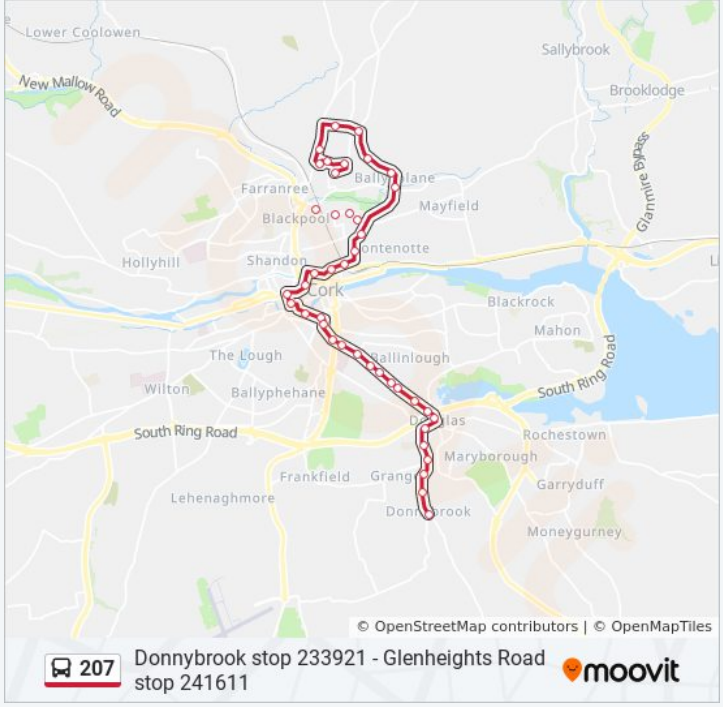
Dublin Hill Stop 244391

Glenthorn Road Stop 243691

Glenthorn Drive Stop 243711

Glenheights Square Stop 212101

Glenheights Road Stop 241611



Direction: Glenheights Park Terminus - Donnybrook (Scairt Cross Terminus)

33 stops

VIEW LINE SCHEDULE

- Glenheights Road Stop 241611
- Ballyvolane Fire Stn Stop 241641
- Pynes Valley Stop 241491
- Clonard Estate Stop 241501
- Ballyvolane Sc Stop 241511
- Ballyhooley Road Stop 241521
- Gordons Hill Stop 241531
- Dillon's Cross Stop 240441
- Windsor Terrace Stop 240451
- St Luke's Cross Stop 240461
- Summerhill North Stop 240471
- St Patricks Church Stop 240481
- Cork City Bus Stn Stop 243171
- St Patrick's Street Stop 241201
- Princes Street Stop 240501
- Grand Parade Stop 241481
- South Mall Stop 241211
- Cork City Hall Stop 250841
- Southern Road Stop 241221
- Douglas Road Stop 241231
- Laurel Grove Stop 241241
- Cross Douglas Road Stop 235971
- Woolharra Park Stop 241251
- Ardfallen Stop 241261
- Endsleigh Estate Stop 241271
- Clermont Avenue Stop 241281
- Douglas Village Stop 241301
- Church Street Stop 241291

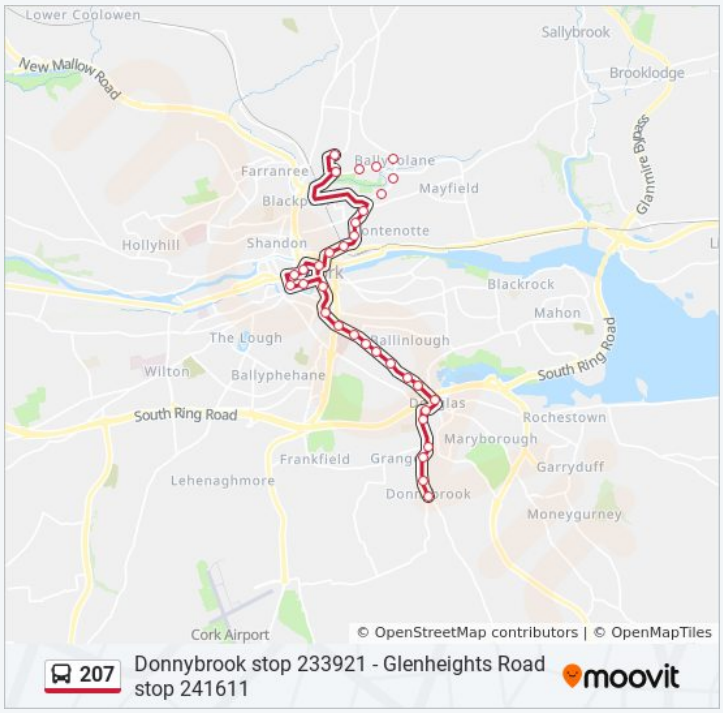
207 bus Time Schedule

Glenheights Park Terminus - Donnybrook (Scairt Cross Terminus) Route Timetable:

Sunday	9:30 AM - 11:00 PM
Monday	9:30 AM - 11:00 PM
Tuesday	7:10 AM - 11:00 PM
Wednesday	7:10 AM - 11:00 PM
Thursday	7:10 AM - 11:00 PM
Friday	7:10 AM - 11:00 PM
Saturday	7:10 AM - 11:00 PM

207 bus Info

Direction: Glenheights Park Terminus - Donnybrook (Scairt Cross Terminus)
Stops: 33
Trip Duration: 40 min
Line Summary:



Douglas Street West Stop 240981

Donnybrook Hill Stop 241311

Donnybrook Terrace Stop 241321

Scairt Hill Stop 241331

Donnybrook Stop 233921

207 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the Moovit App to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Ireland.

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216 Monkstown stop 245601 - CUH Main Gate stop 244151

View In Website Mode

The 216 bus line (Monkstown stop 245601 - CUH Main Gate stop 244151) has 2 routes. For regular weekdays, their operation hours are:
(1) Cuh (Bishopstown Rd) - Monkstown: 7:10 AM - 11:10 PM (2) Monkstown (Opp Yacht Club) - Cuh (Bishopstown Rd): 5:55 AM - 11:15 PM
Use the Moovit App to find the closest 216 bus station near you and find out when is the next 216 bus arriving.

Direction: Cuh (Bishopstown Rd) - Monkstown

54 stops
VIEW LINE SCHEDULE

- Cuh Main Gate Stop 244151
- Glasheen Road Stop 212061
- Flannery's Pub Stop 242681
- Tara Lawn Stop 242691
- The Orchards Stop 242701
- Dorgan's Road Stop 242711
- Denroche's Cross Stop 242721
- Bandon Road Stop 242731
- Noonan Road Stop 296501
- Sharman Crawford St Stop 284791
- Wandesford Quay Stop 242741
- Grand Parade Stop 242751
- South Mall Stop 242051
- Cork City Hall Stop 250841
- Southern Road Stop 241221
- Douglas Road Stop 241231
- Laurel Grove Stop 241241
- Cross Douglas Road Stop 235971
- Woolharra Park Stop 241251
- Ardfallen Stop 241261

216 bus Time Schedule

Cuh (Bishopstown Rd) - Monkstown Route Timetable:

Sunday	9:35 AM - 11:35 PM
Monday	9:35 AM - 11:35 PM
Tuesday	7:10 AM - 11:10 PM
Wednesday	7:10 AM - 11:10 PM
Thursday	7:10 AM - 11:10 PM
Friday	7:10 AM - 11:10 PM
Saturday	7:10 AM - 11:10 PM

216 bus Info

Direction: Cuh (Bishopstown Rd) - Monkstown
Stops: 54
Trip Duration: 60 min
Line Summary:

Endsleigh Estate Stop 241271

Clermont Avenue Stop 241281

Douglas Village Stop 241301

Douglas East Stop 231941

Maryborough Woods Stop 245971

Welwyn Road Stop 245981

Greendale Road Stop 245991

Maryborough Hill Stop 246981

Lissadell Stop 245321

Broadale Stop 245331

The Borough Stop 246001

Landsborough Stop 246011

Foxwood Stop 246021

Garryduff Sports Ctr Stop 246031

Mount Oval Stop 247111

Riverside Stop 232181

The Close Stop 245351

Coach Hill Junc Stop 231671

Norwood Court Stop 245361

Rochestown Inn Stop 234891

St Gerard's Place Stop 245371

Hop Island Stop 234191

Harbour Heights Stop 245381

Rockenham Stop 234911

Scoil Cholmcille Stop 245391

Toureen Terrace Stop 245401

Passage West Stop 233821

Royal Victoria Dock Stop 245411

Dock Terrace Stop 245421

Glenbrook Wharf Stop 232231

Carrigmahon Hill Stop 245431

Glenbrook Stop 245441

Monkstown Stop 245451



Castle Terrace Stop 233441

Direction: Monkstown (Opp Yacht Club) - Cuh (Bishopstown Rd)

57 stops

VIEW LINE SCHEDULE

Monkstown Stop 245601

Mentone Villas Stop 245611

Glenbrook Stop 245621

Glenbrook Wharf Stop 245631

Lucia Place Stop 245641

Strand Street Stop 245651

Passage West Stop 245661

Toureen Terrace Stop 245671

Scoil Cholmcille Stop 245681

Rockenham Stop 245691

Hop Island Stop 245701

St Gerard's Place Stop 245711

Rochestown Inn Stop 245721

Norwood Court Stop 245731

Coach Hill Stop 245741

Clarkes Hill Junc Stop 245751

Mount Oval Stop 255041

Garryduff Sports C Stop 242091

Monfield Stop 242101

Landsborough Stop 242111

The Borough Stop 242121

Broadale Stop 231291

Lissadell Stop 232821

Maryborough Woods Rd Stop 246061

Maryborough Woods Stop 246071

Maryborough Woods Rd Stop 246081

Ardcarraig Stop 246091

Douglas Shopping Ctr Stop 241371

216 bus Time Schedule

Monkstown (Opp Yacht Club) - Cuh (Bishopstown Rd) Route Timetable:

Sunday	10:05 AM - 11:05 PM
Monday	10:05 AM - 11:05 PM
Tuesday	5:55 AM - 11:15 PM
Wednesday	5:55 AM - 11:15 PM
Thursday	5:55 AM - 11:15 PM
Friday	5:55 AM - 11:15 PM
Saturday	5:55 AM - 11:15 PM

216 bus Info

Direction: Monkstown (Opp Yacht Club) - Cuh (Bishopstown Rd)
Stops: 57
Trip Duration: 66 min
Line Summary:



Douglas Road Stop 241381

Woodview Stop 241391

Scoil Bhride Stop 241411

Wesley Chapel Stop 241401

Rosebank Stop 241421

Whitethorn Stop 241431

Belair Junction Stop 241441

St Finbarr's Hosp Stop 213911

Southern Road Stop 241451

Infirmary Road Stop 240901

South Terrace Stop 240911

Georges Quay Stop 240921

Cork City Library Stop 241461

South Main Street Stop 428971

French's Quay Stop 243051

Finbarr's Cathedral Stop 284141

98 Street Junction Stop 243061

Bandon Road Stop 243071

Denroche's Cross Stop 243081

Glasheen Road Stop 289961

Glasheen Park Stop 243091

Flannery's Pub Stop 243101

Clashduv Road Stop 243111

Clashduv Junc Stop 243121

Riverview Estate Stop 243131

Southbury Road Stop 243141

Summerstown Road Stop 243151

Cuh A&E Stop 243341

Cuh Main Gate Stop 244151

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219 Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic)

View In Website Mode

The 219 bus line (Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic)) has 2 routes. For regular weekdays, their operation hours are:
(1) Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic): 7:00 AM - 6:50 PM (2) Ringmahon Road (Opp Garda Stn) - Cork Institute Of Technology: 7:00 AM - 6:05 PM
Use the Moovit App to find the closest 219 bus station near you and find out when is the next 219 bus arriving.

Direction: Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic)

49 stops

VIEW LINE SCHEDULE

- Mtu Stop 210201
- Allendale Avenue Stop 241831
- Spioraid Naoimh Stop 240021
- Deans Hall Stop 246461
- Westgate Road Stop 243771
- Firgrove Gardens Stop 243781
- Wilton Centre Cuh Stop 225031
- Wilton Shopping Cen Stop 243351
- Harley Court Stop 243361
- Eagle Valley Stop 243371
- Fernwood Estate Stop 243381
- Sandowne Stop 243391
- Togher Church Stop 243401
- Tramore Road Stop 243411
- Shournagh Lawn Stop 243421
- Edward Walsh Road Stop 243431
- Earlswood Estate Stop 243441
- Ballyphehane Stop 210591
- Friars Walk Junction Stop 242291
- Kent Road Stop 242301

219 bus Time Schedule

Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic) Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	7:00 AM - 6:50 PM
Wednesday	7:00 AM - 6:50 PM
Thursday	7:00 AM - 6:50 PM
Friday	7:00 AM - 6:50 PM
Saturday	Not Operational

219 bus Info

Direction: Cork Institute Of Technology - Mahon Point Rd (V.H.I Clinic)
Stops: 49
Trip Duration: 54 min
Line Summary:

O Growney Crescent Stop 242311

Curragh Road Stop 242321

Stad Chr An Tornóra Stop 242611

South Douglas Road Stop 240931

Cross Douglas Road Stop 241661

Loreto Park Stop 240941

Rathmore Lawn Stop 241101

Dunmahon Stop 240961

Douglas Comm School Stop 241091

Douglas West Stop 240971

Church Street Stop 241361

Douglas Shopping Ctr Stop 241371

Ardmahon Estate Stop 243791

Churchyard Lane Stop 243801

Skehard Road Stop 235911

Ashleigh Rise Stop 242831

Clover Lawn Stop 242841

Clontarf Estate Stop 242851

Skehard Lawn Stop 242861

Central Stat Office Stop 237161

Meadow Grove Estate Stop 246281

Chestnut Close Stop 246291

Holy Cross Mahon Stop 246921

Ringmahon Gaa Pitch Stop 246351

Ringmahon Rd Stop 246851

St Michaels Gaa Stop 246731

St Michael's Drive Stop 246361

City Gate Stop 246371

City Gate Stop 242941



Direction: Ringmahon Road (Opp Garda Stn) - Cork Institute Of Technology

48 stops

VIEW LINE SCHEDULE

Chestnut Close Stop 246291

Holy Cross Mahon Stop 246921

Ringmahon Gaa Pitch Stop 246351

Ringmahon Rd Stop 246851

St Michaels Gaa Stop 246731

St Michael's Drive Stop 246361

City Gate Stop 246371

City Gate Stop 242941

Cso Cork Stop 242951

Skehard Road Stop 242961

Clover Lawn Stop 242971

Old Cliff Stop 242981

Park Hill Stop 242991

Ardmahon Estate Stop 214481

Douglas Village Stop 241301

Church Street Stop 241291

West Douglas Street Stop 240801

South Douglas Road Stop 240811

Hillgrove Lawn Stop 240821

Glencurrig Stop 240831

Rosebank Stop 240841

Loreto Park Stop 240851

Cross Douglas Road Stop 240861

Sunview Terrace Stop 240871

Curragh Road Stop 242201

Turners Cross Stad Stop 243821

Pearse Road Stop 242211

Rugby Park Stop 242221

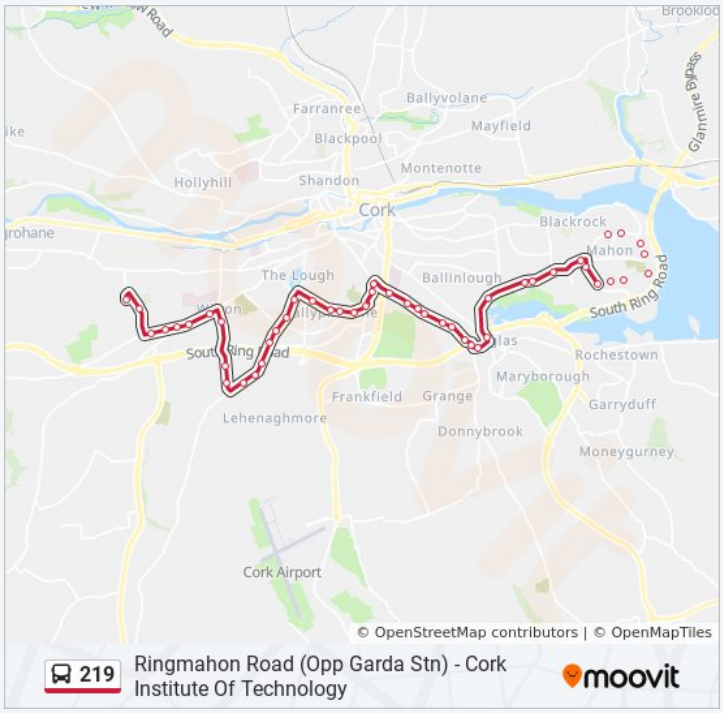
219 bus Time Schedule

Ringmahon Road (Opp Garda Stn) - Cork Institute Of Technology Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	7:00 AM - 6:05 PM
Wednesday	7:00 AM - 6:05 PM
Thursday	7:00 AM - 6:05 PM
Friday	7:00 AM - 6:05 PM
Saturday	Not Operational

219 bus Info

Direction: Ringmahon Road (Opp Garda Stn) - Cork Institute Of Technology
Stops: 48
Trip Duration: 55 min
Line Summary:



Connolly Road Junc Stop 242231

Clarkes Road Stop 242241

Pearse Square Shops Stop 243721

Togher Road Stop 243221

Edward Walsh Road Stop 243231

Deanwood Avenue Stop 243241

Tramore Road Junc Stop 243251

Togher Church Stop 243261

Sandown Crest Stop 243271

Doughcloyne Stop 243281

Eagle Valley Stop 243291

Harley Court Stop 243301

Sarsfield Road Stop 243311

Wilton Centre Cuh Stop 214551

Bishopscourt Road Stop 240601

Firgrove Stop 243741

Westgate Road Stop 243751

Deans Hall Stop 246471

Melbourne Road Stop 242011

Mtu Stop 210201

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220 bus time schedule & line map

220 Fort Camden - Grange Road Terminus

View In Website Mode

The 220 bus line (Fort Camden - Grange Road Terminus) has 2 routes. For regular weekdays, their operation hours are:
(1) Fort Camden - Grange Road Terminus: 24 hours (2) Grange Road Terminus - Fernlea Terminus: 24 hours
Use the Moovit App to find the closest 220 bus station near you and find out when is the next 220 bus arriving.

Direction: Fort Camden - Grange Road Terminus

75 stops

VIEW LINE SCHEDULE

- Fort Camden Stop 232111
- Camden Road Stop 245921
- Camden Road Stop 247921
- Point Lane Junc Stop 245901
- Camden Rd Lwr Stop 247951
- Crosshaven Stop 245111
- Buckleys Pub Stop 245121
- Crosshaven Boat Yard Stop 245131
- The Grand Stop 245141
- Royal Cork Yacht C Stop 245201
- Carrigaline Ind Est Stop 245221
- Forrest Hills Stop 248201
- Fernlea Stop 246741
- Liosrua Stop 246771
- Hillcrest Stop 246751
- Kilmoney Road Upper Stop 246761
- Lower Clevedon Stop 246781
- Carrigaline Stop 247971
- Carrigaline Stop 245341
- Carrigaline Hotel Stop 245241
- Cork Road Stop 245271
- Glenview Stop 245281

220 bus Time Schedule

Fort Camden - Grange Road Terminus Route Timetable:

Sunday	24 hours
Monday	24 hours
Tuesday	24 hours
Wednesday	24 hours
Thursday	24 hours
Friday	24 hours
Saturday	24 hours

220 bus Info

Direction: Fort Camden - Grange Road Terminus
Stops: 75
Trip Duration: 85 min
Line Summary:

Herons Wood Stop 245291

Carrig Na Curra Stop 245301

Hilltown Stop 234611

Broadale Stop 231291

Lissadell Stop 232821

Maryborough Hill Stop 246971

The Paddocks Stop 242131

Douglas Shopping Ctr Stop 241371

Douglas Road Stop 241381

Woodview Stop 241391

Scoil Bhride Stop 241411

Wesley Chapel Stop 241401

Rosebank Stop 241421

Whitethorn Stop 241431

Belair Junction Stop 241441

St Finbarr's Hosp Stop 213911

Southern Road Stop 241451

Infirmary Road Stop 240901

South Terrace Stop 240911

Georges Quay Stop 240921

Cork City Library Stop 241461

Washington Street Stop 244161

Lancaster Quay Stop 240521

Ucc Western Rd Stop 240531

Western Terrace Stop 240541

Castlewhite Apts Stop 240551

Western Gateway Ucc Stop 240561

Wilton Road Stop 240571

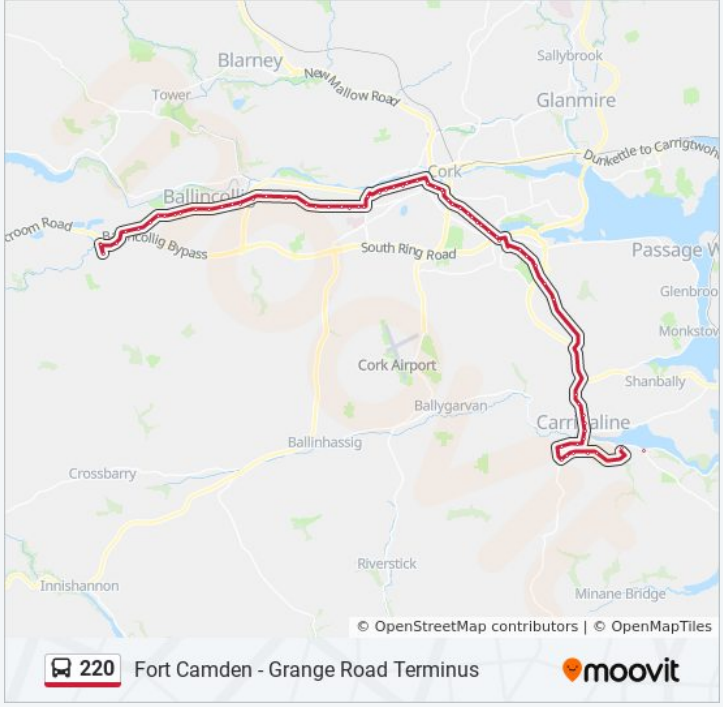
Model Farm Road Stop 213801

Bishopstown Park Stop 241781

Farranlea Park Stop 241791

Dept Of Agriculture Stop 241801

Parkway Drive Junc Stop 241811



Model Farm Park Stop 244241

Edenhall Stop 247231

Inchaggin Stop 244431

Hilton Estate Stop 231601

Model Farm Road Stop 247011

Inniscarra View Stop 232461

Rosewood Stop 244191

Fr Sexton Park Stop 244201

Ballincollig Stop 357741

Ballincollig Town C Stop 232421

Barrys Road Junc Stop 232471

City West Mews Stop 244221

Coolroe Heights Stop 244341

Old Quarry Stop 244351

Aylsbury Stop 244231

Ballincollig West (Classes Lake Westbound)

Ballincollig Stop 247981

Emc Terminus Stop 245791

Grange Manor Stop 246621

Ovens Stop 246671

Direction: Grange Road Terminus - Fernlea Terminus

78 stops

VIEW LINE SCHEDULE

Ovens Stop 246671

Grange Manor Stop 246681

Killumney Cross Stop 246691

Emc Terminus Stop 245791

Ballincollig Stop 247991

Classes Lake Stop 299361

Aylsbury Stop 244271

Old Quarry Stop 245811

Coolroe Heights Stop 245801

City West Mews Stop 244281

Barrys Road Junc Stop 232481

Ballincollig (Shopping Centre)

Ballincollig Town C Stop 244291

Fr Sexton Park Stop 244301

Rosewood Stop 244311

Model Farm Road Stop 244321

Hilton Estate Stop 244451

Inchaggin Stop 244331

Carrigrohane Road Stop 246441

Lyndwood Estate Stop 241861

Ida Model Farm Stop 233531

Dept Of Agriculture Stop 241901

Farranlea Park Stop 241881

Bishopstown Park Stop 241921

Dennehys Cross Junc Stop 241911

Dennehy's Cross Stop 240081

Victoria Cross Stop 240091

Western Road Stop 240101

220 bus Time Schedule

Grange Road Terminus - Fernlea Terminus Route Timetable:

Sunday	24 hours
Monday	24 hours
Tuesday	24 hours
Wednesday	24 hours
Thursday	24 hours
Friday	24 hours
Saturday	24 hours

220 bus Info

Direction: Grange Road Terminus - Fernlea Terminus
Stops: 78
Trip Duration: 85 min
Line Summary:



Castlewhite Apts Stop 240111

Ucc Gaol Cross Stop 255091

University College Stop 240121

Mardyke Walk Stop 240131

Presentation College Stop 240141

Mercy Hospital Stop 240681

Grand Parade Stop 241481

South Mall Stop 242051

Cork City Hall Stop 250841

Southern Road Stop 241221

Douglas Road Stop 241231

Laurel Grove Stop 241241

Cross Douglas Road Stop 235971

Woolharra Park Stop 241251

Ardfallen Stop 241261

Endsleigh Estate Stop 241271

Clermont Avenue Stop 241281

Douglas East Stop 231941

The Paddocks Stop 244971

Maryborough Hill Stop 246981

Lissadell Stop 245321

Broadale Stop 245331

Johnstown Stop 245821

Carrig Na Curra Stop 233961

Herons Wood Stop 244981

Cork Road Stop 245011

Cork Road Clinic Stop 245021

Carrigaline Church Stop 245031

Carrigaline Stop 231471

Kilmoney Rd Lower Stop 232661

Abbey View Stop 245041

Lower Clevedon Stop 245051

Kilmoney Road Upper Stop 245061

Clevedon Gardens Stop 245071

Liosbourne Stop 232811

Ferney Road Stop 245871

Forrest Hills Stop 246711

Carrigaline Ind Est Stop 234671

Royal Cork Yacht C Stop 245081

The Grand Stop 245091

Buckleys Pub Stop 245101

Crosshaven Stop 231841

Brightwater Stop 245881

Myrtleville Cross Stop 233561

Fountainstown Stop 232131

Fountainstown Stop 245161

Forge Cross Stop 245171

Crosshaven Rfc Stop 245181

Brightwater Stop 245891

Crosshaven Stop 245111

220 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the Moovit App to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Ireland.

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223 Haulbowline stop 245501 - South Mall stop 242051

View In Website Mode

The 223 bus line (Haulbowline stop 245501 - South Mall stop 242051) has 2 routes. For regular weekdays, their operation hours are:
(1) Haulbowline (Opp Mmci) - South Mall (Opp Cork Passport Office): 6:42 AM - 10:22 PM (2) South Mall (Opp Cork Passport Office) - Haulbowline (Nmci): 6:50 AM - 11:20 PM
Use the Moovit App to find the closest 223 bus station near you and find out when is the next 223 bus arriving.

Direction: Haulbowline (Opp Mmci) - South Mall (Opp Cork Passport Office)

43 stops

VIEW LINE SCHEDULE

- Haulbowline Stop 245501
- Ringaskiddy Stop 245511
- Deep Water Berth Stop 245521
- Barnahely Stop 245531
- Novartis Stop 245541
- Coolmore Stop 245561
- Shanbally Grotto Stop 245571
- Shanbally Church Stop 245581
- Rafeen Stop 245591
- Monkstown Stop 245601
- Mentone Villas Stop 245611
- Glenbrook Stop 245621
- Glenbrook Wharf Stop 245631
- Lucia Place Stop 245641
- Strand Street Stop 245651
- St Peter's School Stop 232991
- Passage West Stop 245661
- Toureen Terrace Stop 245671
- Scoil Cholmcille Stop 245681
- Rockenham Stop 245691

223 bus Time Schedule

Haulbowline (Opp Mmci) - South Mall (Opp Cork Passport Office) Route Timetable:

Sunday	8:22 AM - 10:23 PM
Monday	8:22 AM - 10:23 PM
Tuesday	6:42 AM - 10:22 PM
Wednesday	6:42 AM - 10:22 PM
Thursday	6:42 AM - 10:22 PM
Friday	6:42 AM - 10:22 PM
Saturday	7:22 AM - 10:22 PM

223 bus Info

Direction: Haulbowline (Opp Mmci) - South Mall (Opp Cork Passport Office)
Stops: 43
Trip Duration: 50 min
Line Summary:

Hop Island Stop 245701

St Gerard's Place Stop 245711

Rochestown Inn Stop 245721

Norwood Court Stop 245731

Coach Hill Stop 245741

Clarkes Hill Junc Stop 245751

Rochestown Rise Stop 242081

Newenham Drive Stop 233651

Woodley Stop 245781

Douglas Shopping Ctr Stop 241371

Douglas Road Stop 241381

Woodview Stop 241391

Scoil Bhride Stop 241411

Wesley Chapel Stop 241401

Rosebank Stop 241421

Whitethorn Stop 241431

Belair Junction Stop 241441

St Finbarr's Hosp Stop 213911

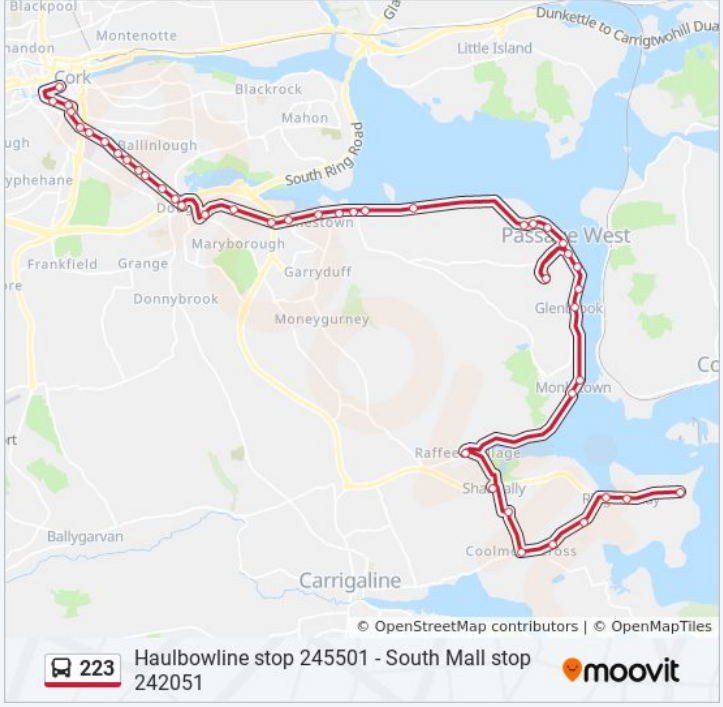
Southern Road Stop 241451

Infirmary Road Stop 240901

South Terrace Stop 240911

Georges Quay Stop 240921

South Mall Stop 242051



Direction: South Mall (Opp Cork Passport Office) - Haulbowline (Nmci)

44 stops

VIEW LINE SCHEDULE

South Mall Stop 242051

Cork City Hall Stop 250841

Southern Road Stop 241221

Douglas Road Stop 241231

Laurel Grove Stop 241241

Cross Douglas Road Stop 235971

Woolharra Park Stop 241251

Ardfallen Stop 241261

Endsleigh Estate Stop 241271

Clermont Avenue Stop 241281

Douglas East Stop 231941

Rochestown Road Stop 242071

Maryborough Estate Stop 213631

Maryborough Avenue Stop 213641

Newlyn Vale Stop 246051

Riverside Stop 232181

The Close Stop 245351

Coach Hill Junc Stop 231671

Norwood Court Stop 245361

Rochestown Inn Stop 234891

St Gerard's Place Stop 245371

Hop Island Stop 234191

Harbour Heights Stop 245381

Rockenham Stop 234911

Scoil Cholmcille Stop 245391

Toureen Terrace Stop 245401

Passage West Stop 233821

Royal Victoria Dock Stop 245411

223 bus Time Schedule

South Mall (Opp Cork Passport Office) - Haulbowline (Nmci) Route Timetable:

Sunday	7:20 AM - 11:20 PM
Monday	7:20 AM - 11:20 PM
Tuesday	6:50 AM - 11:20 PM
Wednesday	6:50 AM - 11:20 PM
Thursday	6:50 AM - 11:20 PM
Friday	6:50 AM - 11:20 PM
Saturday	7:20 AM - 11:20 PM

223 bus Info

Direction: South Mall (Opp Cork Passport Office) - Haulbowline (Nmci)
Stops: 44
Trip Duration: 41 min
Line Summary:



St Peter's School Stop 232991

Dock Terrace Stop 245421

Glenbrook Wharf Stop 232231

Carrigmahon Hill Stop 245431

Glenbrook Stop 245441

Monkstown Stop 245451

Castle Terrace Stop 233441

Rafeen Stop 234701

Shanbally Stop 233941

Shanbally Grotto Stop 213951

Coolmore Stop 230401

Barnahely Stop 245461

Janssen Biologics Stop 230291

Ringaskiddy Stop 245481

St Joseph's Stop 214831

Nmci Stop 245491

223 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the Moovit App to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Ireland.

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11 APPENDIX C – CORK CITY DEVELOPMENT PLAN MAP

Land Use	Cycle Parking Requirement
Residential	
Standard Apartments	1 Per Unit in City Centre / Inner Urban Areas
	0.50 Per Unit in Suburbs
Student Apartments	0.5 Per Bed Space
Retail	GFA = Gross Floor Area
Convenience (Food) Store	1 Per 100m^2 GFA
Shopping Centre	1 Per 200m^2 GFA
Non Food Retail	1 Per 250m^2 GFA
Retail Warehouses	1 Per 250m^2 GFA
Employment	
Retail Offices	1 Per 250m^2 GFA
General Offices	1 Per 150m^2 GFA
Business and Technology	1 Per 200m^2 GFA
Light Industry (and related Uses)	1 Per 250m^2 GFA
Warehousing and Distribution	1 Per 500m^2 GFA
Hotel / Restaurant / Public House	
Hotels	1 Per 10 Bedrooms
Public Houses and Hotel Bars	1 Per 200m^2 GFA
Restaurants, Cafes	1 Per 200m^2 GFA

Figure 11.1 – Bicycle Parking Requirements. Cork City Development Plan 2022-2028

12 APPENDIX D – CORK CONTOUR MAP

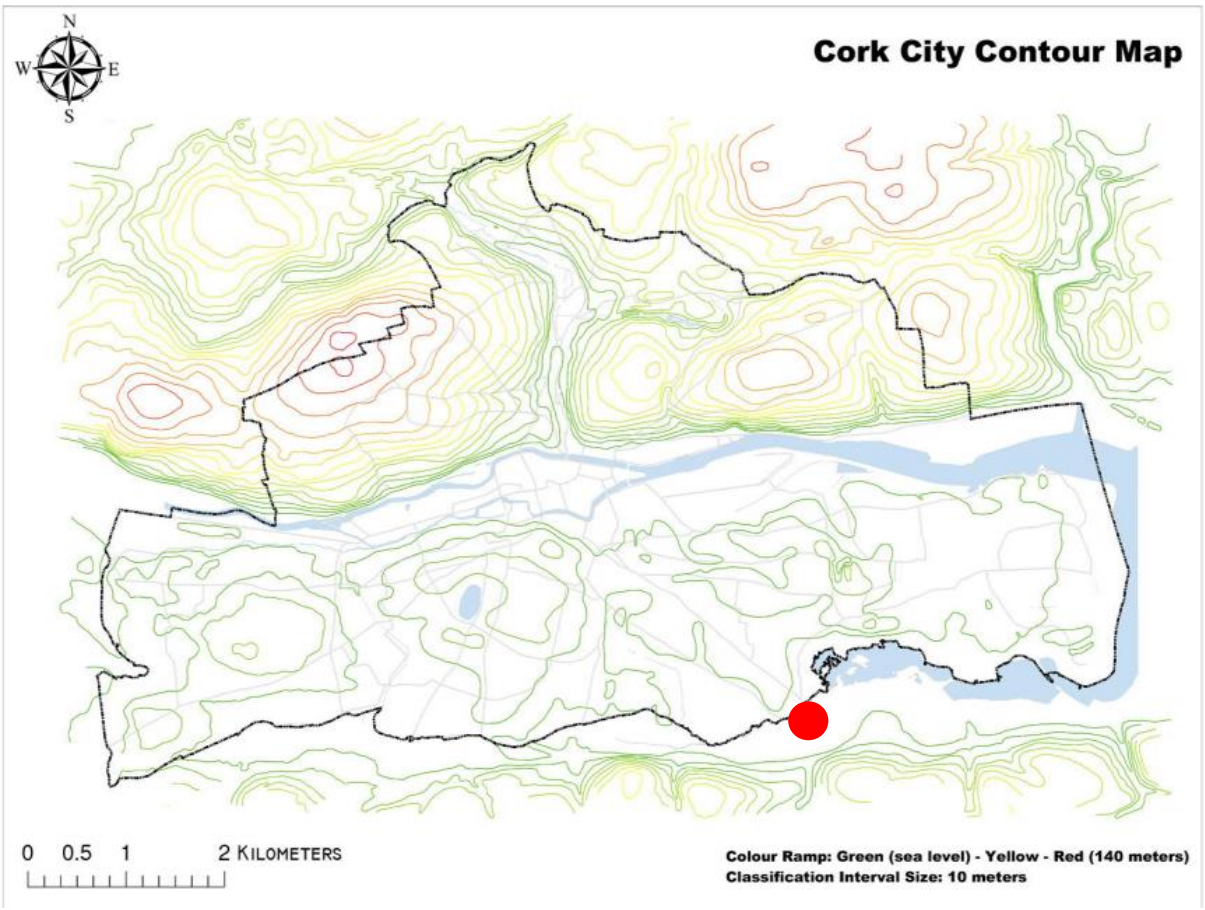

Figure 12.1 – Cork Contour Map. Cork Cycle Network Plan (AECOM).

CONSULTING ENGINEERS

OFFICES:

CORK
Unit 1B, The Atrium,
Blackpool Retail Park,
Blackpool,
Cork.

KERRY
HQ Tralee,
Dominick Street,
Tralee,
Kerry
Tel: +353 (0) 214840214
E: info@mhl.ie

MHL & Associates Consulting Engineers
Registration Number
311279

Visit us at:
www.mhl.ie