

Proposed 182 Unit Large Scale Residential Development
Caheranardish, Mungret
Co.Limerick



Mobility Management Plan

March 2026



MHL & Associates Ltd.

Consulting Engineers





DOCUMENT CONTROL SHEET

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1.0 INTRODUCTION

- 1.1 M.H.L. & Associates Ltd. Consulting Engineers have been engaged by OSL Butler on behalf of Homeland Projects Ltd to prepare a Mobility Management Plan (MMP) in support of a planning application for a proposed Development located at Caheranardish, Mungret, Co. Limerick. The MMP has been prepared with the objective of developing a sustainable transportation policy for residents within the proposed Development.

The development will consist of a Largescale Residential Development (LRD), comprising of 182no. residential dwellings as follows: 141no. houses consisting of 104no. detached/semi-detached dwellings (24no. 4-beds, 78no. 3-beds and 2no. 2-beds), 37no. townhouses (18no. 3-beds and 19no. 2-beds) and 41no. apartment units across 1no. triplex unit (2no. 2-beds and 1no. 1-bed) and a five-storey apartment building (13no. 2-beds and 25no. 1- beds) with a crèche with capacity to accommodate 70no. children at ground floor level.

The proposed development will include the provision for car parking, including EV charging points and bicycle parking. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new vehicular and pedestrian access onto the Mungret Park Road; public lighting; substations; all associated site development works; and all drainage and foul sewer infrastructure and network works including a pumping station and connections to the existing networks and nature-based suds measures.

The site will be served by a single vehicular access point to the existing roundabout within the 50kph speed control of Mungret.

This subject site is located within the Mungret Park, Mungret Strategic Housing Project with Direct access to the Mungret LIHAF Road.

Mungret Community College (Secondary School), Gaelscoil An Raithin (Primary School) & Limerick City Easy Educate Together (Primary School) are located within a 10 minute walk of the site.



Figure 1.1: Proposed Site Location

1.2 A mobility management plan should be considered a “Live Document” which forms the basis of the modal shift and travel planning for the site. The MMP incorporates a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim of a MMP is to reduce the demand and use of the car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is on commuting residents as well as employees with the following objectives:

- To inform the user of alternative modes of travel available to them for their journeys.
- To promote healthier, stress-free and cheaper options of commuting for residents.
- Enhance the environment of the development, improve accessibility and outline the potential advantages to residents of using sustainable transport solutions.
- To reduce trip generation to and from the site thereby reducing parking demand and traffic flow.

Sources including the Dublin Transportation Office’s Advice Note on Mobility Management Plans, and the National Transport Authority document titled “Achieving Effective Workplace Travel Plans: Guidance for Local Authorities”, were used as guidance to complete this MMP.

2.0 MOBILITY MANAGEMENT PLAN

- 2.1 There are many benefits associated with the use of alternative modes of travel including improved accessibility, reduced commuter costs, more reliable journey times and less congestion on the network for those who have no choice but to use the car (school runs prior to work etc.). In addition, there are also health benefits for those walking and cycling as well as an overall decrease in stress levels associated with driving and waiting in traffic.
- 2.2 Peak hour congestion on our roads network is now an accepted norm with up to 90% of car journeys having a single occupier and 80% of all car journeys to and from work are by private car. Car-sharing, public transport use or walking even once a week could dramatically change this figure.
- 2.3 To facilitate the necessary change in our approach to commuting, the travelling public will be required to make changes. Alternative modes of travel need to be actively promoted and participation in car-pooling, cycling, and walking groups supported by a Mobility Management Plan Steering Committee. The public must be presented with an alternative to using the motor car and encouraged to do so. The provision of housing within walking distance to school provision is a key factor in achieving this change.
- 2.4 National strategy for sustainable transport is set out in the 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 (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e working.

3.0 EXISTING SUSTAINABLE TRANSPORT INFRASTRUCTURE

- 3.1 Both Limerick Train and Bus Station are located in the city centre. The local 304A Bus Service runs directly for the Development site to the Bus/Train Station via Raheen and onto UL. The proposed development is within a 26 minute Bus journey to The Bus/Train Station, 15 minutes to University Hospital Limerick and 54 minutes to University of Limerick. This allows for sustainable transport modes to be availed of by future residents.

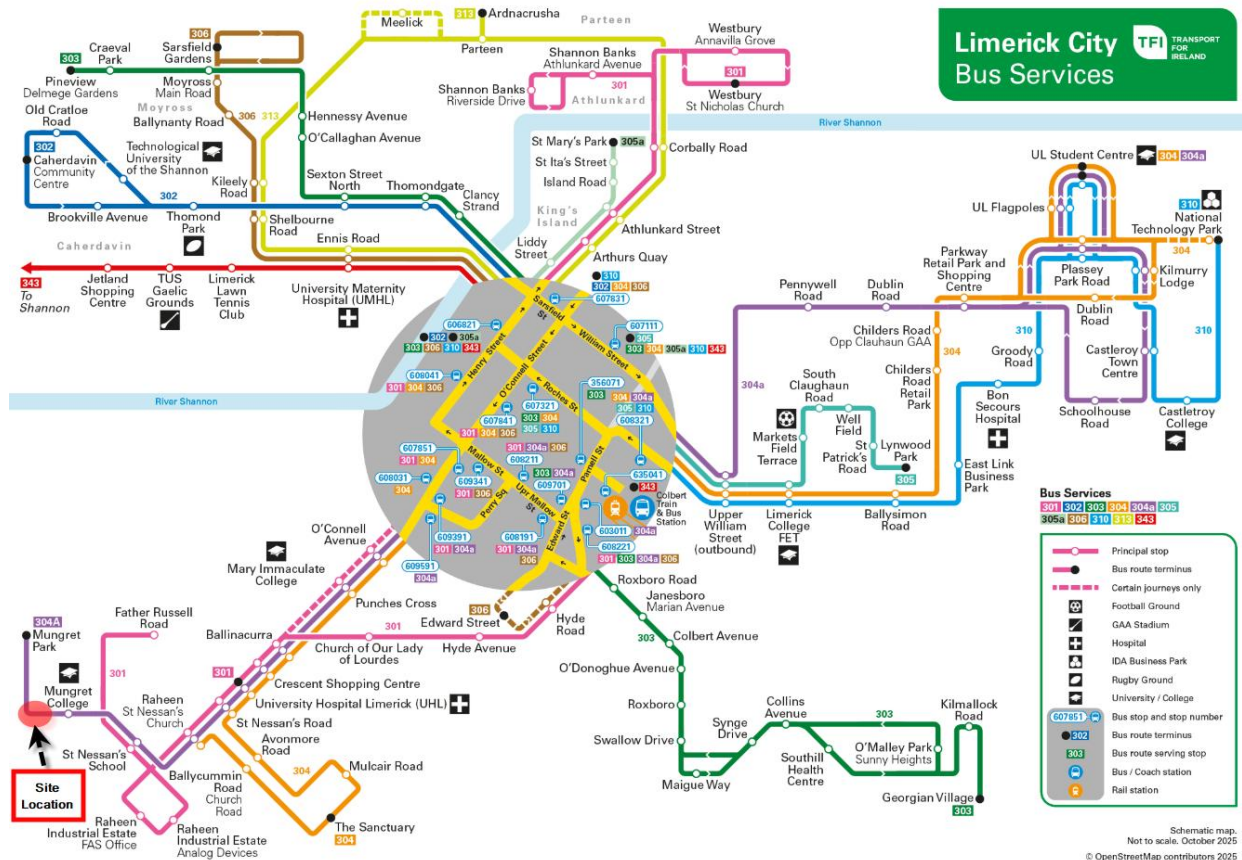


Figure 3.1: Local Bus Service (304A) within 2 minute walks of the Development Site

- 3.2 The public transportation infrastructure is linked to the development site via the existing footpath/Cyclelane network along Mungret Link Road and the proposed infrastructure proposed within the red line boundary of the subject site. The proposed development included for the continuation of the existing infrastructure along Mungret link road through the middle of the site.

4.0 ACCESSIBILITY & INTEGRATION

- 4.1 A desktop assessment of permeability for cyclists and pedestrians from the site was carried out. Presented in the following isochrone maps (Figure 4.1 & 4.2 below) are the range of distances, for both pedestrians and cyclists, based on travel time.

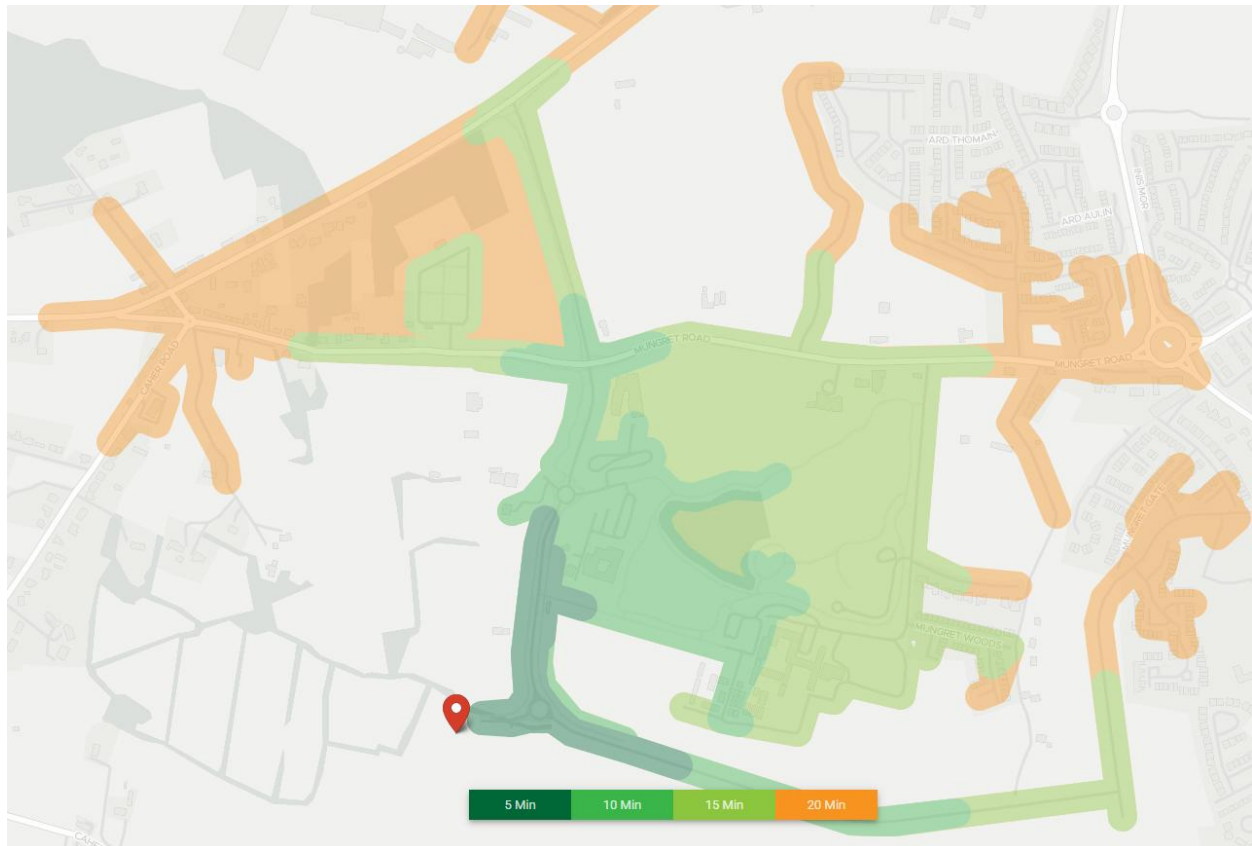


Figure 4.1: Proposed Development: Walking distance to local area

- 4.2 Within **5 mins** walk time from the site:
- New Creche within the development
 - Mungret Community College
 - Limerick City East Educate Together
 - Existing Limerick Bus Service 304A Bus Stops
- Within **10 mins** walk time from the site:
- Gaelscoil An Raithin
 - Mungret Park
- Within **15 mins** walk time from the site:
- Mungret Palyground
 - Mungret St Pauls GAA Club
- Within **20 mins** walk time from the site:
- Mungret Village and Shops
 - Mungret Medical Centre

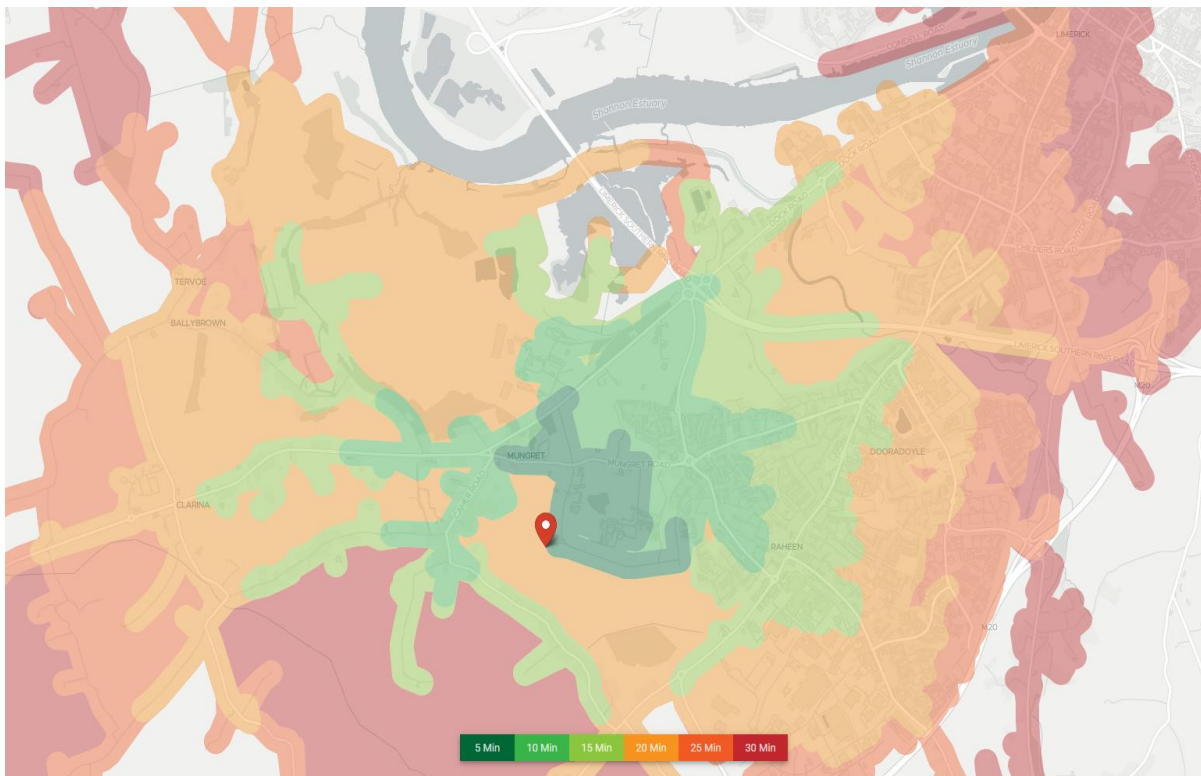


Figure 4.2: Proposed Development: Cycle distance to local area

- 4.3 The cycle range is presented in similar terms and relates to the average distance travelled in a specific time (15-18 km/hr). Limerick City centre is shown to be within 25 cycle of the development site.

Note: The travel speed used is on the low side, an experienced cyclist would have a 26-30kph average speed but the selected speed is more suitable for the topography of the area.

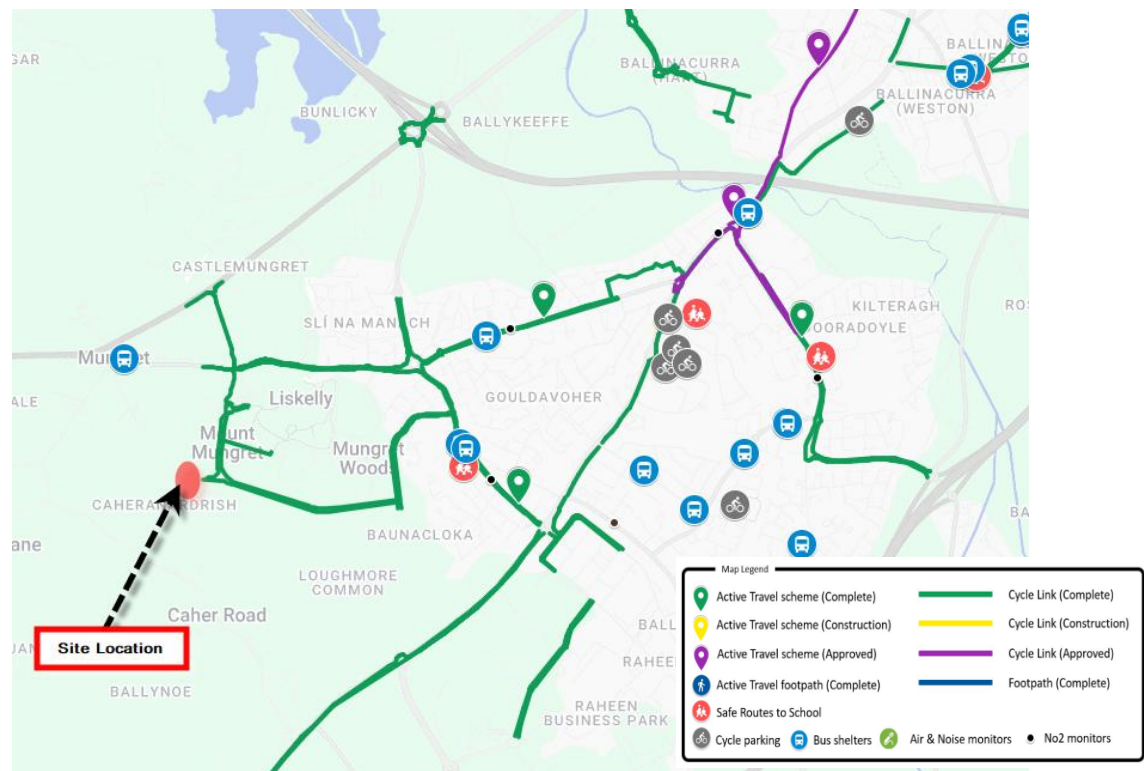


Figure 4.3: Existing Cycle lanes within Limerick City Environs

5.0 FUTURE NETWORK PROPOSALS

The vision of the Limerick Development Plan 2022-2028 is as follows:

“During the lifetime of the Plan, the Council will strengthen the links between land use and transportation planning and will seek to promote sustainable transport, through the management of the road network in Limerick, by providing attractive, inclusive and connected walking and cycling networks, improving permeability within settlements, supporting car-share facilities and the use of electric vehicles and securing investment in public transport. It is anticipated that all these combined measures will improve the quality of life for residents and visitors, create more attractive environments and help transition Limerick to a low carbon and climate resilient society.”

Throughout the development plan, there are several policies and objectives that make note of the facilitation of and provision of sustainable transport infrastructure including within the outskirts of Limerick City.

LDP 1-TR P3: It is a policy of the Council to support and facilitate the integration of land use and transportation policies ensuring the delivery of sustainable compact settlements served by sustainable modes of transport.

LDP 1-TR P4: It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport’s Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

LDP 1-TR P5: It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

LDP 1-TR P7: It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10-minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

LDP 1-TR P8: It is a policy of the Council to prepare a Local Transport Plan (LTP), Mobility and Public Realm Plan for the Key Town of Newcastle West, in consultation with the National Transport Authority, Transport Infrastructure Ireland and other relevant stakeholders, as part of the Local Area Plan process and for other settlements as deemed necessary.

LDP 1-TR P9: It is a policy of the Council to support the objectives contained in Our Rural Future: Government’s Blueprint to Transport Rural Ireland, including investment in public transport and high-quality walking and cycling infrastructure specifically targeted at towns and villages.

LDP 1-TR 025: It is an objective of the Council to support and facilitate the on-going review and enhancements to the inter-city, regional and commuter services in conjunction with the National Transport Authority

LDP 1-TR 026: It is an objective of the Council to support the development of bus shelters and bus stops to incorporate universal access and bicycle parking facilities, where possible.

LDP 1-TR 038: It is an objective of the Council to provide for and carry out sustainable improvements to sections of regional roads and local roads, that are deficient in respect of alignment, structural condition, or capacity, where resources permit and to maintain that standard thereafter

LDP 1-TR 046: It is an objective of the Council to facilitate the completion and implementation of the Limerick City Centre Traffic Management Plan, for the rebalancing of the City's street network towards sustainable modes of transport and management of all transportation modes, in compliance with the principles of LSMATS. This will include a review of the traffic system and the quantum, location and layout of on street parking, with the aim of providing for safe and convenient movement by walking and cycling.

LDP 1-TR 047: It is an objective of the Council to identify specific lorry routes and/or time restrictions, to reduce peak-time HGV movements through Limerick City and neighbourhoods.

LDP 1-TR 051: It is an objective of the Council to regulate, control and improve signage throughout Limerick and avoid a proliferation of roadside signage, in accordance with the Spatial Planning and National Roads – Guidelines for Planning Authorities (DoECLG, 2012) and the National Roads Authority's policy statement on the Provision of Tourist and Leisure Signage on National Roads (March 2011) and any updated versions of these documents.

LDP 1-TR 052: It is an objective of the Council to facilitate the provision of directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes, at appropriate locations throughout Limerick, in accordance with planning and traffic regulations.

LDP 1-TR 053: It is an objective of the Council to identify appropriate mitigation measures to reduce noise levels from traffic where they are potentially harmful, in accordance with Limerick's Noise Action Plan.

LDP 1-TR 054: It is an objective of the Council to require noise sensitive developments in close proximity to heavily trafficked roads to be designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided in accordance with Professional Practice Guidance on Planning and Noise (2017) and based on the guidance and recommendations of the World Health Organisation.

The National Transport Authority (NTA) have developed a comprehensive cycle plan for all the whole country including Limerick City. Within the Limerick City plan, a detailed plan has been developed for the city and the outskirts of the existing cycle facilities and all proposed works to meet the Development plan policies. With a population of less than over 100,000 inhabitants in Limerick City, an urban cycle network is considered essential to be developed. The urban network in Limerick City is currently comprised of an inner primary orbital in

addition to an outer primary orbital route with an amalgamation of both primary and secondary routes that encompasses the city.



Figure 5.1: Proposed Limerick Urban Cycle network (Source: NTA Cycle Connects)

City/Town	Colour	Description
Urban Primary	Red	High quality cycle route that can accommodate a high volume of cyclists typical in most urban areas. These will look to feature on major desire lines in town centres and form distinctive radial and orbital cycle routes in the major towns and cities. These primary routes should also form a cohesive and connected network within the urban area that will be simple for cyclists to navigate.
Urban Secondary	Blue	Second tier cycle route in major urban areas to link with urban primary network to add greater route density and options on the network. These will typically be passing through residential areas, school and employment areas
Interurban	Purple	On-road cycle route to link all key settlements and destinations outside urban areas. These may have potential to provide off-road/segregated routes parallel to the existing road in later years.
Greenway	Green	Off-road cycle route with no adjacent traffic for the majority of its route. These are typically located on old rail trails and blueways (routes along rivers, lakes and canals) with cyclists sharing the route with pedestrians.

Figure 5.2: CycleConnects Route Classification (Source: NTA Cycle Connects)

To prioritise Multi-Modal travel at the centre of the design of this scheme, we have considered the pedestrian, walking and cycling network in tandem with the implementation of Limerick Bus Connects.

As an integral part of the design of the scheme and to provide viable modes of transport for the residents, the design team have proposed to extend and incorporate the existing cycle and footpath infrastructure along the Mungret Link road into the site layout. Figure 5.3 below shows the corridor going east to west through the subject site.

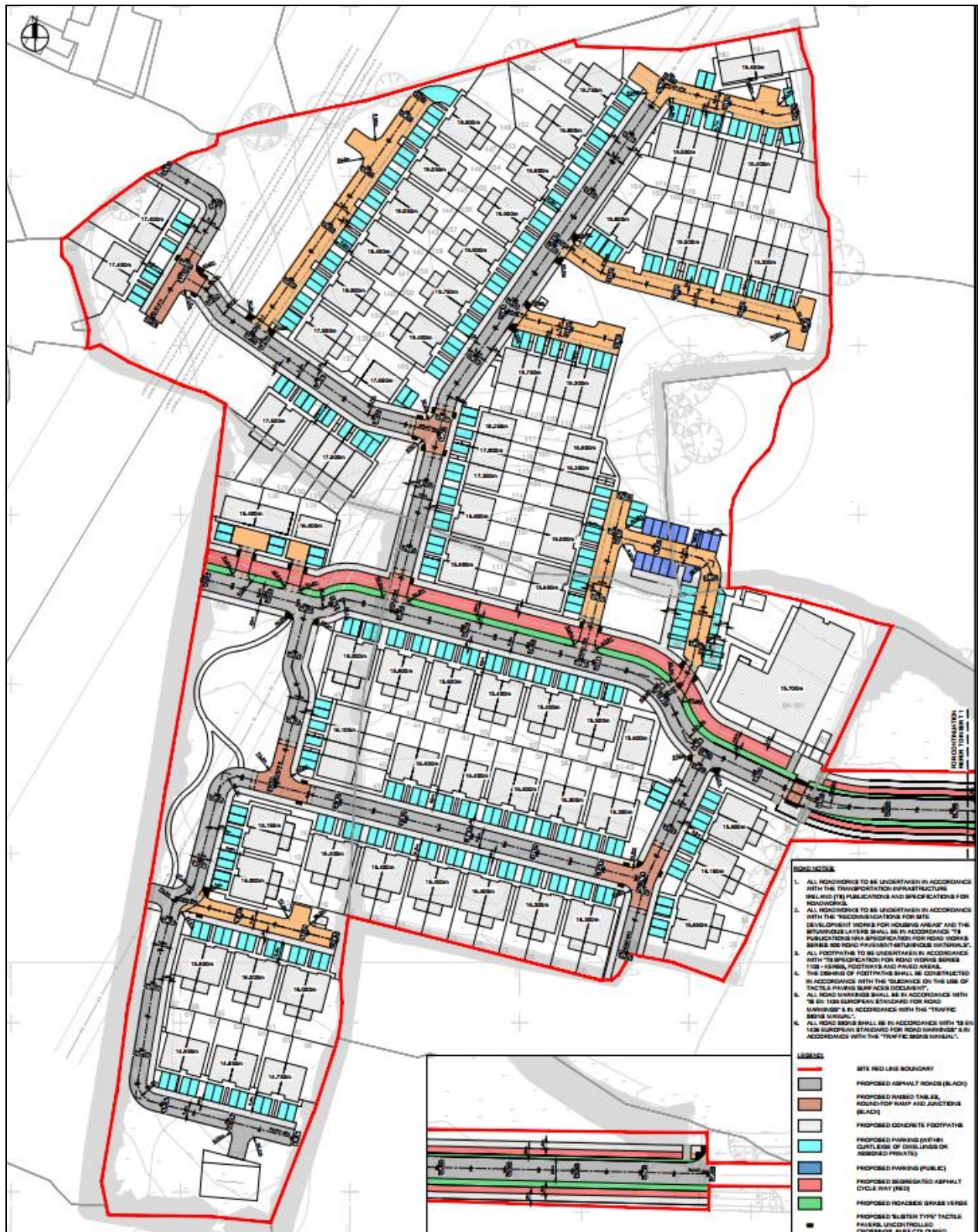


Figure 5.3 Site Layout

5.2 Bus Connects Limerick

BusConnects is a programme of public transport investment in Ireland's major urban centres. It is developed and managed by the National Transport Authority (NTA), and funded by Project Ireland 2040. BusConnects includes many elements:

- Redesigning the bus network
- Building new bus corridors and cycle lanes
- Implementing a state of the art ticketing system
- Implementing a cashless payment system
- Simpler fare structure
- New bus livery
- New bus stops and shelters
- New Park & Ride sites in key locations
- Transitioning to a new zero emissions bus fleet

The final Document for the Limerick Plan(that includes the direct local Bus route to Mungret park and this site) was released in December 2023. Some of these elements are already underway in Limerick. Many older buses with Bus Éireann livery have been replaced by newer yellow and green TFI buses.

The Bus Route 304A, that connects the development site directly to the City Centre is one of the central route due to be upgraded as part of these future works. An integral part of this plan is to increase the frequency of the new 4B service from the existing 30 mins to 20 minutes. This will make this alternative to the Public Car much more attractive for all existing and future residents within the catchment and along the route..

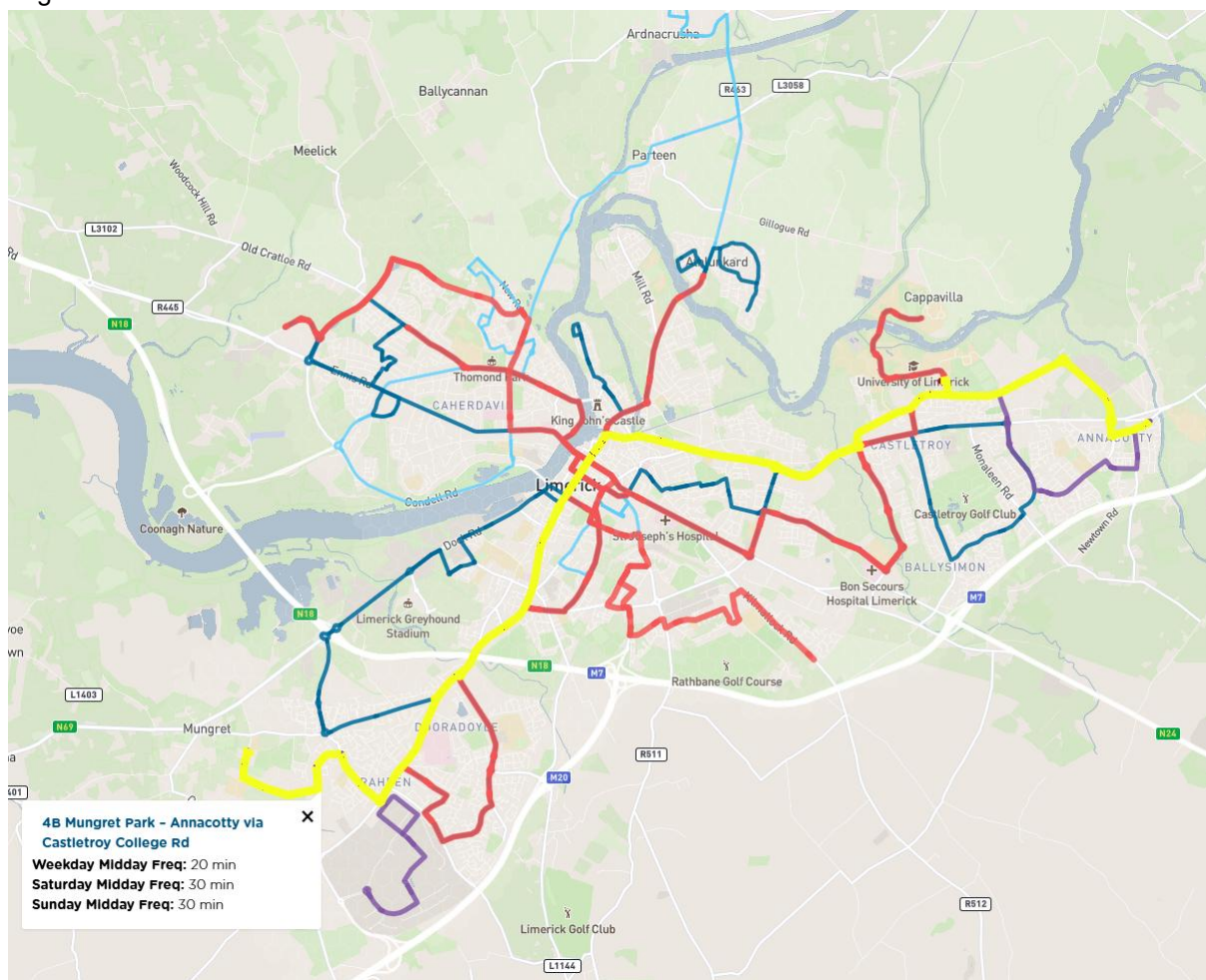


Figure 5.4 Proposed Bus Frequency and route for 4B as set out in BusConnects

6.0 PARKING PROVISION

- 6.1 The proposed development the Construction of 182no. residential dwellings including 141no. houses consisting of 104no. detached/semi-detached dwellings (24no. 4-beds, 78no. 3-beds and 2no. 2-beds), 37no. townhouses (18no. 3-beds and 19no. 2-beds) and 41no. apartment units across 1no. triplex unit (2no. 2-beds and 1no. 1-bed) and a five-storey apartment building (13no. 2-beds and 25no. 1- beds) with a crèche with capacity to accommodate 70no. children at ground floor level.

The vehicle parking is broken down as shown below:

Total No. CAR PARKING SPACES	No. 287 (plus 2 no. drop off spaces)
The parking spaces have been assigned as follow:	
HOUSING:	
- 2-bed = no. 1.0 space x 21 = 21	
- 3-bed end townhouse, semi-detached and detached units= no. 2.0 space x 96 = 192	
- 4-bed = no. 2.0 space x 24 = 48	
APARTMENTS:	
- 1 and 2-bed = no. 0.45 spaces x 41 = 19 (of which over 20% (4 no.) are E.V. and over 5% (2 no.) are accessible)	
CRECHE SPACES:	
7no provided (of which 1 no. is accessible and 1 is E.V.) and 2 no. drop off spaces (over 20% of communal spaces are designated as E.V. spaces)	

Figure 6.1: Schedule of Parking Spaces (Ref25028/P/008 Rev P1 from DEADY GAHAN Architect)

Total No. BIKE SPACES	No. 159
INDIVIDUAL BIKE STORE X 19no (3no spaces each)	No. 57 secure bike spaces
APARTMENT BLOCK BIKE STORE (within building) (52no spaces)	No. 52 secure bike spaces
CRECHE BIKE STORE (to side of creche) (08no spaces)	No. 08 secure bike spaces
VISITOR BIKE STORE (covered and uncovered sheffield stands to serve apartment block and rest of development) (4X 10/12no spaces)	No. 42 visitor bike spaces
STANDARD HOUSING (mid townhouse units):	
- 2-bed = no. 1 bike spaces required per bedroom x 19 = 38	
57no spaces provided	
<i>(NOTE - the end townhouse, type H1 apartments, semi-detached and detached units don't need bike spaces because they have direct access to their private amenity space for bike storage, type H2 and H3 apartments have a communal bin and bike store located nearby each apartment.)</i>	

Figure 6.2: Schedule of Bike Spaces (Ref25028/P/008 Rev P1 from DEADY GAHAN Architect)

As detailed above parking spaces for residents are provided at a rate of 2 no. on curtilage spaces per 3 bed and 4 bed dwelling, 1 no. space per 2 bed dwelling and 0.45 no. space per apartment unit.

Under Table 3.8 of the **Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024**, this site is defined as an "Intermediate Location" due to its proximity to the proposed Bus Connects upgrade to the Urban Bus Service (15 minute Frequency)

For Intermediate locations, the guidelines define that a **maximum** rate of car parking provision for such residential development shall be 2 no. spaces per dwelling.

This maximum car parking standards **include** for the provision of visitor parking on site. As per Figure 6.1, it can be seen that it is proposed to provide 287 spaces in total on site including 7 parking spaces for the creche plus 2 no drop off spaces. This equates to a rate of 1.53 per dwelling. This is less than the maximum figure and can be justified by the points highlighted below.

- As mentioned in the introduction above, this site is located within a 10-minute walk of the local schools.
- Proximity to the closest Bus Stop (Route 304A) to the site is a 5 minute walk and this offers a regular direct route into Limerick City for both employment and Schooling.
- The parking scheme for the estate is based on a mixture of on and off-curtilage parking and it is envisaged that a larger quantity of visitor parking will be available at any given time.
- The availability of car parking has a critical impact on travel choices for all journeys, including local trips and it has been proven that in areas where car-parking levels are reduced, people are more likely to walk, cycle, or choose public transport for daily travel.
- It is proposed to provide 159 number designated bicycle parking spaces within the development. This is additional to the Housing units dwellings that will have store their bike in rear gardens.

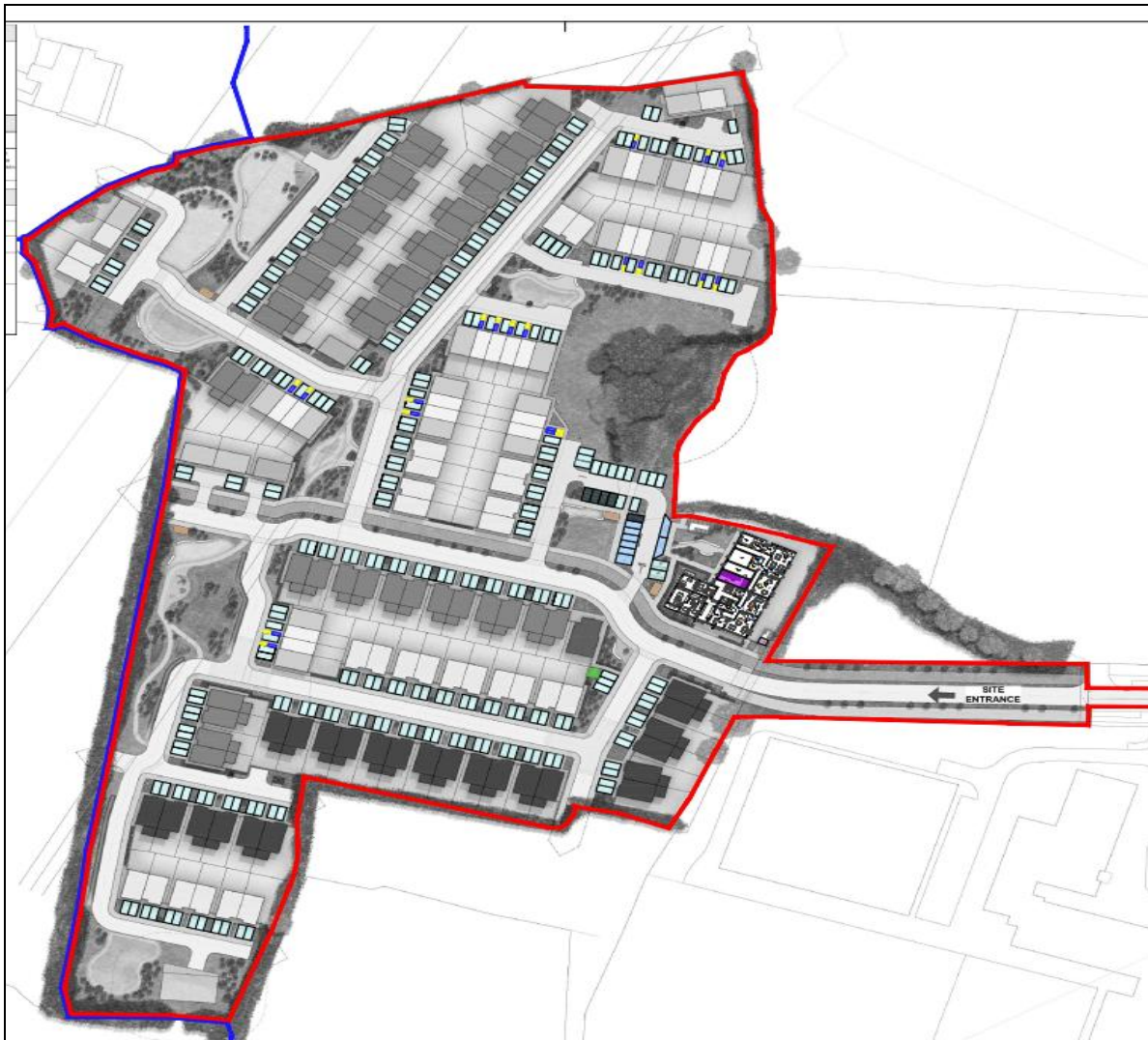


Figure 6.3: Parking Bin & Bike Plan (Ref25028/P/008 Rev P1 from DEADY GAHAN Architect)

7.0 ALTERNATIVES

- 7.1 The development location allows the user a modal choice for commuting to and from the site. The benefits to the development site are direct and measurable however additional benefits to the wider community should not be ignored. A reduction in car trips implies reduced traffic congestion, enhanced air quality and reduced noise to the surrounding neighbourhood.
- 7.2 The types of modal choice investigated as part of the Traffic & Transport Assessment carried out include:
- Pedestrian and cycling facilities near the site
 - Proximity to the existing public transport
 - Proximity to an existing Primary & Secondary and new Creche Facility
- 7.3 In general, car usage patterns can be grouped between city centre sites and out of town sites. City centre or suburbs would range from 25% to 35% car usage with out-of-town sites higher at 65% to 90%. This scheme would fall into the latter category however national policy related to climate change and sustainable travel are expected to impact on the current norms. This scheme is compatible with such policy.

7.4 Pedestrians & Cyclists

- 7.4.1 Upon implementation, the MMP 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 will also be supported.

*" 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, Kilkrees Metropolitan Council and the Irish Energy Centre)

7.5 Public Transport

- 7.5.1 The proposed development is within a short Direct Local Bus Journey to both Limerick Bus and Train Station. The availability of a public transport system allows users of the proposed development of an alternative mode of travel. The mobility management plan developed for the completed scheme will include for incentives such as;
- Monthly/annual commuter ticket schemes/offers
 - Timetables, routes and maps
 - Journey time indicators

8.0 CONCLUSIONS & RECOMMENDATIONS

- 8.1 In conclusion, the site location is well situated for the implementation of a Mobility Management Plan promoting alternative modes of transport especially when accessing local services such as the local schools, Place of employment within Limerick City, University Hospital Limerick, parks, and playgrounds.
- 8.2 Measures such as improved footpaths and the provision of dedicated cycle lanes will facilitate safe pedestrian/cycle access into Limerick through sustainable means of travel.
- 8.3 All sustainable modes of transport will be promoted as part of a marketing campaign for the site which will include actively encouraging public transport, walking and cycling as viable modes of transport for residents.
- This can be achieved via the circulation of useful information such as routes, exercise plans etc. Cycle Planner Apps are useful in planning routes that avoid roads with heavy traffic and avoid difficult turns at busy junctions. Walking & cycling societies could be formed to create a community culture around the activity.
- 8.4 The continued dependence on the motor car is not sustainable into the future. Planning and development of new residential schemes should go hand in hand with a transport strategy limiting the dependability on the private motor car. Current national policy supports this premise for the development of residential areas. The proposed development meets all of the criteria associated with this policy.

9.0 REFERENCES

The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans
published by Dublin Transportation Office, Kilkenny 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

Limerick County Development Plan 2023-2029.
published by Limerick County Council

Bus Eireann Route Timetables

Limerick Bus Network Redesign Volume II: Final New Network (December 2023)