O'Flynn Construction

Old Fort Road LRD

Framework Mobility Management Plan

Reference

Issue 2 | 16 June 2026

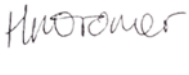
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1. Introduction

Arup has been commissioned by O'Flynn Construction Co. Unlimited Company to prepare a Framework Mobility Management Plan (MMP) for a proposed Large Scale Residential Development (LRD) in Ballincollig, Cork. This report provides an assessment of the site accessibility and the objectives of the Framework MMP, setting out the initiatives proposed to help meet these targets. It should be read in conjunction with the Traffic and Transport Assessment for the proposed development.

The development is proposed to comprise the construction of 157 no. residential apartments (consisting of a mix of 1 and 2 bed units), in a development of 3 no. blocks ranging in height from 2 to 6 storeys, 1 no. childcare facility, and all associated site development works including footpaths, cycle lanes, car and cycle parking, drainage, bin stores, lighting, boundary treatment, landscaping/amenity areas, plant rooms and an ESB Substation. The provision of a new tabletop junction and access to the site will be provided along Old Fort Road.

Vehicular, cycle and pedestrian access to the development is proposed from Old Fort Road. At total of 91 car parking spaces will be provided, including 5 no. disabled spaces and. There will be a total of 260 cycle parking spaces, provided in secure covered areas, accessible only to residents.

2. Site Assessment

The proposed development is located at the edge of Ballincollig town centre, a suburb of Cork with a population of around 18,000 people. The site is bounded to the north by open space associated with a water treatment works and GAA club, to the east by a medical centre, to the south by Old Fort Road and to the west by an established residential street. Figure 2-1 shows the location of the site and local area.

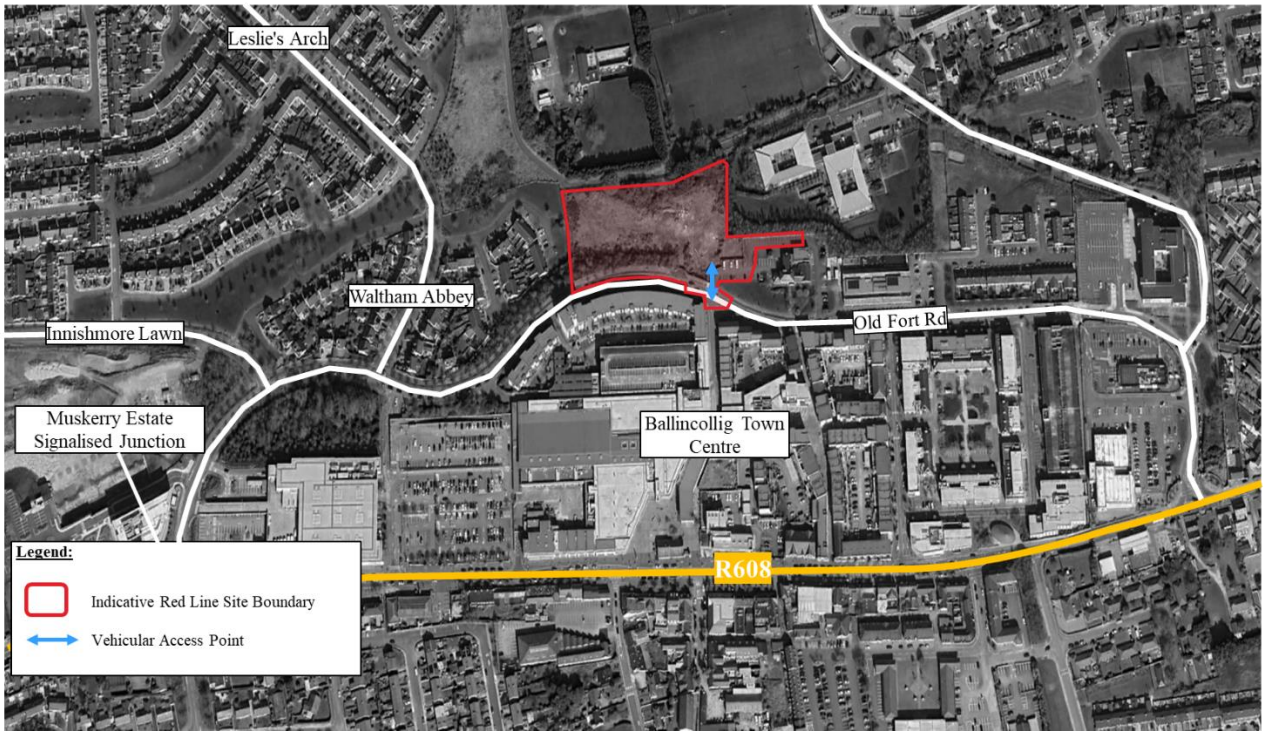


Figure 2-1: Site location and local context

2.1 Local Road Network

The roads located in proximity of the development are described below and can be seen in Figure 2-1. The local area surrounding the site at present can largely be described as local roads, proving access to the town centre and residential properties.

2.1.1 Old Fort Road

This single-carriageway, two-way route provides access to the proposed development site form the R608 and acts as a distributor road to the north of Ballincollig Town Centre.

2.1.2 Carrigrohane Road (R608)

South of Old Fort Road and Ballincollig Town Centre is the R608, Carrigrohane Road. This is a regional single-carriageway two-way route, which acts as the primary east-west route in Ballincollig. It connects Cork City with the western regions on its own or via the N22.

As part of the improvements implemented under the Ballincollig Green Route Project, a signalised junction replaced the old Muskerry Estate Roundabout on the R608, which had become the western access to Ballincollig Town Centre.

2.1.3 Innishmore Lawn

This is another distributor road which links Ballincollig Town Centre with the residential and educational centres to the north-west.

2.2 Pedestrian Accessibility

All roads in proximity of the site have footpaths facilitating pedestrian movement and accessibility to the development. Old Fort Road provides good pedestrian facilities, with a footpath along the southern side of the road, and a segregated cycle and footpath on the northern side of the road (proposed development side). Old Fort Road provides direct and safe pedestrian links to Ballincollig town centre and associated facilities.

Figure 2-2 shows the walking catchment of the development site in 5-minute bands. Ballincollig town centre is accessible within 5 minutes' walk from the site, supermarkets within 10 minutes' walk, Ballincollig Community School within 15 minutes' walk and Ballincollig Regional Park within 20 minutes' walk from the site. This demonstrates that a range of facilities and services are easily accessible from the site by short journeys on foot.

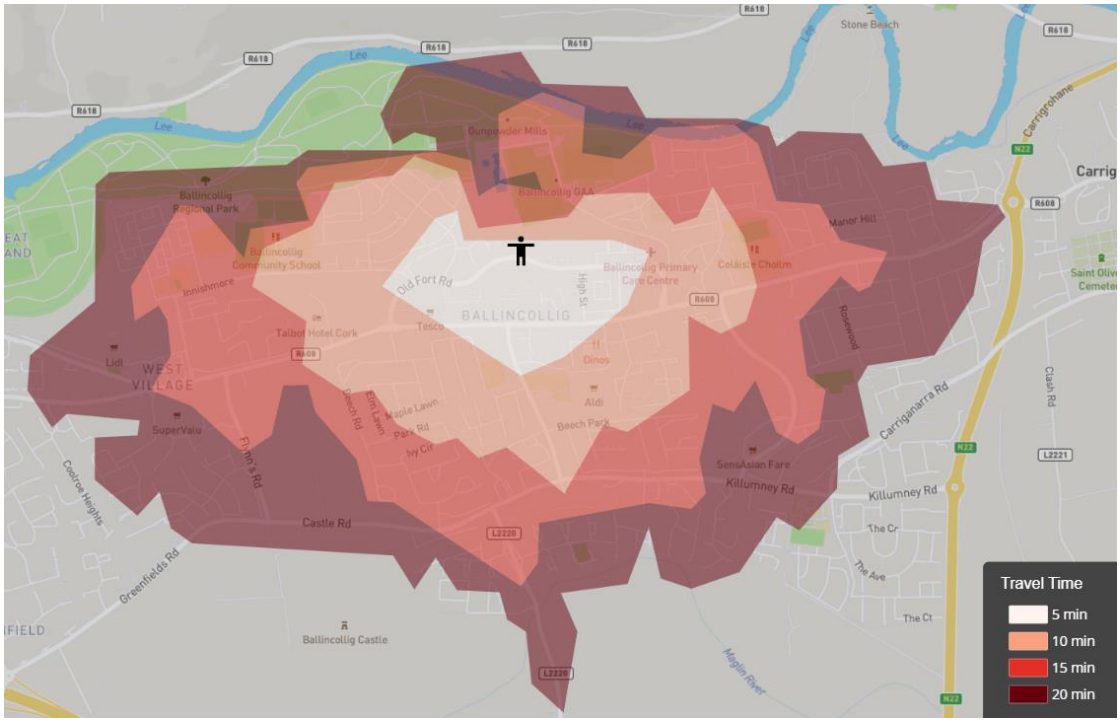


Figure 2-2: Walking catchment of the proposed development site

2.3 Cycling Accessibility

The development site benefits from provision of dedicated cycling infrastructure providing connections to the immediate neighbourhood and to the strategic network for longer cycling journeys. On Old Fort Road there is a dedicated off-road cycle lane, provided as a segregated pedestrian and cycle path. On the R608 there are also dedicated facilities, here provided as on-carriageway cycle lanes in both directions. Figure 2-3 shows the cycling catchment from the site, demonstrating that everyday facilities as services can be reached within a short cycling journeys, and other destinations such as Cork city centre and Cork Kent railway station can be reached within an hours' cycle of the development site.

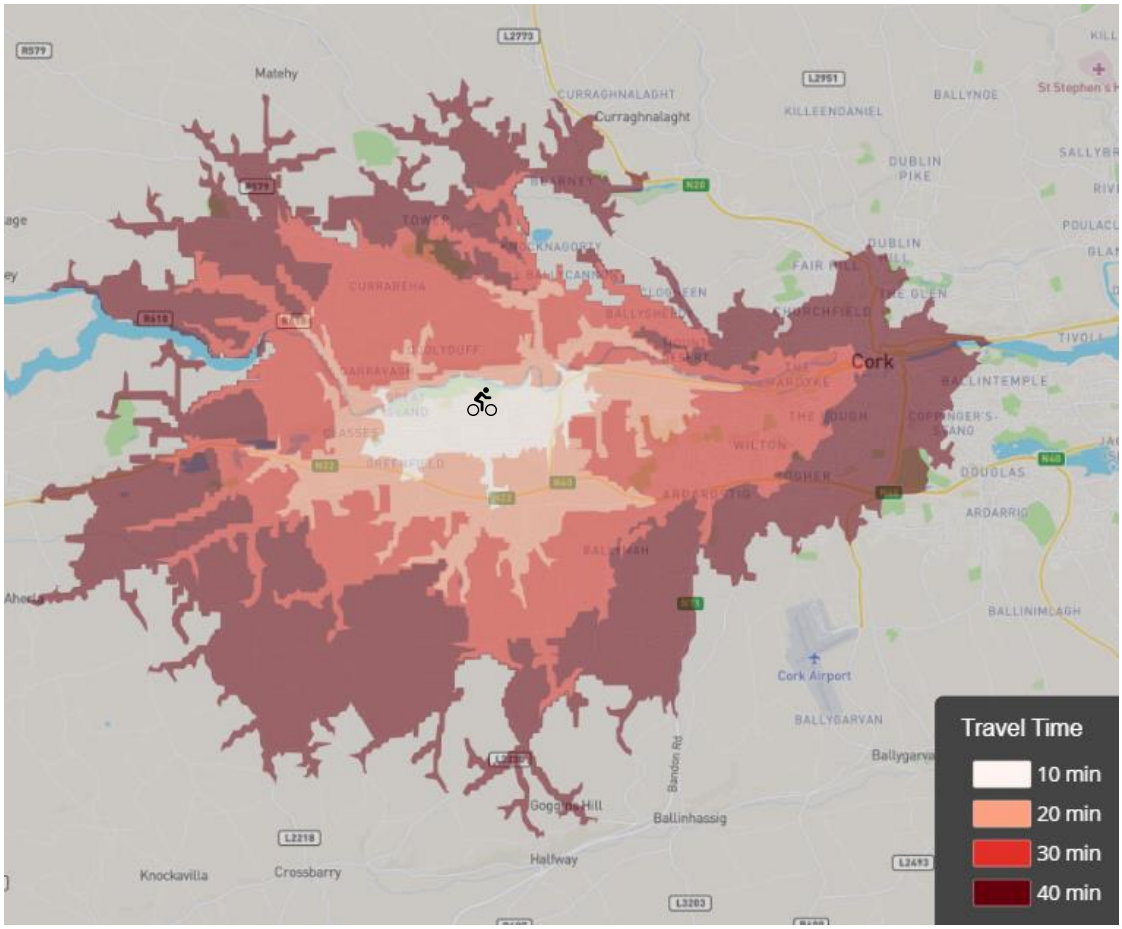


Figure 2-3: Cycling catchment of the proposed development site

Building on the existing provision of cycling infrastructure in the vicinity of the development, the Cork Metropolitan Area Cycle Network Plan, identifies a network of cycling facilities for future delivery. Figure 2-4 shows the BC-U2A secondary route along Old Fort Road and the BC-U1 primary route along the R608 as locations where existing facilities could be improved. The plan also identifies opportunities for development of greenways in the Ballincollig areas, providing opportunities for leisure cycling as well as utility trips.

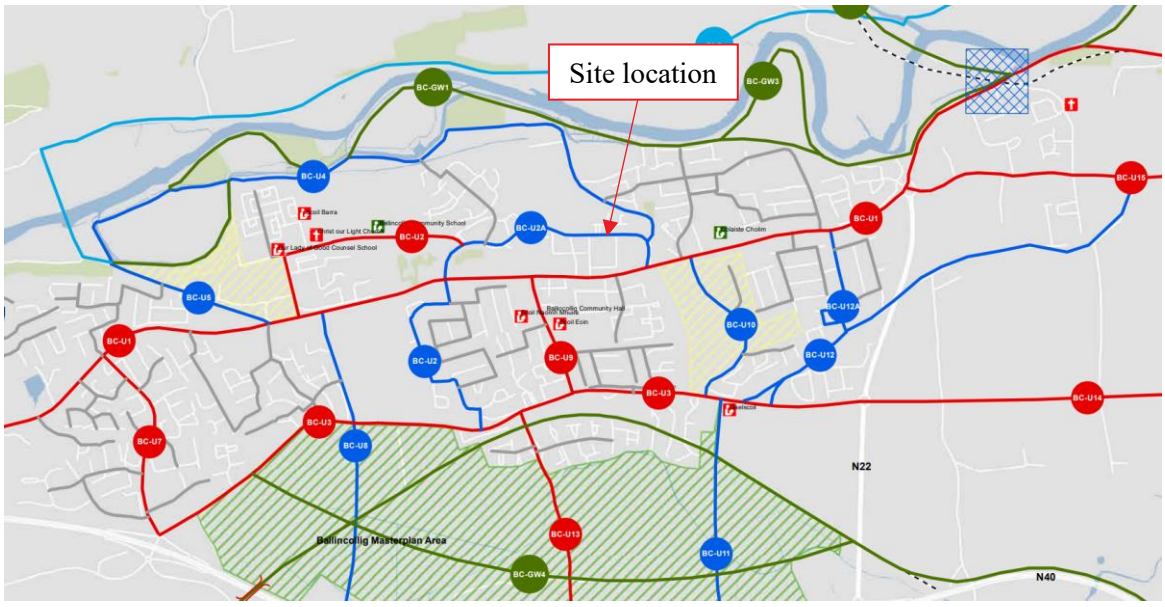


Figure 2-4: Extract from the Cork Metropolitan Area Cycle Network Plan for Ballincollig

In addition to the above, the Cork Metropolitan Area Transport Strategy (CMATS) outlines cycle proposals in the site environs. Figure 2-5 illustrates the proposed cycle network as indicated in CMATS. The CMATS proposals are assumed in this regard to supersede the Cork Metropolitan Area Cycle Network Plan as the purpose of the strategy is to amalgamate all relevant proposals into a single framework for implementation.

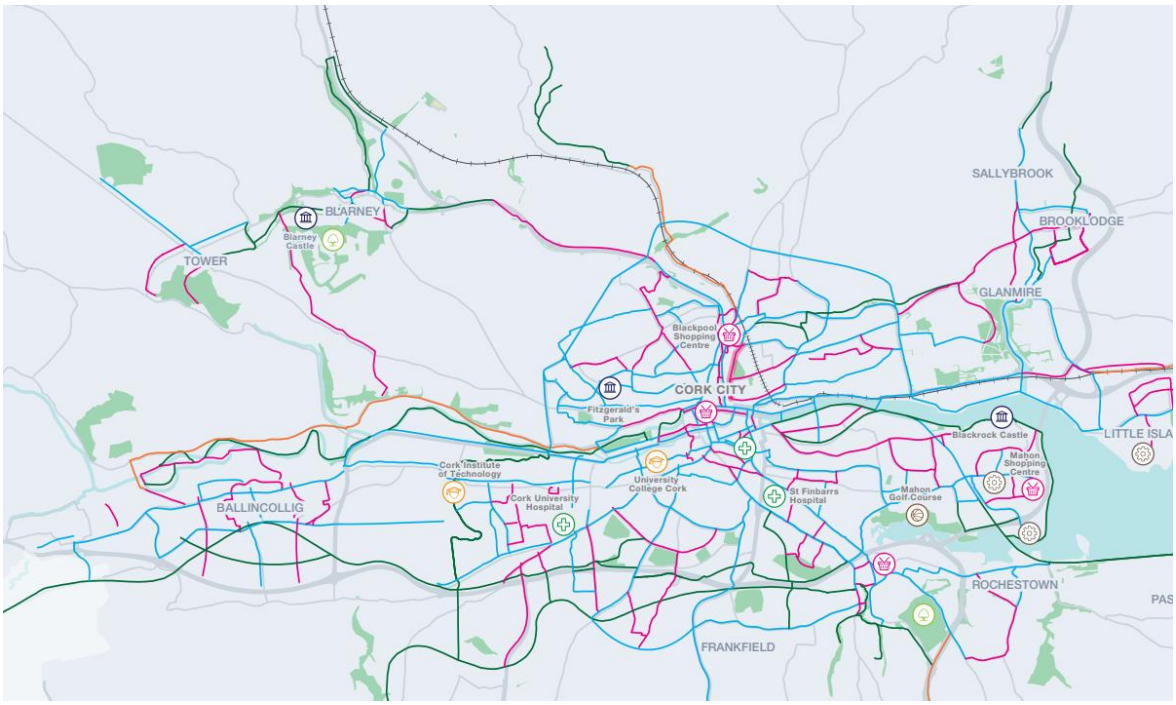


Figure 2-5: Cycle network proposals within the CMATS

2.4 Public Transport Accessibility

2.4.1 Bus

The closest bus stops to the proposed development are located on the R608. Both eastbound and westbound stops are located within 150m of the site. The 220, 220X and 223 bus routes serve these bus stops.

The 220 Bus Route (Fort Camden – Grange Road Terminus) runs from Crosshaven to Ovens through Cork City Centre. This is a Bus Éireann service which runs 24 hours a day, 7 days a week including every 15 mins at peak times. Since this service began running 24 hours a day and at a higher frequency there has been an increase in patronage on this service over a 60%. This illustrates the effectiveness of more frequent and more prolonged public transport provision throughout the day.

The 220X Bus Route (Fountainstown – Grange Road Terminus) runs from Fountainstown to Ovens through Cork City Centre. This is a Bus Éireann service and runs every hour.

The 233 Bus Route (Cork - Macroom) runs from Cork City Centre to Macroom. This is a Bus Éireann service and runs predominately in the morning and evening peak periods with only occasional service

between these peaks.

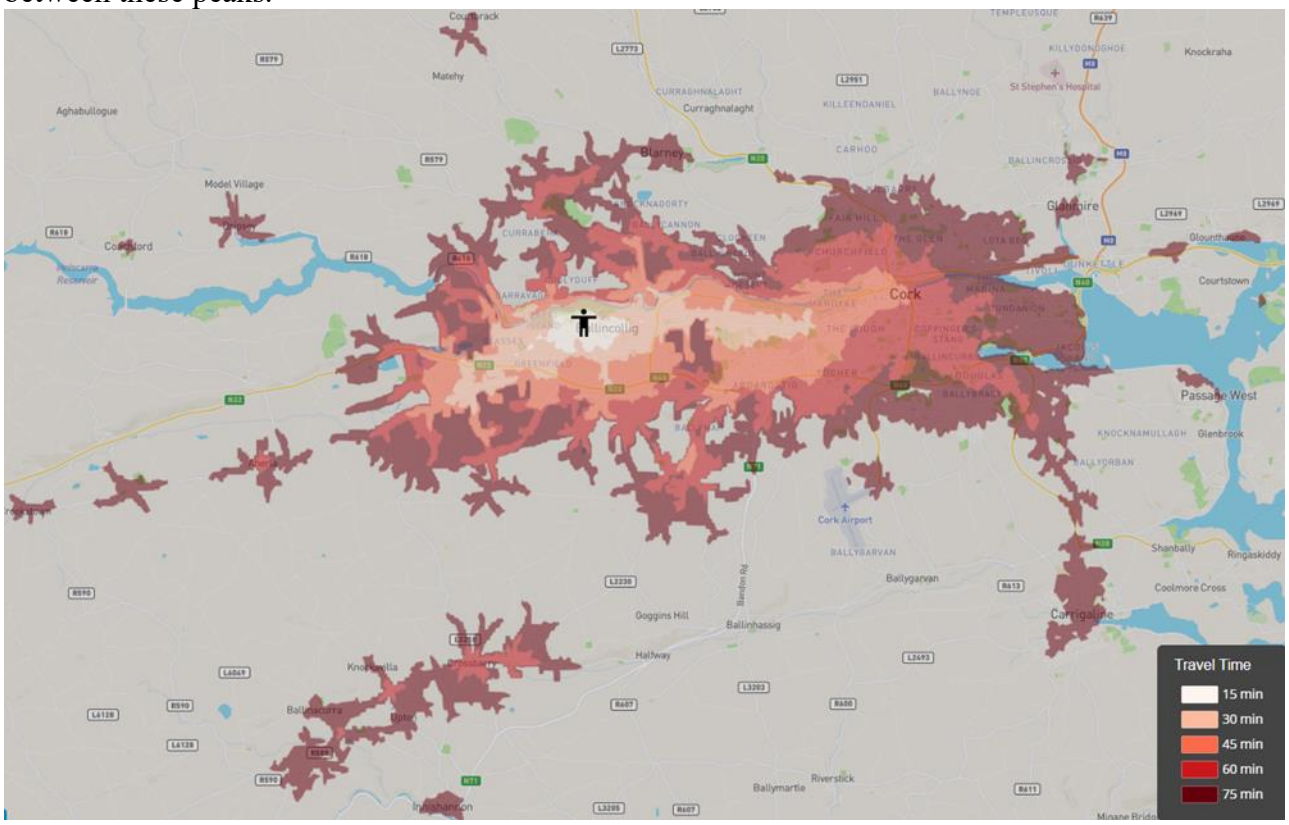


Figure 2-6 and Figure 2-7: demonstrate the locations that can be reached from the site within a 60 minute journey using public transport. The maps plot 15-minute journey time contours to and from the site, including time taken walking to a public transport stop, wait time, and in-vehicle time. A catchment area of up to 60 minutes is shown for the morning and evening peak periods respectively. The AM figure refers to a time of departure from the site at 08:30, and the PM figure refers to a time of departure time of 17:30.

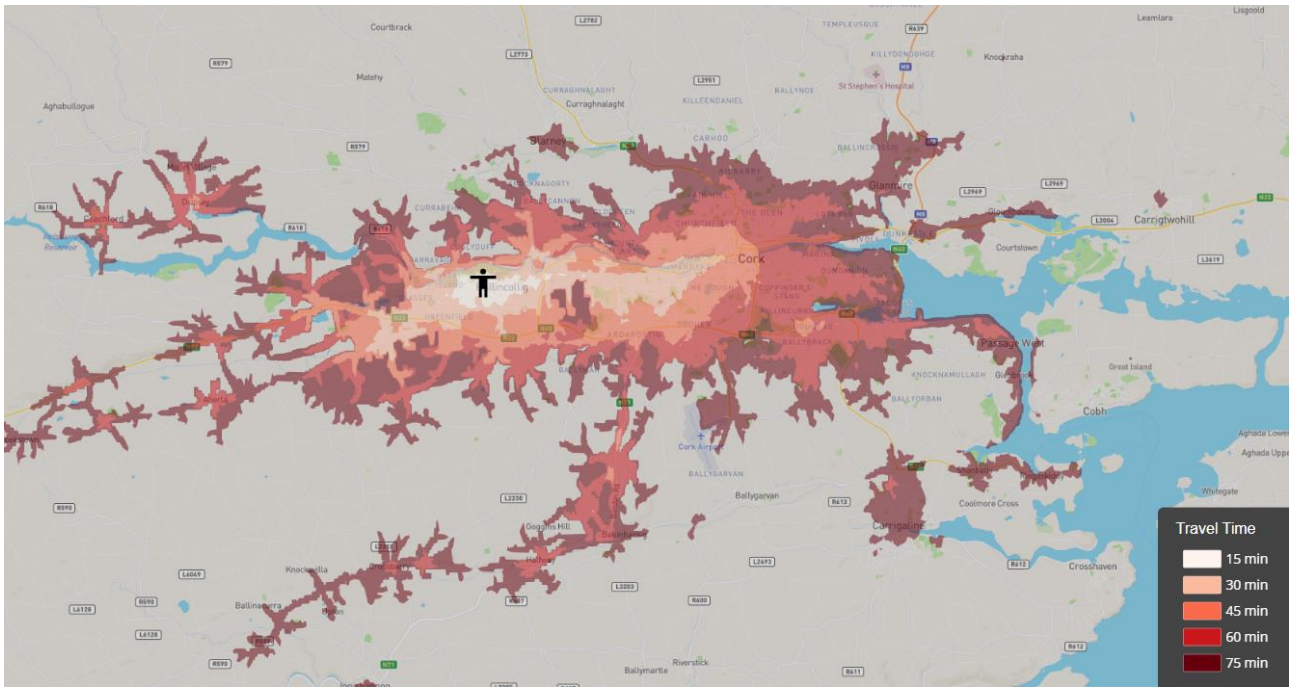


Figure 2-6: Public transport accessibility map for the AM peak (departure at 08:30)

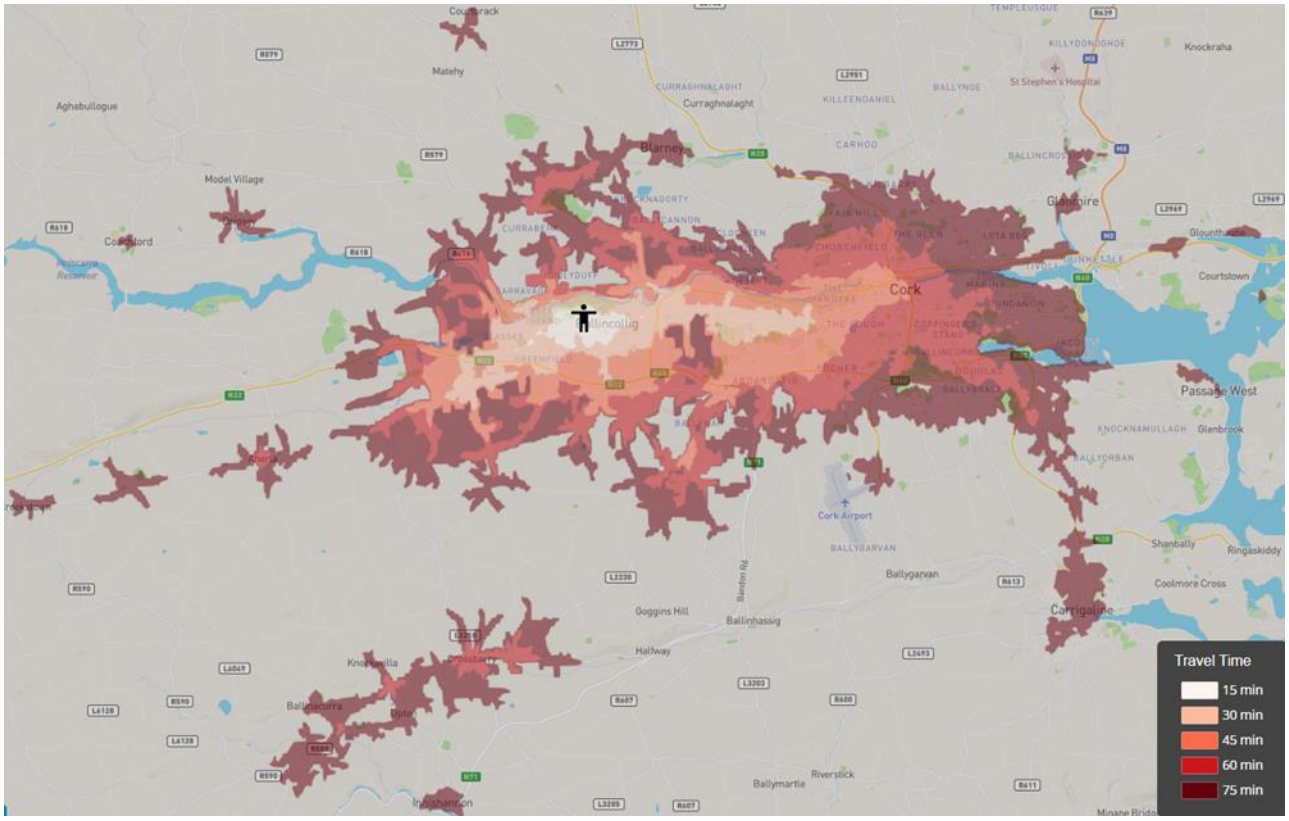


Figure 2-7: Public transport accessibility map for the PM peak (departure at 17:30)

2.4.2 Rail

Cork Kent Station is the principal train station serving Cork city, providing connection with Cobh, Mallow, Midleton and Dublin. Kent Station is located approximately 10km to the east of the site.

The commuter services to and from Cobh run every 30 mins during the morning and evening peak periods (i.e., 07:00-09:00 and 16:00-19:00). There are 4 services from Mallow which arrive in Kent Station during the morning peak period and 6 services which depart from Cork to Mallow during the evening peak period. Services to and from Midleton run every 30 mins during the peak periods.

Intercity services connecting Cork with Dublin typically run every hour during the day – a number of these are direct services and others have scheduled stops along the route.

2.5 Site Access Arrangements

The development will consist of 157 no. apartment buildings and 1 no. childcare facility arranged across 3 no. free standing blocks. Vehicular access will be via a single point on Old Fort Road, with pedestrian links provided east-west and north-south throughout the site as shown in Figure 2-8.

The proposed development includes improvements to the existing access into the development site from Old Fort Road. The revised junction design includes introduction of a raised table in the centre of the junction and central raised planting areas to encourage lower vehicle speeds. Uncontrolled pedestrian crossing points are proposed on all arms of the junction, which include dropped kerbs and tactile paving to ensure accessibility for all.

The proposed development retains the existing pedestrian and cycle path along Old Fort Road, with additional pedestrian links provided into the development and through to Waltham Abbey to increase permeability for active modes.

A total of 91 car parking spaces are proposed for the development, including 5 disabled spaces. This equates to 0.6 parking spaces per dwelling which is considered appropriate for the highly accessible location of the site and the unit mix proposed. The car parking spaces are located to the rear and to the east of the site, utilising some of the existing excess capacity within the medical centre car park. The darker brown car parking spaces in Figure 2-8 indicate new car parking spaces, and the lighter brown spaces are existing spaces that will be repurposed from the medical centre car park. It is anticipated that the majority of trips to the on-site creche will originate from the development, and any external trips made by car will utilise the spaces within the site for short-stay parking whilst they drop off and collect children.

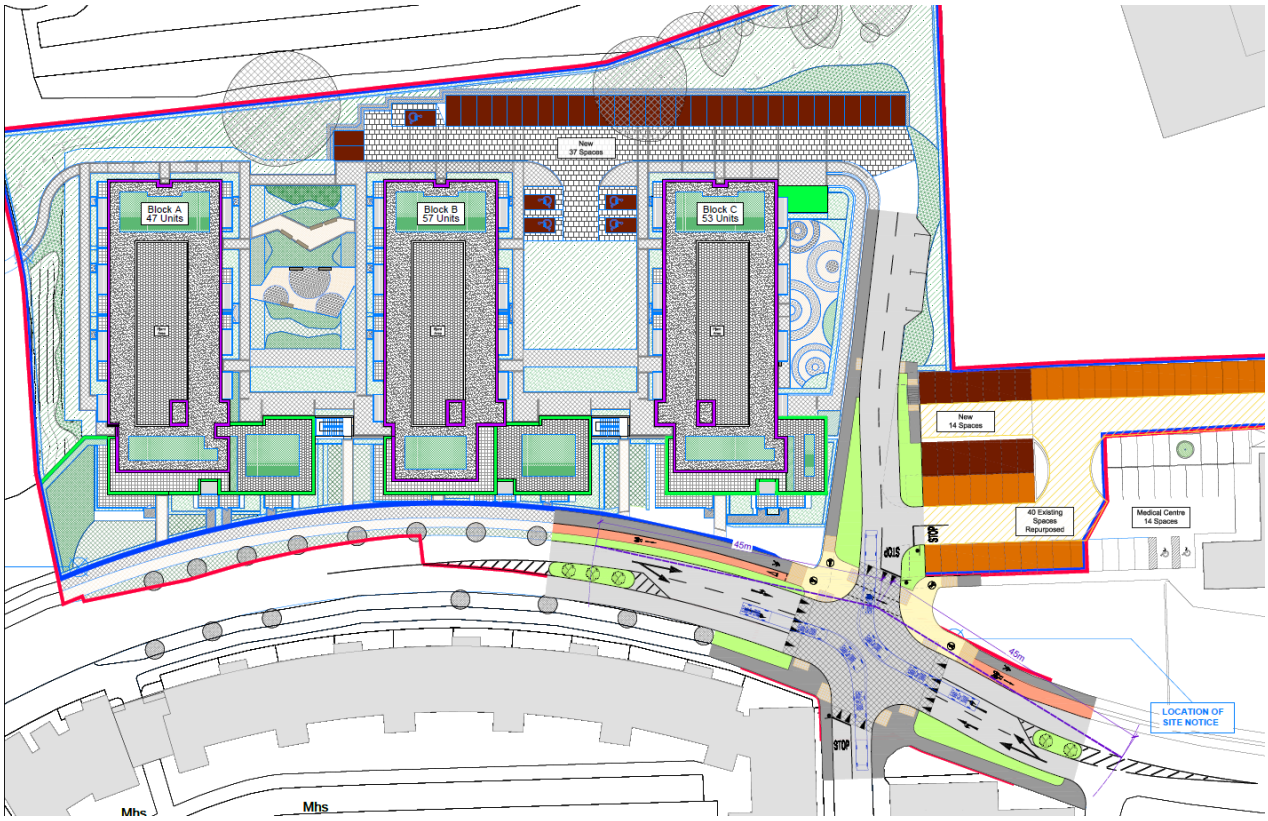


Figure 2-8: Proposed site layout plan

2.5.1 Pedestrian Access and Permeability

The primary pedestrian access to the site will be from Old Fort Road to the south of the site. A pedestrian link will also be provided from the north west of the site connecting to Waltham Abbey, an existing residential street located to the west of the site. Figure 2-9 indicates the approximate pedestrian access locations.

The internal footpaths within the development will be high quality public realm spaces with wide footpaths, trees and attractive planting. The spaces between the buildings will be designed as attractive spaces that would encourage walking.

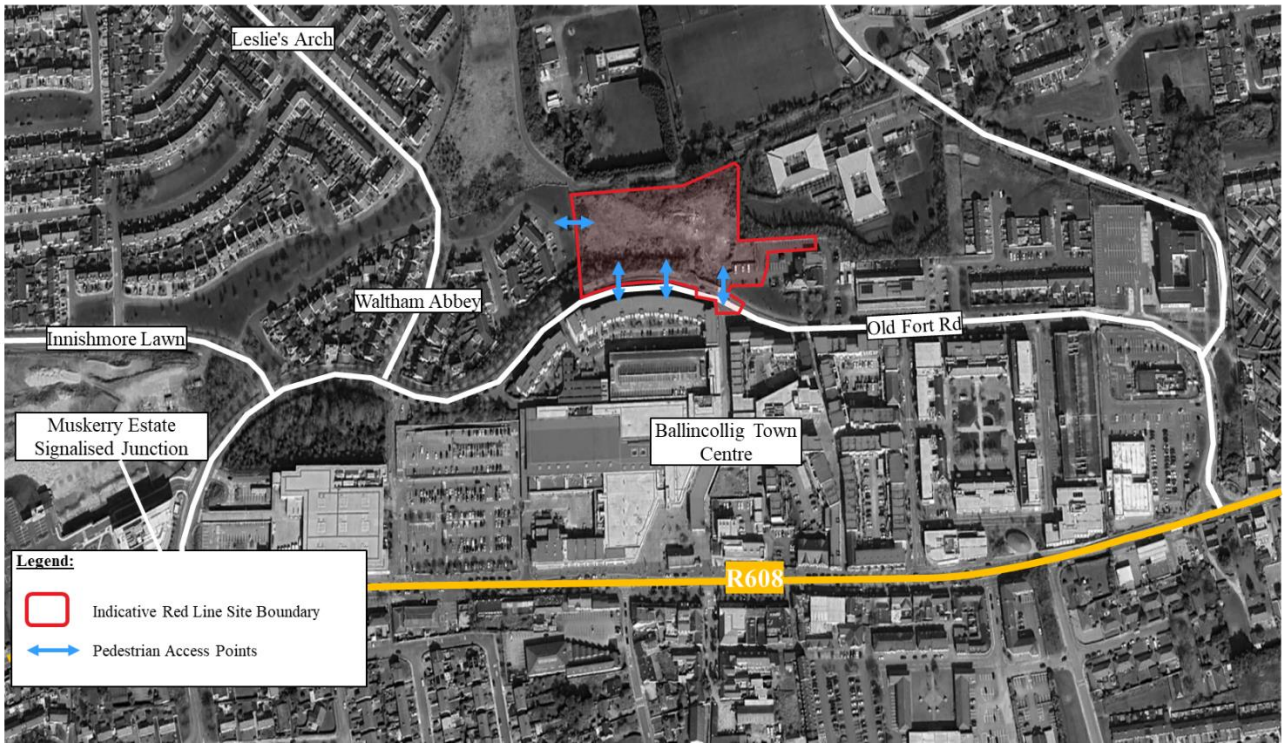


Figure 2-9: Pedestrian access points

2.5.2 Cycle Access

Cycle access to the site will also be from Old Fort Road. 260 cycle parking spaces will be provided across 3 no. secure cycle facilities, accessible only to residents.

2.5.3 Vehicular Access

Vehicular access to the proposed development will be provided from Old Ford Road via the existing priority junction. A new link will be added to the existing access to the medical centre adjacent to the proposed development site, and will serve the residential properties, childcare facility and existing medical centre car park.

3. Framework Mobility Management Plan Objectives and Targets

3.1 Objectives

The primary objectives of this Mobility Management Plan (MMP) are to:

- Reduce car dependency and demand;
- Promote the use of sustainable travel modes;
- Create awareness of alternative modes of transport available;
- Reduce the environmental effects associated with increased car use such as congestion, parking impacts, longer journey times and increased pollution; and
- Set, and work towards, achievable modal split targets based on strategies to improve alternative modes of transport.

3.2 Mode Split

The modal split for the area where the proposed development is located has been derived from the Central Statistics Office (CSO) Small Area Census Data 2022. A number of small area zones were selected within the vicinity of the development and the commuter data of the zones were aggregated into an average modal split. Figure 3-1: illustrates the average modal split in the area.

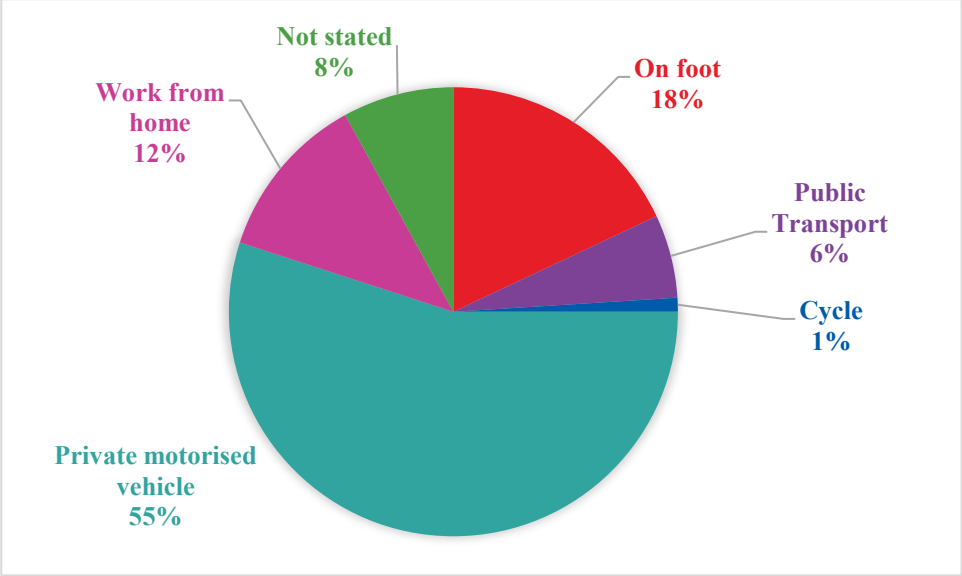


Figure 3-1: Modal split of small area in the vicinity of the development

3.3 Target Setting

To measure the success of the MMP, clear and realistic targets should be set, with progress towards achieving the targets regularly reviewed. The targets should be established as SMART targets, meaning that they are specific, measurable, achievable, realistic and time-bound.

Considering the commitments outlined in Section 3.1, the targeted change in the modal split will most likely consist of the following:

- Encouraging residents and visitors to walk and cycle to the development,
- Encouraging use of public transport due to the town centre location of the site,
- Discourage reliance on private car due to the highly accessible location of the site and availability of realistic alternatives for some journeys.

Within 3 months of the first occupation of the site, travel surveys will be undertaken to inform the mode share targets for residents and employees of the site. The results of these surveys will be used to establish baseline travel patterns from which realistic mode share targets can be set. Following this, a travel survey will be carried out annually with progress against targets and success of MMP measures monitored.

Targets in relation to mode share to be achieved by 2030 will be set following the results of the baseline travel survey. These targets should be informed by the mode share targets in the Cork Metropolitan Area Transport Strategy, existing local commuting patterns and results of the baseline travel survey, as outlined in Table 3-1.

Table 3-1 Mode share targets for the development site

Mode	Target Mode Share 2040 (Cork Metropolitan Area Transport Strategy)	Reported Mode Share (2022 Census)*	Target Mode Share for the proposed development by 2030
Walking	21%	18%	TBC following baseline survey

Mode	Target Mode Share 2040 (Cork Metropolitan Area Transport Strategy)	Reported Mode Share (2022 Census)*	Target Mode Share for the proposed development by 2030
Cycling/micro mobility	4%	1%	TBC following baseline survey
Public transport	25.7%	6%	TBC following baseline survey
Private vehicle (car, taxi, goods vehicle, motorcycle)	49.3%	55%	TBC following baseline survey

*Figure from 2022 census don't total 100% due to "mainly work from home" category not being included in this table

4. Mobility Management Plan Measures and Coordination

4.1 MMP Coordinators

Despite the residential apartments and the childcare facility will have different travel patterns and needs, the objectives of the MMP remain the same for both uses. It is therefore recommended that a single MMP Coordinator is appointed for the site. The Coordinator will oversee the development and implementation of the MMP.

Key objectives of the Coordinator's role should be:

- To develop and support a culture of sustainable travel into and within the site;
- To raise awareness of sustainable transport issues on site;
- To act as a single point of contact for all queries relating to the MMP and transport issues in the area and to centrally coordinate the MMP initiatives;
- To coordinate the development and implementation of the MMP;
- To liaise with the National Transport Authority programme and channel learning and resources from the national Smarter Travel programme to the development;
- To liaise with external bodies and local public transport operators on transport issues in the area;
- To liaise with car-sharing, and bike-sharing operators;
- To promote smarter travel events in the area in conjunction with other MMP Coordinators locally;
- To coordinate the monitoring and reporting of the MMP progress towards achieving targets, setting clear dates for actions to ensure that the MMP makes progress.

4.2 Action plan

Once the baseline travel survey has been completed and results analysed, the MMP Coordinator should develop an action plan. The coordinator will oversee the promotion and implementation of measures in the action plan and establish a timeline and targets for the delivery of actions.

As final building occupiers and not yet known, it is not possible to prepare a final MMP with a committed list of measures and actions. However, the following list of action and measures should be used to inform the development of the final MMP, informed by the result of the baseline travel survey.

4.3 Walking measures

The location of the site provides excellent opportunities for making short journeys on foot or walking for parts of longer journeys to access public transport interchanges. To encourage walking to/ from the site, the following measures could be implemented:

For residents:

- Promote walking through organising community health walks
- Participate in an annual pedometer challenge
- Provide details of local businesses and services, showing walking routes and journey times

For staff of the childcare facility:

- Promote walking through organising walking events/ lunchtime walks
- Participate in annual pedometer challenge
- Offer in-house health checks for people interested in getting more active
- Provide dedicated space to dry wet waterproof clothing and to store trainers/ wellies

4.4 Cycling measures

The street directly adjacent to the development provides dedicated cycling facilities which link into on-carriageway facilities, providing opportunities for longer cycling journeys. To encourage cycling to/from the site, the following measures could be implemented:

For residents:

- Promote the availability of secure cycle parking to all residents
- Offer regular Dr Bike sessions for residents
- Offer bike maintenance classes to residents
- Organise group rides for families living in the apartments
- Work with local bike shops to offer discounts to residents
- Provide cycle maintenance equipment in the bike stores for residents to use if needed

For staff of the childcare facility:

- Install showers, lockers and changing facilities for staff who cycle to work
- Provide secure cycle parking within the building for staff to safely store their bikes
- Provide cycle maintenance tools and equipment for staff to use if needed
- Provide tour of cycle facilities for new staff as part of their induction
- Participate in National Bike Week and other awareness raising events

4.5 Public transport measures

The development site is near several bus stops providing access to frequent bus services. To encourage use of public transport for journeys to/from the site, the following measures could be implemented:

For residents:

- Provide residents with bus timetable information when they move into the apartments
- Share details of any offers or incentives available locally to encourage bus travel

For staff of the childcare facility:

- Introduce and promote Tax Saver monthly and annual commuter tickets for public transport
- Provide staff with information on any changes to any nearby public transport services

4.6 Communication and marketing

An ongoing communication strategy will ensure that the initiatives being implemented are promoted to residents and employees. Events and initiatives should be promoted through a range of marketing means, including:

For residents:

- Provide a travel information board in common areas
- Provide a travel information pack (containing information on local bus services, cycle routes, details of cycle parking, sustainable travel incentives etc.) to each apartment when they move in
- Send regular emails to residents to update them on any MMP activities, promotions or wellness programmes

For staff of the childcare facility:

- Posters in common areas within building
- Circulation of emails to notify staff of specific events
- Induction Manual containing information on all travel options available to staff
- Organise and participate in wellness programmes (e.g. group walks, sponsored cycles, Pilates/yoga classes, etc.) to create a culture of wellbeing within the workplace which can also be extended to commuting patterns (e.g. walk/cycle)
- The staff intranet should contain a section on travel to work which will be maintained and updated with relevant initiatives. Quarterly newsletters will notify staff of any transport related changes coming up and promote upcoming events. It should also report on events held in the previous quarter.

5. Monitoring and Review

An annual review will be carried out on each of the MMP targets and action plan measures to assess progress.

Travel pattern data will be obtained by undertaking a survey of existing travel behaviour. A fundamental part of the monitoring and review activity is to determine progress, identify problem areas and initiate corrective measures to ensure targets are achieved. This monitoring programme will be carried out on an on-going basis.

The basic procedure will consist of:

- Reviewing the implementation of the different MMP measures;
- Carrying out a travel survey;
- Controlling the achievement of the different targets;
- Proposing corrective measures if needed; and
- Informing Cork City Council about the implementation and progress on the MMP.

6. Conclusion

This report has described the existing transport environment of the proposed LRD at Old Fort Road, including the current pedestrian accessibility, cycling accessibility and infrastructure, nearby public transport facilities, the existing road network, and the current car parking adjacent to the site.

The proposed mobility aspects of the development have been outlined, including the proposed cycle and car parking provision and accessibility for all modes of transport.

In the absence of baseline mode split data for the site, Census 2022 data has been considered to provide an overview of commuting patterns in the local area.

The plan has explained the need to develop a tailored MMP and accompanying action plan, once a baseline travel survey has been completed. It is suggested travel surveys are then conducted annually amongst the residents of the apartments and the staff of the childcare facility to obtain up to date travel data to inform the future evolution of the MMP. An MMP Coordinator should be appointed to promote, encourage and monitor sustainable mobility activity once the development is occupied.