
JOHN WALTER BURKE.

**CALTRAGH LRD
NEWTOWNHOLMES ROAD,
CALTRAGH & CORNAGEEHA,
Co. SLIGO**

MOBILITY MANAGEMENT PLAN

MAY 2024

Job No. 6736



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EXECUTIVE SUMMARY

This Mobility Management Plan (MMP) was prepared by Jennings O'Donovan and Partners Limited. The purpose of the MMP is to guide the delivery and management of coordinated initiatives to encourage sustainable travel practices for all journeys to and from the proposed residential development.

The proposed development will consist of a residential development with 90 houses, 28 apartments, creche and two new priority junctions onto Newtownholmes Road. The proposed development junctions are located in a 50km/h speed limit zone and have been designed to tie into Sligo County Council's future Active Travel works, involving footpath and cycleway improvements on Newtownholmes Road.

The proposed development is located on Newtownholmes Road, Caltragh close to Sligo City Centre with connections to high quality public transport links to surrounding towns and cities.

The development will have a footpath and cycleway constructed along the boundary of the development on Newtownholmes Road which will tie into Sligo County Council's future Active Travel works on Newtownholmes Road.

The proposed development will have secure bicycle parking spaces in addition to parking for vehicles including assessable parking spaces.

The development company will appoint a Mobility Manager who will implement the MMP and promote the benefits of sustainable travel.

1. INTRODUCTION

1.1 Brief

Jennings O'Donovan & Partners Limited has been appointed by John Walter Burke to prepare a Mobility Management Plan (MMP) as part of a planning application for a proposed residential development at Newtownholmes Road, Sligo. The location of the site is shown in **Figure 1.1**. The proposed development will consist of a residential development with 90 houses, 28 apartments, creche and two new priority junctions onto Newtownholmes Road. The proposed development is located in a 50km/h speed limit zone and will have a footpath and cycleway constructed along the boundary of the development on Newtownholmes Road which will tie into Sligo County Council's future Active Travel works.

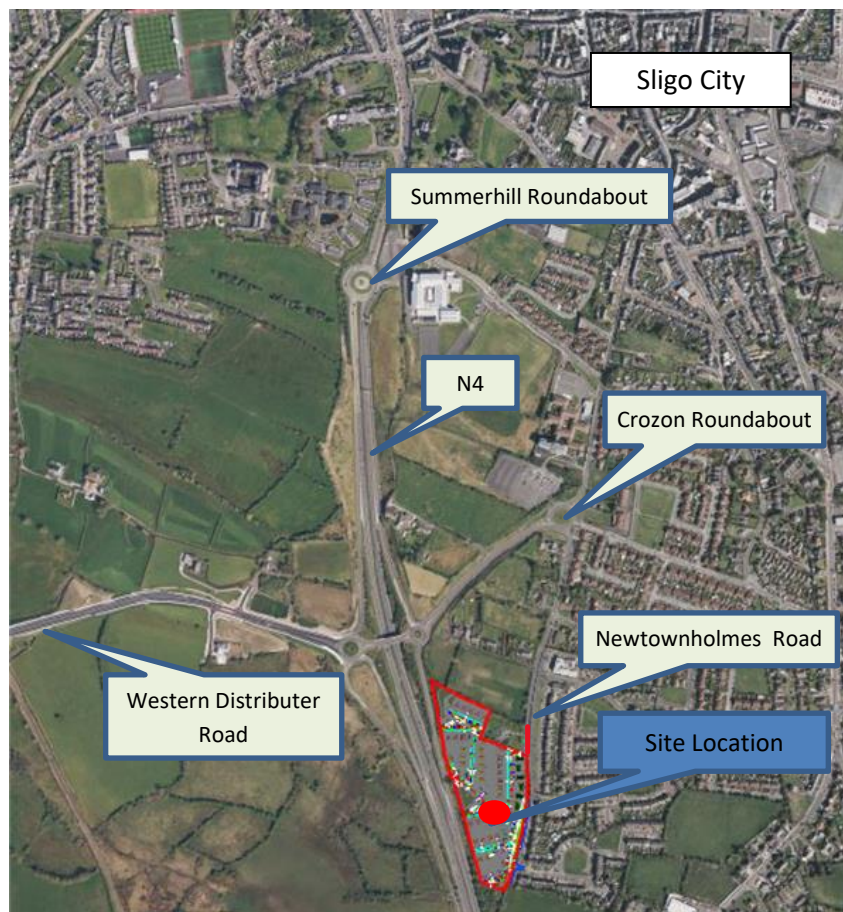


Figure 1.1 – Site Location

2. MOBILITY MANAGEMENT

2.1 What is Mobility Management

Mobility management can be described as a transport demand management mechanism, that seeks to provide for the transportation needs of people and goods. Mobility management can be applied as a strategic demand management tool or as a site-specific measure. The aim of mobility management is to reduce demand for and use of cars by increasing the attractiveness and practicality of other sustainable modes of transport and by reducing the need to travel.

2.2 What is A Mobility Management Plan

A Mobility Management Plan (MMP) is a management tool that brings together transport providers, local authorities, site management, residents and businesses in a coordinated manner to promote sustainable travel. The MMP will compile a package of measures for a specific site to improve the attractiveness of using public transport, cycling, walking, car sharing, online consultations, flexible working and home working as an alternative to single occupancy car journeys.

2.3 Benefits of a Mobility Management Plan

Implementing a MMP promoting alternative travel choices has the following potential benefits:

- Reduced road congestion.
- Reduced journey times.
- Reduced carbon emissions, pollution and noise.
- Improved road safety
- Improved facilities and services created by increased demand for alternative travel choices.
- Health Benifits

2.4 Mobility Management Stakeholders

The following personnel will be involved with the implementation of the MMP process:

- Local Authority personnel
- Developer

- Mobility Manager / Development manager
- Occupants
- Transport operators and service providers

2.5 Content of the Mobility Management Plan

The MMP will provide a framework document which can be updated periodically by the MMP manager to include improvements in sustainable modes of transport and evolving services which will lead to a reduction in car use. The plan for the proposed Caltragh LRD aims to meet the following requirements:

- Provide a description of current and proposed public transport services available to the users and businesses who will occupy the development.
- Provide a description of facilities provided by the developer within the proposed development and by the local authority in the surrounding area which will encourage users and businesses to use sustainable modes of transport.
- Provide details of current incentives provided by service providers to encourage sustainable transport choices
- Set out targets relating to improving modal choice for residents of the development.
- Outline government policy aimed at achieving sustainable travel.

3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

3.1 Existing Sustainable Transport Facilities

There are a variety of public transport services and facilities for pedestrians and cyclists in the vicinity of the proposed development. Facilities include bike rental, scheduled bus and train services, pedestrian footpath networks and cycleways.

3.2 Existing Bus Services

Local and regional bus services in Sligo City are provided by Bus Eireann, Expressway, local link and private operators such as Fureys of Sligo, Feehily's Travel Sligo and Bud Feda. Bus Eireann Sligo City route S2 is shown in **Figure 3.1**, Sligo City route S1 is shown in **Figure 3.2**, Local Link bus routes from Sligo City to the surrounding towns and regions are shown in **Figure 3.3**. Bus Eireann Expressway nationwide bus services are shown in **Figure 3.4**. Bus Feda operates a scheduled bus service between Donegal and Galway serving Sligo City Centre, surrounding towns on the route corridor and educational institutions in Letterkenny, Sligo and Galway. Existing bus stops in the vicinity of the proposed development are shown in **Figure 3.5** and on **Plate 3.1**.

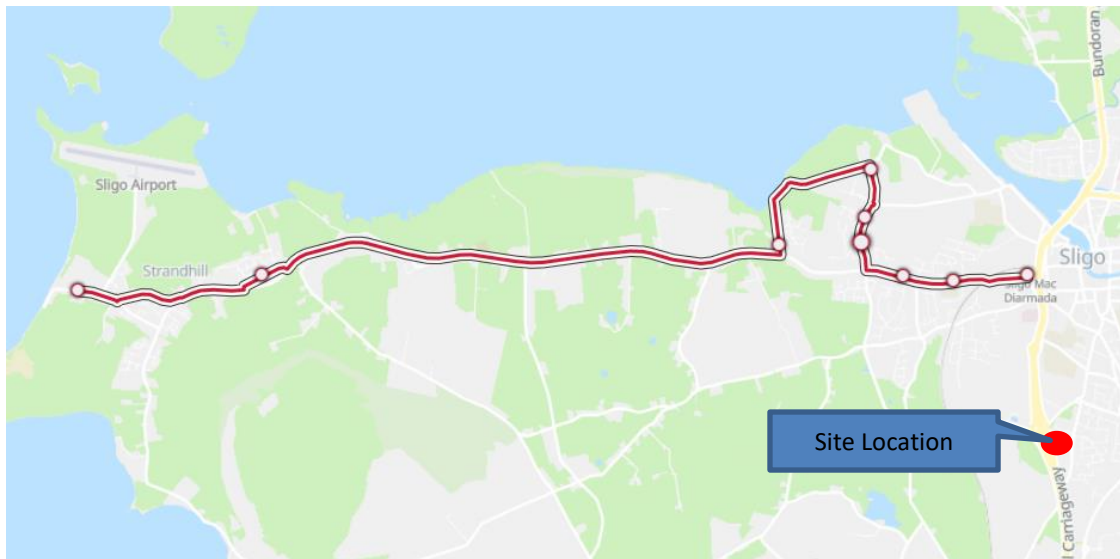


Figure 3.1 – Bus Eireann Route S2

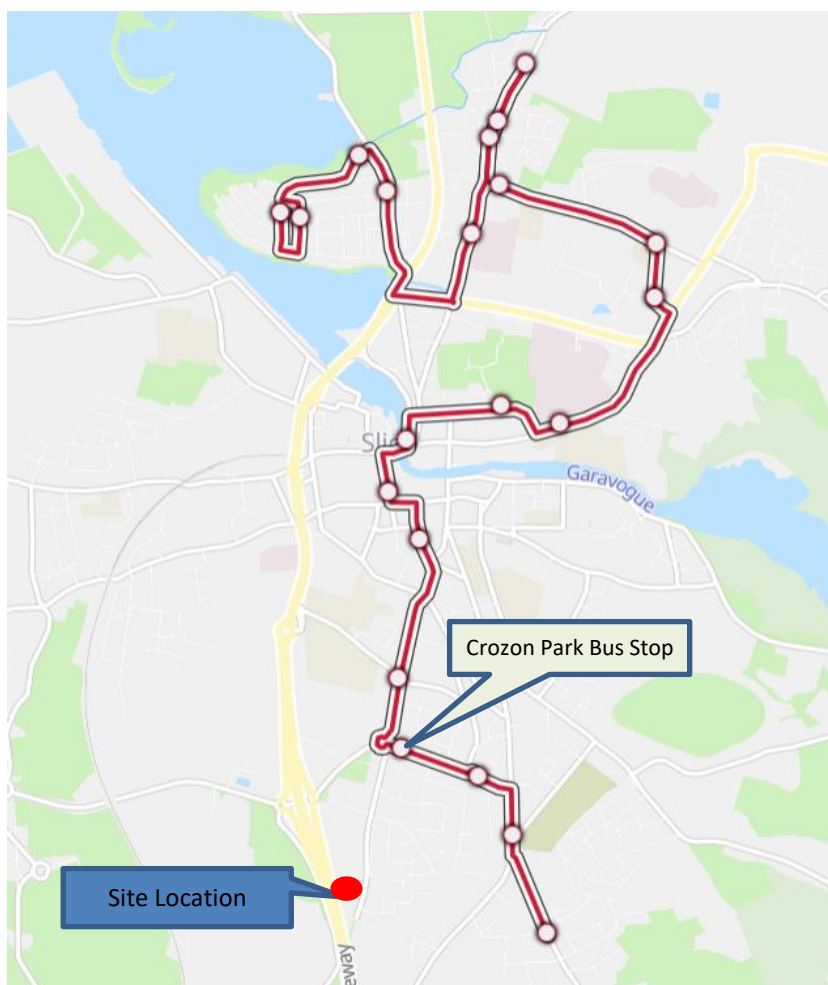


Figure 3.2 – Bus Eireann Route S1



Figure 3.3 – Local Link Bus Routes

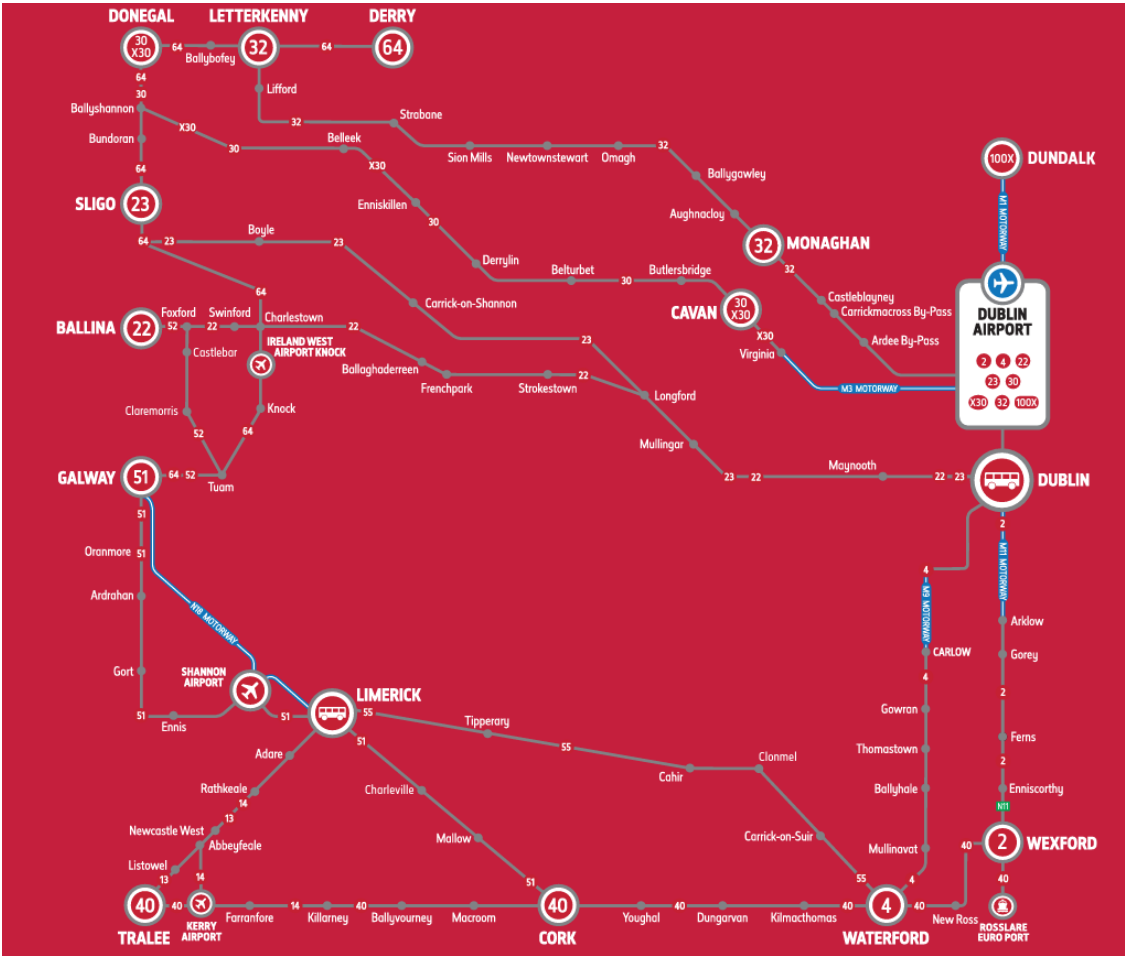


Figure 3.4 – Bus Eireann Expressway Bus Services

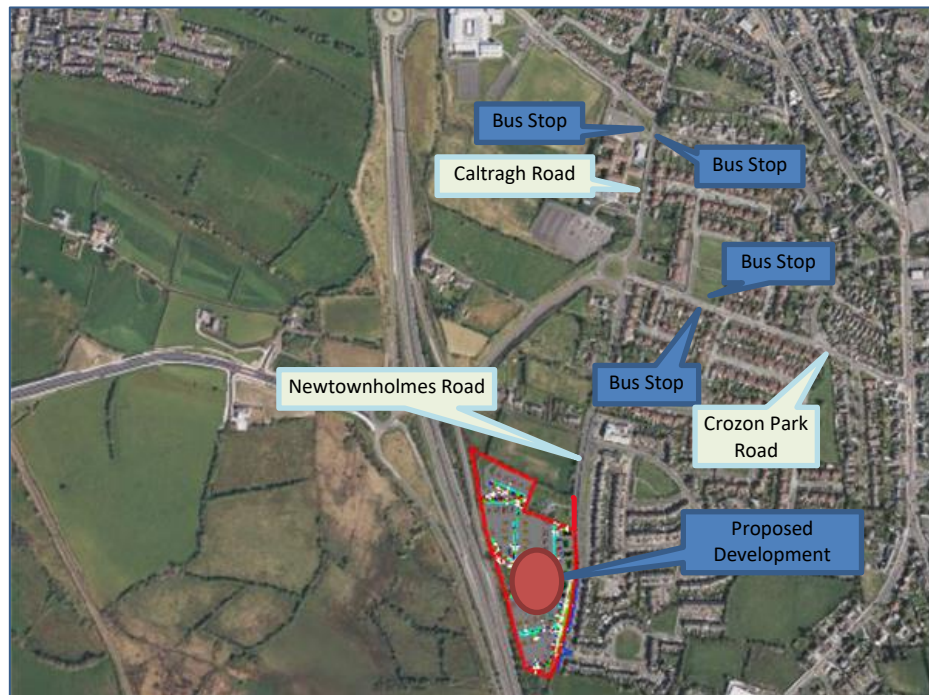


Figure 3.5 – Existing Bus Stops in the Vicinity of Newtownholmes Road

Wheelchair accessibility on public buses in the Sligo City area is generally good with wheelchair accessible bus stops and buses. Some regional buses provide spaces for wheelchairs but accessibility is restricted due to the layout of rural bus stops.



Plate 3.1 – Route S1 Bus Stop on Crozon Park Road

3.3 Existing Train Services

The proposed development is located approximately 1.5km from the nearest train station in Sligo City Centre. The train service is assessable to passengers with disabilities and is linked to the nationwide rail network as shown in **Figure 3.6**.



Figure 3.6 – Sligo City Train Services

3.4 Existing and proposed Pedestrian Facilities

Sligo City is well served with existing pedestrian footpaths. The footpath network is lit by public lighting and has dedicated pedestrian crossings at major junctions. There are dropped kerbs and tactile paving at the majority of crossing points to assist mobility and visually impaired pedestrians. The proposed development is located approximately 1.5km from Sligo City Centre and will have a footpath and cycleway constructed along the development boundary on Newtownholmes Road. The

development footpath will tie into future Active Travel works on Newtownholmes Road which are planned to be carried out by Sligo County Council on Newtownholmes Road. The location of the proposed development footpath is shown in **Figure 3.7**. Pedestrian footpaths with dropped kerbs and tactile paving at crossing points are to be provided within the grounds of the proposed residential development.



Figure 3.7 – Development Footpath Works on Newtownholmes Road

The existing footpath network on Newtownholmes Road is presently not continuous and is to be updated by Sligo County Council as part of the Active Travel scheme to provide a continuous footpath and cycleway along Newtownholmes Road from Crozon roundabout. Typical details of the proposed Sligo County Council active travel proposals for are shown in **Figure 3.7**.

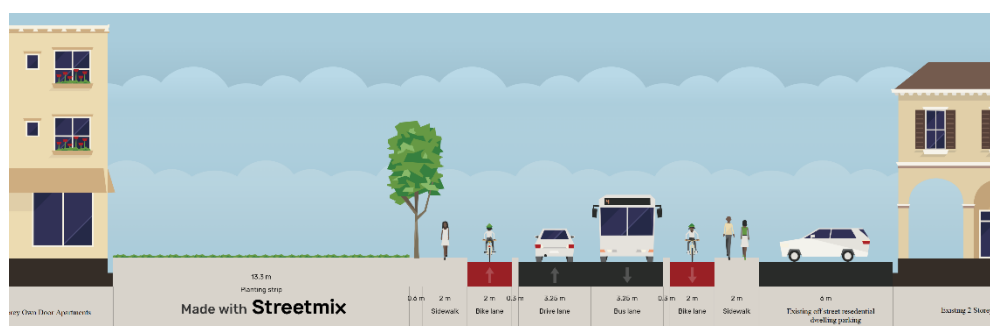


Figure 3.7 –Active Travel Works Typical Details

3.5 Existing and Proposed Facilities for Cyclists

Secure bicycle parking will be provided in the grounds of the development. There are presently no dedicated facilities for cyclists on Newtownholmes Road. Sligo County Council plan to upgrade

footpath and cycleways along Newtownholmes Road. The proposed Active Travel works will link the existing cycle facilities at Crozon roundabout as shown on the Cycle Connects network map for Sligo City in **Figure 3.8.**



Figure 3.8 – Cycle Connects – Sligo City Cycle Routes

4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

4.1 National and Regional Policy to Improve Sustainable Travel

There are a number of government and local authority policy documents aimed at improving sustainable travel, reducing the demand for travel and reliance on the private car, these include:

- National Planning Framework ‘Project 2040’
Transitioning to a low carbon economy / Sustainable Mobility / Environmentally sustainable public transport system / Investment in public transport.
- National Development Plan 2021-2030
Transition to a Low-Carbon and Climate-Resilient Society / Sustainable Mobility - BusConnects for Ireland’s Cities
- Sustainable Mobility Management Policy

“Ireland's new sustainability management will make it easier to walk, cycle and use public transport daily.”

- National Sustainable Mobility Management Policy - Action Plan 2022 - 2025
- Smarter Travel - A Sustainable Transport Future 2009- 2020
- Sligo County Council Development plan

4.2 Planned Improvements and Policy Regarding Public Transport

The Sligo County Development Plan outlines Sligo County Council's policy to improve and promote public transport, policy's include:

P-PT-1 Strengthen Sligo's function as a transportation node in the North-West and facilitate an easy interchange between different transportation modes.

P-PT-2 Promote the consolidation of settlements on existing public transport routes.

P-PT-3 Support the provision of public transport services by reserving land in suitable locations for public transport infrastructure and ancillary facilities, such as park and-ride.

P-PT-4 Support the provision of a local commuter rail service on the existing mainline railway.

P-PT-5 Examine the feasibility of reopening the Western Rail Corridor, as a strategic transport corridor linking Sligo and the North-West with Mayo, Galway and Limerick in the context of the new rail policy to be developed by the DTTaS.

P-PT-6 Support local, community transport services in consultation with the local communities.

P-PT-7 Continue to work with the service providers, such as Iarnrod Eireann and Bus Eireann, to encourage the reduction in the need for car trips by improving the availability, reliability and quality of public transport.

P-PT-8 Ensure that the design and layout of new developments facilitates circulation by public transport.

4.3 Planned Improvements and Policy regarding Pedestrian and Cycle Facilities

The Sligo County Development Plan outlines Sligo County Council's policies and objectives to improve and promote pedestrian and cycle facilities, policies and objectives include:

P-CW-1 Promote walking and cycling as sustainable transport modes and healthy recreational activities.

P-CW-2 Plan and make provision for the safe and efficient movement of cyclists and pedestrians in and around built-up areas.

P-CW-3 Make provision for the integration of pedestrian and cycle facilities (i.e. bicycle parking) at public transportation nodes and village/town centres, public car parks and Institutions.

P-CW-4 Ensure that adequate cycle facilities are provided in all new institutions, employment centres, sports complexes and leisure facilities, in the form of sheltered bicycle parking and locker rooms with shower facilities.

P-CW-5 Promote cycling as a viable commuting mode of transport.

P-CW-6 Require that all new developments are designed to integrate into a cycling network linking with adjoining development areas and schools, and provide cycle and pedestrian-friendly development layouts, infrastructure and facilities.

P-CW-7 Provide appropriate facilities for pedestrians and for people with special mobility needs.

P-CW-8 Consider the use of off-road routes, such as disused railway lines and bridle paths, for both walking and cycling to improve access to rural tourist attractions. Where feasible, provide separate trails for walkers and cyclists in the interests of safety and convenience, with appropriate surfaces for each type of user and subject to compliance with the Habitats Directive.

P-CW-9 Provide, improve and extend cycle and pedestrian routes on existing roads, proposed roads, roads being upgraded and green corridors (including river corridors), where feasible and practical and subject to compliance with the Habitats Directive.

P-CW-10 Implement the relevant policies of the Department of Transport's National Cycle Policy Framework 2009–2020, and support the provision of a national cycle network.

P-CW-11 Implement the relevant provisions of the Department of Transport's Walking Policy, when published.

P-CW-12 Implement the measures in Sligo's Cycling Strategy and update the Strategy as appropriate.

It is an objective of Sligo County Council to:

O-CW-1 Develop cycle routes from Ballysadare and Collooney to Sligo City.

O-CW-2 Develop a cycle route from the proposed Eastern Garavogue Bridge to Hazelwood House.

O-CW-3 Prepare an Integrated Transportation Plan for Sligo to include all modes of transport, with support from the National Transport Authority (NTA).

O-CW-4 Facilitate the pedestrianisation of Sligo City Centre by the development of link roads and footbridges and the introduction of a 30 km/h zone in the Centre of Sligo City.

O-CW-5 Seek the development of a footway and cycleway (greenway) on or alongside the closed railway line from Collooney to Bellaghy (Sligo/Mayo county boundary) insofar as such route does not compromise the reopening of the Western Rail Corridor, if reopening the railway line is deemed feasible.

O-CW-6 Seek the development of a footway and cycleway (greenway) on or alongside the abandoned railway line (SLNCR) from Collooney to Enniskillen, with a connection from Collooney to Sligo town, which can also serve as a Smarter Travel commuter route and subject to compliance with the Habitats Directive.

5. OBJECTIVES AND TARGETS OF THE TRAVEL PLAN

5.1 Objectives of the Mobility Management Plan

- Increase the number of people walking, cycling, and using public transport.
- Reduce the need for car journeys, particularly single occupancy car journeys.
- Reduce carbon emissions and traffic congestion.
- Improve air quality and reduce noise pollution
- Increase road safety and safer streets

In order to achieve the objectives of the MMP and to encourage a transition away from private car journeys, targets are set out under the key travel modes to encourage a positive modal split. The targets for the development MMP are set based on proposed improvements to public transport and pedestrian / cycle facilities in the region. The targets will be reviewed by the MMP manager when the development is occupied and adjusted in line with future sustainable travel trends.

5.2 Car Travel

It is an objective of this MMP to reduce the number of single occupancy car journeys to and from the development and to increase car sharing when journeys by private car are unavoidable.

Data sourced from the 2022 census for the city of Sligo shows that 53% of trips to work (48% Driver & 5% Passenger) and 47% of trips to education (5% Driver & 42% Passenger) in Sligo City are taken by car.

Department of Transport Publication "A New Transport Policy for Ireland 2009-2020" set out key National modal share targets for achievement by 2020. These targets were aimed at reducing work-related commuting by car as a modal share from 65% to 45% and accommodating car drivers on other modes of transport such as walking, cycling, public transport and car sharing. The proposed residential development would aim to achieve this modal target and reduce the number of private vehicles originating from the development to 45% by 2040.

5.3 Bus Travel

The proposed development is presently not served by a bus route with conveniently located bus stops which would encourage residents to increase the number of journeys taken by bus. There are existing bus stops on Newtownholmes Road which are not included in the scheduled bus route. The closest active bus stop to the development is located at Crozon Park Road approximately 600m from the development. Data sourced from the 2022 census for the city of Sligo shows that 1% of trips to work and 7% of trips to education in Sligo City are taken by bus.

Targets for bus journeys to and from the proposed development will be not be increased until Newtownholmes Road is included on the scheduled bus route linking the development to Sligo City Centre.

5.4 Walking

The proposed development is well located adjacent to an existing footpath network which will be improved as part of the development and Sligo Active Travel works.

Data sourced from the 2022 census for Sligo City shows that 20% of trips to work and 32% of trips to education in Sligo City are taken on foot.

Targets for journeys taken on foot originating from the proposed development will be set at 25% for work and 42% for education resulting from the improved footpath works and the proximity of the development to employment centres and educational facilities.

5.5 Journeys by Bicycle

The proposed development will have secure parking for residents and visitors. Cycle facilities on Newtownholmes road will be provided as part of the development and will also be upgraded as part of Sligo County Council Active Travel works.

Data sourced from the 2022 census for Sligo City shows that 3% of trips to work and 2% of trips to education in Sligo City are taken by bicycle.

Targets for journeys taken by bicycle originating from the proposed development will be set at 13% for work and 12% for education resulting from the improved cycle network and the proximity of the development to employment centres and educational facilities. On demand electric bike rental is available throughout Sligo City, rental stations are located throughout the city including Ballydoogan roundabout approximately 100m from the proposed residential development.

6. MOBILITY MANAGEMENT PLAN OPERATION

6.1 Specific Mobility Measures Provided within the Development

In order to achieve the objectives and targets of the MMP for the proposed development, specific measures need to be in place to aid staff and visitors transitioning from private vehicles to a more sustainable form of transport. The following measures are provided at the development to achieve the positive modal targets set out in the MMP.

The grounds of the development are easily accessible for Pedestrian and cyclists who can access directly onto Newtownholmes Road to avail of bus services, public footpaths and cycleways.

The development will have secure bicycle parking to encourage cycling and is located close to an existing e-bike rental station on Caltragh Road.

The development grounds and the approach to the development on Newtownholmes Road will be lit by public lighting

6.2 Role of the Mobility Manager

A mobility manager will be appointed by the development company to oversee the implementation and operation of the MMP. The duties of the mobility manager will include

- Promotion of the MMP and preparation of “sustainable Travel Pack” to be issued to all occupants, employees and issued with appointments to inform visitors of sustainable travel choices.
- Liaison with the Local Authority regarding initiatives relating to sustainable travel which will benefit occupiers of the development.
- Liaison with bus service providers regarding timetables, fares, special offers, changes to schedules and maintenance works.
- Liaison with rail service providers regarding schedules, fares, special offers, changes to schedules and maintenance works.
- Liaison with staff and visitors with special travel needs.
- Carry out travel surveys at regular intervals and evaluate the MMP.
- Assist staff and visitors with information relating to sustainable travel options and local facilities / amenities.
- Advertise and promote initiatives relating to sustainable travel.
- Promote walking and cycle schemes and initiatives.
- Manage car clubs and promote car share.

6.3 Monitoring the Mobility Management Plan

The MMP for the development will be monitored on an annual basis to ensure that it meets its objectives and that its targets are achievable and realistic.

Baseline conditions relating to modal choice will be established following the first occupations of the development. Following the baseline survey, annual surveys will be undertaken during neutral traffic months to review travel trends at the development, the surveys will be in the form of a questionnaire which will be completed by occupants of the development. The results of the surveys will be compared against MMP targets and published for residents.

7. SUMMARY

This Mobility Management Plan (MMP) was prepared by Jennings O'Donovan and Partners Limited. The purpose of the MMP is to guide the delivery and management of coordinated initiatives to encourage sustainable travel practices for all journeys to and from the proposed development.

The proposed development will consist of a residential development with 90 house, 28 apartments, creche and two new priority junctions onto Newtownholmes Road.

The proposed development is located on Newtownholmes Road close to Sligo City Centre with connections to high quality public transport links to surrounding cities, towns and villages.

The development will have a footpath and cycleway constructed along the boundary of the development on Newtownholmes Road which will tie into Sligo County Council's future Active Travel works on Newtownholmes Road.

The proposed development will have secure bicycle parking.

The development company will appoint a Mobility Manager who will implement the MMP and promote the benefits of sustainable travel.

8. CONCLUSION

The Mobility Management Plans shows that the proposed development is well located close to public transport services and will have direct access onto the existing Sligo City footpath network. The combination of existing services combined with improved footpaths, cycleways and public lighting will encourage residents and visitors to use sustainable travel and reduce dependency on private vehicles.