

For Ballinacurra Project Limited Partnership

Proposed Housing Development  
Ballinacurra, Midleton, Co. Cork



Mobility Management Plan  
November 2025



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 Ballinacurra Project Limited Partnership to prepare a Mobility Management Plan (MMP) in support of a planning application for a proposed Large Scale Residential Development [LRD] located at Ballinacurra Mill, Midleton, Co. Cork. The MMP has been prepared with the objective of developing a sustainable transportation policy for residents and users of the retail facility within the proposed LRD.
- 1.2 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.
- 1.3 A mobility management plan 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 and users of the creche 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.
- 1.4 The proposed LRD comprises the construction of 128 no. residential units, 1 no. single storey creche, 1 no. single storey café, 2 no. ground floor retail units, 1 no. ground floor commercial office unit, 1 no. ground floor medical centre unit and all associated development works including footpaths, parking, drainage, bicycle and bin stores and landscaping/amenity areas.

Objective MD-GO-08 of the Cork County Development Plan states:

***Support and promote Midleton as a sustainable employment centre. All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services.***

Specific measures to encourage modal shift will be included as part of the operational phase of the scheme. These measures will include car-pooling, bike to work schemes and public transport incentives.

- 1.5 The town of Midleton to the north is an approximate 30 min walk and includes a post office, a library, a pharmacy, a number of restaurants, pubs, banks, parks, and various other retail outlets. A number of schools including the Midleton CBS Boys Primary School, Midleton CBS Secondary School, St. Marys High School, St. Brigid's Presentation Catholic School, and Orchard Court Pre-School Montessori are all within 25 mins walk of the proposed development.

## **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 PUBLIC TRANSPORT INFRASTRUCTURE

3.1 The route 241 Cork-Midleton-Whitegate-Trabolgan bus service offers morning and evening routes between Midleton and Cork City with stops at Little Island, UCC and MTU amongst others. The existing 241 bus stop located within 5 mins walk of the site is shown in the following image.



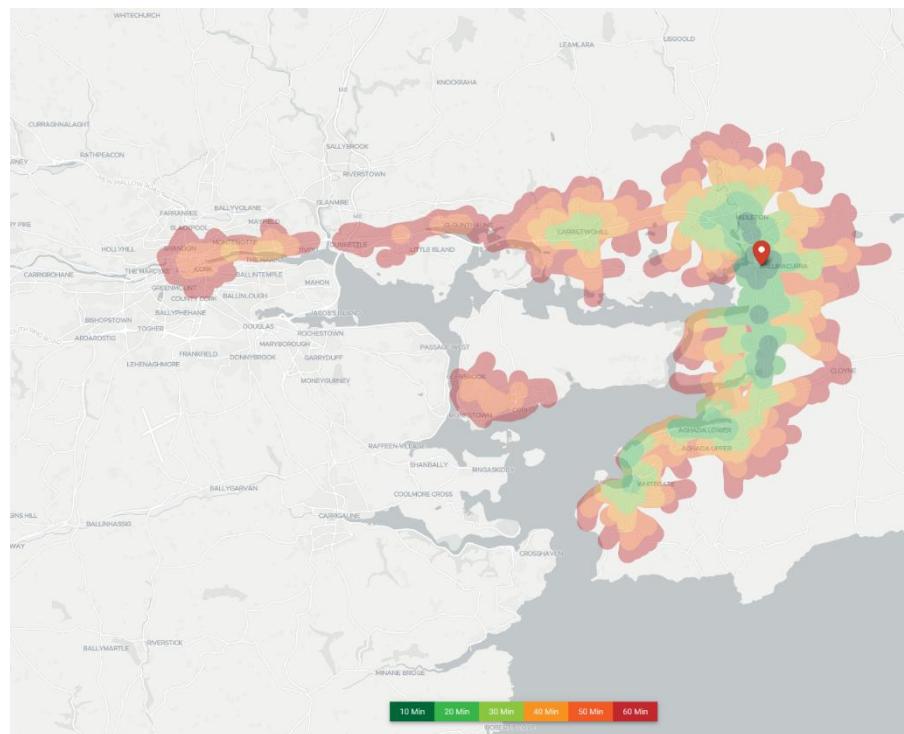
**Figure 3.1: Location of closest existing 241 bus stop on the R630**

3.2 Further north from the site, at a distance within 10 mins walk, the Mount Pleasant bus stop caters for the 240 Cork-Cloyne-Ballycotton and the 261 Cork-Midleton-Ballinacurra routes in addition to the 241. All routes provide service to the major employment centre of Cork and when combined provide a reliable, frequent travel option for residents of Maple Woods.

3.3 The public transportation infrastructure is linked to the development site via the existing footpath network along Church Road.

3.4 The following isochrone map shows the areas currently accessible by public transport based on time of travel from the site (limited to 60 mins).

Note: The distances include transfers to different services so are indicative only (delay may be experienced during transfer).

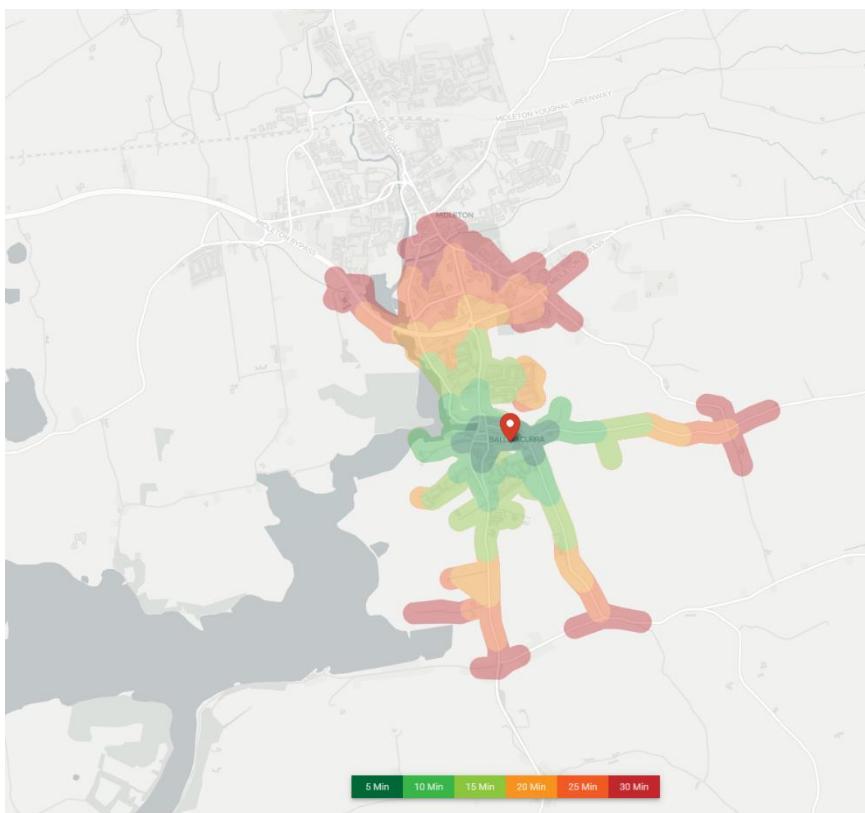


**Figure 3.1: Time of travel by Public Transport Options**

3.6 The isochrone map indicates current bus provision in the area allows travel to a wide area within 60 mins, including to the main employment centre of Cork City.

## 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 are the range of distances, for both pedestrians and cyclists, based on travel time. With the completion of the R630 upgrade works, pedestrians will have the benefit of full footpath connectivity when heading north from the development towards Midleton. Cyclists will have access to dedicated cycle lanes along the R630 when heading north from the development as far as the Lake View roundabout. After this, cyclists will be required to use the existing road network and share with other vehicles.



**Figure 4.1: Proposed Development: Walking distance to local area**

4.2 Within 10 mins walk time from the site:

- Bus Stop Ballinacurra (Service 241)
- Bus Stop Mount Pleasant (Service 240, 241, 261)
- Ballinacurra Business Park

Within 15 mins walk time from the site:

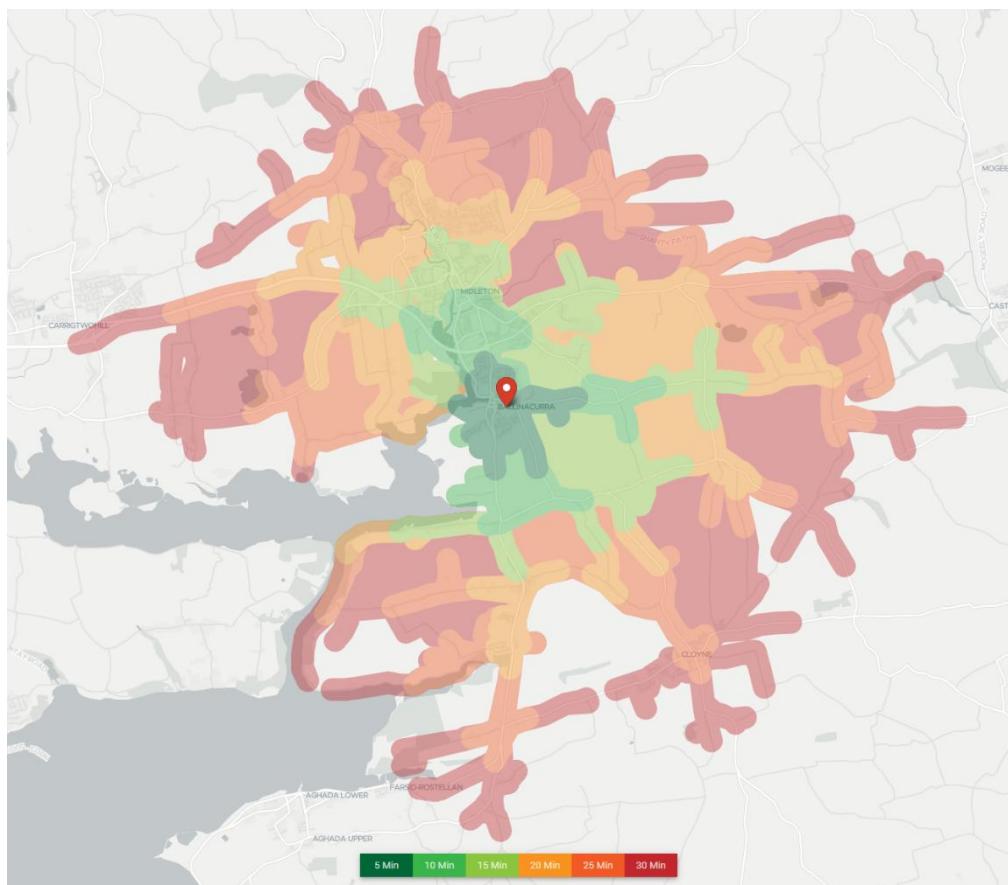
- Orchard Court Preschool Montessori

Within 25 mins walk time from the site:

- St. Brigid's Presentation Catholic Primary School
- St. Mary's High School
- Midleton CBS Boys Primary School
- Midleton CBS Secondary School
- Church of the Most Holy Rosary, Midleton
- Ballinacurra GAA Club

Within 30 mins walk time from the site:

- St. Colmons Community College
- Midleton Community Centre
- Playground Castleredmond
- Midleton Men's Shed
- Midleton Post Office
- Imokilly Medical Centre
- Owennacurra Late Night Pharmacy
- Iceland Midleton
- Baby's Walk Park



**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 kmh). Midleton town centre is shown to be within 5 mins cycle of the development site with the extent of the town being within 10 mins.

*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.*

4.4 There are proposals to upgrade the R630 Midleton to Whitegate Road providing a series of sustainable transport solutions including cycling, walking and public transport improvements. The aim is to further enhance the connectivity between Whitegate and Midleton for cyclists and pedestrians, linking residential areas to schools and other public facilities.

The following figure presents a section of the scheme, as it passes the entrance to Maple Woods, which is substantially completed at the time of writing this report.



**Figure 4.3: Proposed upgrade works to the R630**

These works began in 2023. Phase 1 of this scheme has been completed which connects Ballinacurra, Midleton and Water Rock. Based on the completion of this scheme a future target year modal shift of 30% was agreed with the Council Transport Department. The extent of this scheme is shown below. This scheme will tie in with the Cork to Youghal Greenway which will allow for greater use of sustainable forms of transport.

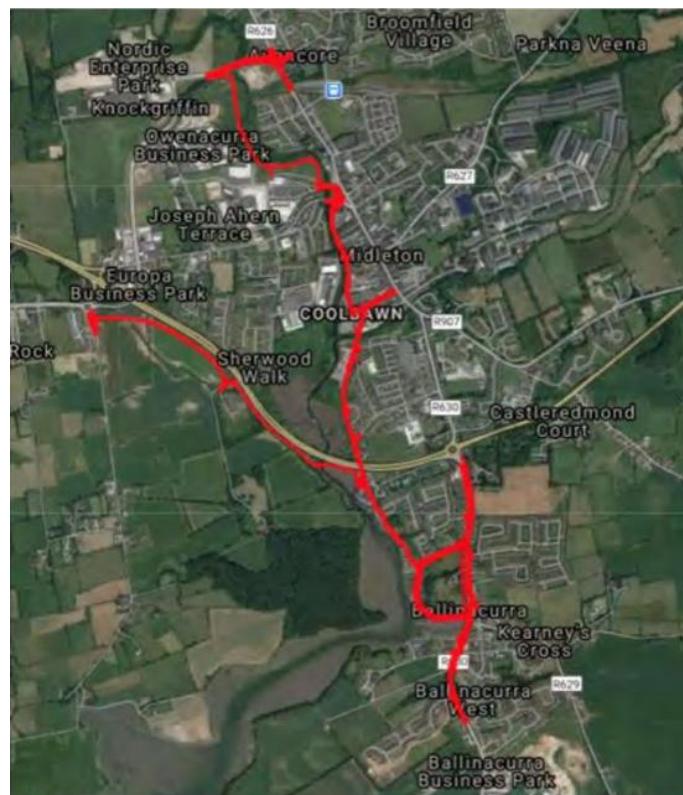


Fig 4.4: Midleton to Ballinacurra Pedestrian Cycle Scheme

## 5.0 PARKING PROVISION

5.1 The following extract from the County Development Plan indicates the parking requirements for new developments.

<b>Table 12.6: Car Parking Requirements for New Developments</b> <b>(Maximum per sq. m.)</b>	
<b>Development Type</b>	<b>Parking Provision Requirement</b>
<b>Other cultural / recreational &amp; leisure uses</b>	Dependent on nature and location of use.
<b>Residential: Dwelling houses</b> <b>Residential: Apartments</b>	2 spaces per dwelling unit 1.25 spaces per apartment unit
<b>Crèches</b>	1 space per 3 staff + 1 space per 10 children

**Table 5.1 Extract from County Development Plan (Table 12.6)**

In accordance with the above table, a total of 214 no. car parking spaces are proposed for the proposed residential development, including 4 disabled parking spaces. These are allocated on the basis of housing type and likely demands of future residents. The proposed parking provision allows for 2 spaces per detached house and 3-bed townhouse, 1 space per 2-bed townhouse, and 1.25 spaces per apartment.

There has also been a total number of 114 bicycle spaces provided in the scheme to help promote sustainable transport within the scheme. This plus the planned upgrades to the R630 to help provide safe bicycle infrastructure in the area will aid in shifting the mode of transport for the residents in the scheme.

## **6.0 ALTERNATIVES**

- 6.1 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.
- 6.2 The types of modal choice investigated as part of the Traffic & Transport Assessment carried out include:
  - Pedestrian and cycling facilities near the site
  - Public transport
- 6.3 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.

### **6.4 Pedestrians & Cyclists**

- 6.4.1 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. Once completed, the R630 upgrade works will make the location of this particular proposed development very convenient for most pedestrians.

Cyclists will also benefit from the cycle network upgrades as stated in section 4.4 above. There is also a bike hire scheme in Midleton to help encourage the use of these cycleway upgrades and further entice the use of the Cork to Youghal Greenway upon its completion.

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, Kirklees Metropolitan Council and the Irish Energy Centre)*

### **6.5 Public Transport**

- 6.5.1 The proposed development has close access to the 240, 241, and 261 bus routes. The availability of a public transport system allows users of the proposed development 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

## **7.0 CONCLUSIONS & RECOMMENDATIONS**

- 7.1 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, parks, and playgrounds.
- 7.2 Upgrade works to the R630 which are scheduled for substantial completion in 2024 will significantly improve connectivity to and from the site. Measures such as improved footpaths and the provision of cycle lanes will facilitate safe pedestrian/cycle access into Midleton through sustainable means of travel.
- 7.3 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. Attention should also be drawn to the regular bus routes from Cork City.

For the creche, incentives such as The Bike to Work Scheme, public transport support and car-pooling will be offered to employees. The required infrastructure to promote these efforts will be provided by the end user.

- 7.4 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.
- 7.6 A Site Plan of the proposed development can be found in **Appendix A**.

## **8.0 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 County Development Plan 2022-2028.*  
published by Cork County Council

Bus Eireann Route Timetables

## APPENDIX A

### Proposed Site Layout



**Figure: Proposed development site plan**