

Mobility Management Plan

6.1 General

This section will present an overview of the Mobility Management Measures for the proposed Limerick Institute of Technology campus at Coonagh Cross. A review has been undertaken of the existing Limerick Smarter Travel Campus Programme, Action Plan (January 2014), the key measures and policies from the existing Action Plan will be adopted where possible for the new campus.

6.2 Existing LIT Action Plan, January 2014

6.2.1 Background

The Limerick Smarter Travel Workplaces Programme is a joint initiative between Limerick City Council, Limerick County Council, the University of Limerick and the National Transport Authority.

In November 2013 LST carried out manual and online travel surveys to establish the baseline travel behaviour of staff and students at LIT. An Action Plan was prepared by LST which sets out recommendations appropriate and feasible measures to achieve more sustainable travel patterns among staff and students to ensure that existing and potential reliance on single occupancy private car travel can be minimised.

LIT is committed to encouraging the adoption of sustainable travel practices by staff, students and visitors travelling to and from its campuses. LIT acknowledges the importance of being responsible, sustainable and ethical in order to meet the needs of the present and leave a better environment for future generations.

6.2.2 Methodology

The Action Plan was prepared in the context of the following:

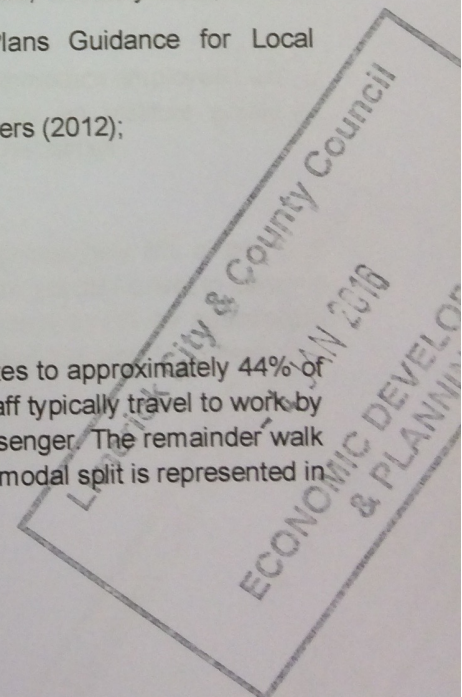
- The Department of Transport's Smarter Travel – A Sustainable Transport Future, February 2009;
- National Transport Authority's Achieving Effective Workplace Travel Plans Guidance for Local Authorities (2012); and
- National Transport Authority's Workplace Travel Plans A guide for Implementers (2012);

6.2.3 Existing Staff and Student Travel Patterns

LST carried out staff and student travel surveys to assess the existing travel patterns.

Staff

The results of the survey showed that 263 members of staff responded, which equates to approximately 44% of the total number of staff (circa 600 employees). The results showed that 84.9% of staff typically travel to work by private vehicle as the driver of the vehicle. An additional 1.9% travel by car as a passenger. The remainder walk (4.2%), cycle (3.5%), use public transport (2.7%) or travel by motorcycle (1.2%). The modal split is represented in Figure 6.1.



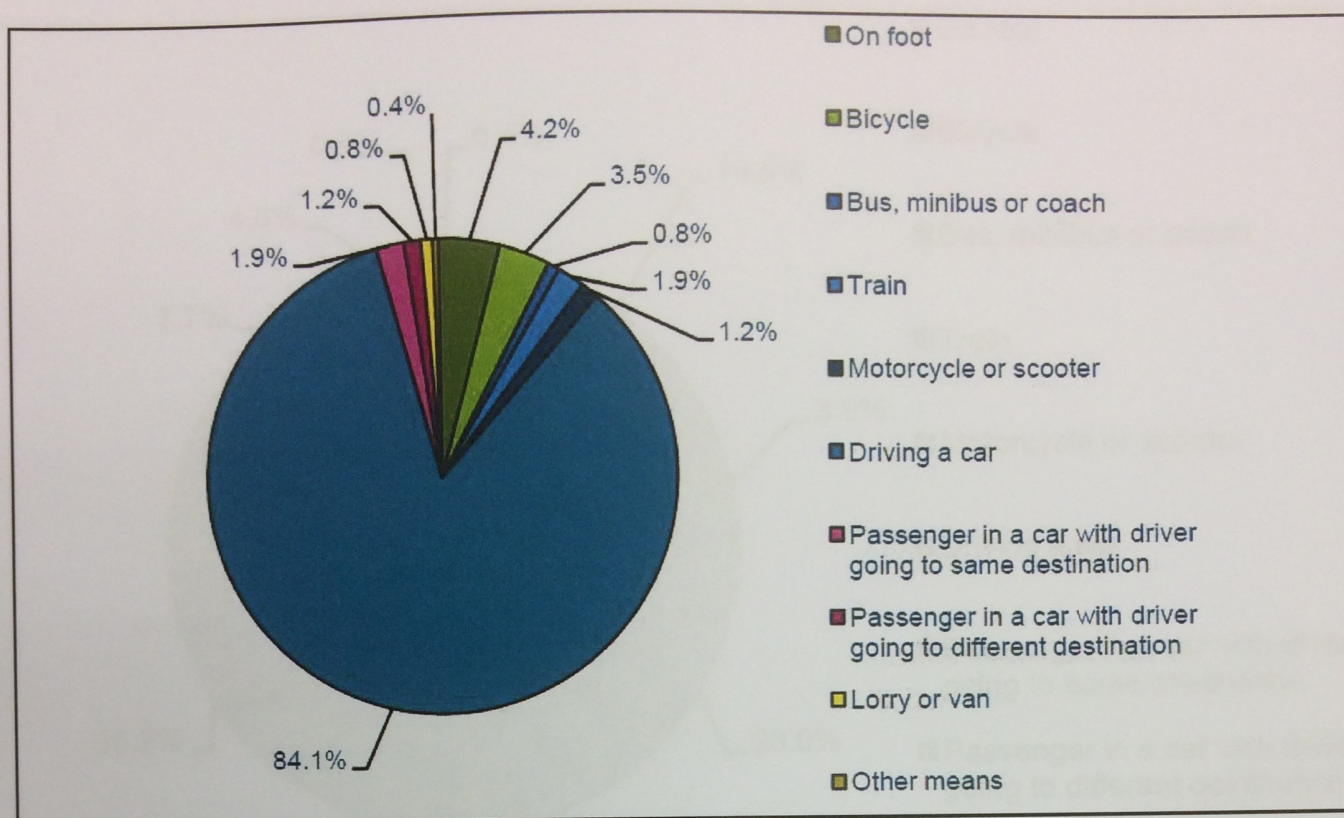


Figure 6.1 LIT Staff Modal Split

Staff respondents were asked what might encourage them to travel via walking or cycling to work as opposed to car travel. The responses showed that the provision of showers, lockers and drying rooms would encourage active commuting among the majority of respondents.

Other comments of note from the staff respondents are summarised as follows:

Public Transport Improvements. Public transport is not a feasible option for a number of staff as it would require getting two buses, and the buses are infrequent and are not direct.

Increase Cycle Infrastructure and Facilities. The addition of secure and sheltered bicycle racks was very beneficial. The lack of changing and shower facilities is a huge disincentive to cycle. If these facilities were available I would be encouraged to cycle during winter days;

Work Related Changes. In my department no real effort is made on timetable to accommodate employees with a long commute. Some other departments do make an effort. There needs to be an institute policy to accommodate long distance commuters as much as possible within the constraints of resources.

Students

The results of the survey show that 562 students responded which equates to approximately 8% of the total number of students (circa 7,000 students). The results showed that 40.7% of students typically travel to campus by private vehicle as the driver of the vehicle. Approximately 58.5% of students travel to LIT by sustainable modes of travel. Car sharing accounts for 12.5% of student commuting, 19.8% of students walk to college and 3.9% cycle. The modal split is illustrated in Figure 6.2 overleaf.

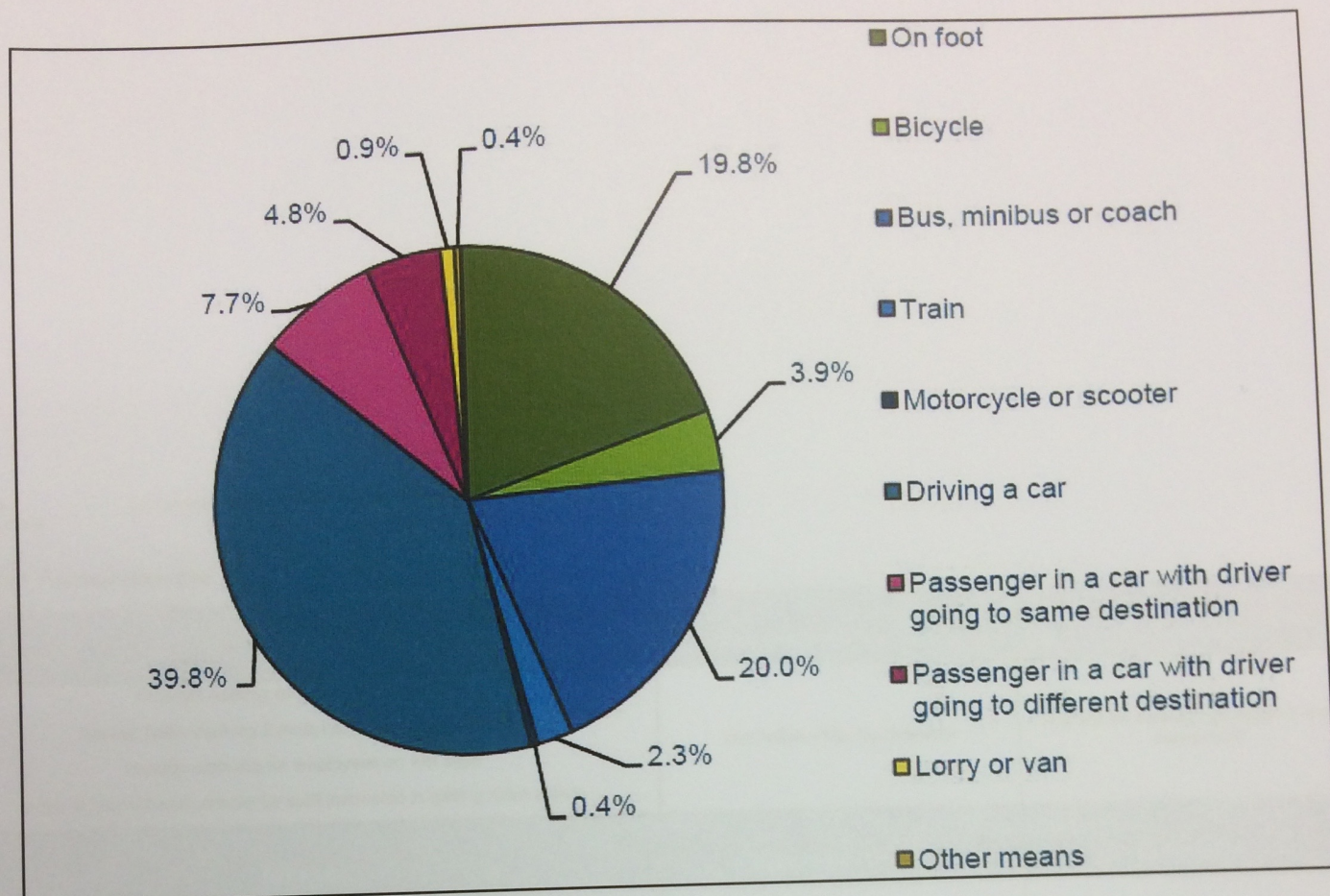


Figure 6.2 LIT Staff Modal Split

Student respondents were asked what might encourage them to walk or cycle as their means of travel as opposed to car for the journey. The results indicated that the provision of lockers, drying rooms and increased secure cycle parking would encourage active commuting among the majority of respondents.

6.2.4 Travel Plan Benefits

The employer benefits include the following:

- Reducing costs
- Reducing staff downtime spent travelling on business;
- Enhancing accessibility to a site,
- Carpooling, reduction in car parking spaces,
- Improving staff and student health
- Green Campus profile

Whilst the student and employee benefits included reduced cost of travel to campus and carpooling brings a reduction in travel costs.

6.3 Proposed Measures, Coonagh Cross Campus

This section presents a list of non-exhaustive actions recommended for the proposed LIT campus at Coonagh Cross. It is recommended that an Action Plan Coordinator is appointed, as someone who will take ownership of implementing the Action Plan. Table 6.1 presents a list of recommended measures and actions, which have been informed by the existing Action Plan for the Campus.

Proposed Action plan

Walking		
Initiatives	Responsibility / Ownership	Timescale
Promote walking events / lunchtime walks Annual Team Walking Events i.e. Pedometer Challenge Provide umbrella for employees on wet days Offer in house health checks for staff interested in getting more active	The Action Plan Co-ordinator	This will be established within 3 months occupation.
Cycling		
Initiatives	Responsibility / Ownership	Timescale
Launch Cycle to Work scheme for Staff Establish a Staff Bicycle User Group Introduce Cycle to College initiatives for students Encourage establishment of a cycling club / society Provision for cyclist equipment i.e. pump, allen keys, lights, puncture repairs Display maps of local cycle network on notice boards Participate in national cycle week Survey and monitor cycle parking occupancy Install and or upgrade cycle lockers, showers and drying rooms Promote the use of changing facilities for cyclists	The Action Plan Co-ordinator	This will be established within 3 months occupation.

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Public Transport		
Initiatives	Responsibility / Ownership	Timescale
<p>Trial extended shuttle bus routings to provide a connection between the main LIT campus and the Coonagh Cross site</p> <p>Re-advertise and promote the Tax saver monthly and annual commuter tickets for public transport</p> <p>Include a one month trial ticket for public transport and timetable information</p> <p>Display a local area map with public transport stops / route numbers marked</p> <p>Publicise real time passenger information apps and websites where relevant</p> <p>Discuss with public transport operators fare structures and ticketing options</p> <p>Publicise door-to-door multi modal journey planner website</p> <p>Liaise with public transport operators regarding service frequencies to the campus</p> <p>Provide attractive, good quality waiting areas</p>	The Action Plan Co-ordinator	This will be established within 3 months occupation.
Car Sharing		
Initiatives	Responsibility / Ownership	Timescale
<p>Establish a private staff car sharing scheme</p> <p>Hold a coffee morning / launch event for potential car sharers</p> <p>Offer a guaranteed ride home in emergencies</p> <p>Raffle travel mugs, vouchers etc. for car sharers.</p>	The Action Plan Co-ordinator	This will be established within 3 months occupation.

Construction Phase		
Initiatives	Responsibility / Ownership	Timescale
Provide a preliminary Construction Traffic Management Plan to provide detailed mitigation of construction traffic associated with the proposed development.	The Contractor / LCC Roads & Traffic Department	This will be established and agreed prior to construction.
Other Measures		
Initiatives	Responsibility / Ownership	Timescale
Include travel information to employee induction packs Liaise with HR and Management to identify employees who could work from home Review class timetables with reference to public transport timetables Hold a launch event of the travel plan Develop a marketing and communication plan Distribute travel maps, leaflets and timetables, ensuring consistent accessible formats, health information for walking routes, signposting to website / apps Provide quarterly 'How to Travel' newsletter via email to staff and students Example parking policies to ensure access to parking for those most in need, and for those who could use alternative modes	The Action Plan Co-ordinator	This will be established within 3 months occupation.

6.4 Monitoring

The main aim of the travel plan should be to reduce the number of trips made to and from the campus by the private car. The key to a successful plan is to identify the transport alternatives that staff and students are prepared to use, to try and encourage modal split.

Upon occupation of the Coonagh Cross campus, travel surveys will be undertaken for future staff and students to identify the baseline travel behaviour. Upon completion of the surveys, it will then be possible to set targets for the campus. In the interim, the existing campus travel survey results and the campus 2015 potential modal share targets have been reproduced in Table 5.2. These will serve as interim targets until completion of the baseline travel questionnaires upon occupation of the proposed campus.

7 Recommendations & Conclusions

This Transport Assessment has been prepared by AECOM on behalf of the applicant in support of a student campus building and associated infrastructure works on an existing site, located at the Coonagh Shopping Centre site at Coonagh Cross, approximately 4km from the centre of Limerick City.

The report has been undertaken to quantify the impact that traffic generated by the proposed development will have on the study area road network. The main conclusions of the report can be summarised as follows:

Development Proposals

The proposed development comprises of a student campus for Limerick Institute of Technology. The primary elements of the development which are illustrated on the Architect's drawings will comprise of the following:

- Workshops and Loading Yards for the automotive school of LIT;
- Access roads and vehicle parking areas, with total provision for 216 car parking spaces; and
- Associated utilities

Access

Students and staff will access the site via the existing Coonagh Shopping Centre entrance as shown in Figure 3.2. There is a right of access in place to provide an access route through the existing Tesco car park. There is also a secondary access via the northern boundary of the site for students, staff and servicing vehicles for the development.

Car Parking

A total of 216 car parking spaces are proposed. This will accommodate the eventual operational peak capacity of 800 students whilst allowing provision for 80 staff and visitor car parking spaces. Dedicated disabled parking spaces will also be provided in accordance with LCC's parking requirements, and these spaces will be situated at prominent locations near to the building entrances.

Vehicle Movements

An AutoTrack analysis has been carried out at the proposed site access junctions and the car parking layout to demonstrate capability to cater for the maximum size of delivery and warehouse vehicles entering the site.

Trip Generation

For the scale and type of development proposed, it is expected that the traffic generation (new primary vehicle movements generated by the proposed development) will be 44 arrivals and 10 departures in the AM peak hour. During the PM peak hour the proposed development will generate 9 arrivals and 14 departures (two-way total of 23 vehicle movements). This figure is significantly lower than the previously granted planning permission with an afternoon peak hour flow of 937.

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Measures and opportunities have been presented within the MMP to promote sustainable travel associated with the proposed development from the outset and the opportunity exists to monitor and update measures and initiatives in accordance with student/staff feedback and emerging policies.

Existant Planning Permission

The proposed development is located on a site that has planning permission (LCC Reference: 03/2050) for a large retail park comprising an array of land uses including a retail store, cinema, leisure facilities and warehousing comprising of 7,800 sq. m. Although the current proposed development adds a slight increase in traffic to the local road network there is a huge reduction in trips as a result of the change of use at the site to education when compared with the current permitted use.