



MOBILITY MANAGEMENT PLAN

Lady's Lane Student Accommodation, Limerick City

Project	Lady's Lane Student Accommodation, Limerick City
Location	Lady's Lane, Limerick City
Client / Applicant	Lanehunt Ltd.
Planning Authority	Limerick City and County Council
Report Prepared by	MB
Checked by	CG
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Table of Contents

1. Introduction	3
1.1 Purpose and Background	3
1.2 Objectives of a Mobility Management Plan	4
1.3 Report Structure	4
1.4 MMP Process	5
2. Proposed Development and Policy Framework.....	6
2.1 Development	6
2.2 Proposed Site Layout	6
2.3 Proposed Car and Cycle Parking Provision	7
2.4 Policy Framework	7
2.4.1 Limerick Development Plan 2022–2028	7
2.4.2 National Policy.....	7
2.4.3 BusConnects Limerick.....	7
3. Existing and Future Travel Conditions.....	9
3.1 Site Location and Local Amenities	9
3.2 Existing Travel Patterns – CSO Data	9
3.3 Walking.....	10
3.4 Cycling.....	10
3.5 Public Transport – Existing Bus Services.....	11
3.6 Future Public Transport – Bus Connects Limerick	11
3.7 Bike Sharing and Car Sharing.....	11
4. Objectives and Targets	12
4.1 MMP Objectives.....	12
4.2 Mode of Travel Targets.....	12
4.3 Predicted Peak Hour Trips by Mode	13
5. Action Plan	14
5.1 Proposed Action Plan Measures.....	14
6. Monitoring.....	16
6.1 Monitoring Approach.....	16
6.2 Monitoring Report Template	16
7. MMP Co-ordinator.....	17
7.1 Nominated Travel Plan Co-ordinator.....	17
8. Conclusion.....	18
Appendix A – Public Transport Information	19
Appendix B- Resident Travel Survey	22

1. Introduction

1.1 Purpose and Background

BDB Consulting (BDB) was appointed by Lanehunt Ltd. to prepare a Mobility Management Plan (MMP) in support of a planning application for the proposed student accommodation development at Lady's Lane, Limerick City. The proposed development comprises 350 no. student bedrooms, with associated outdoor amenity, bicycle storage, and ancillary works.

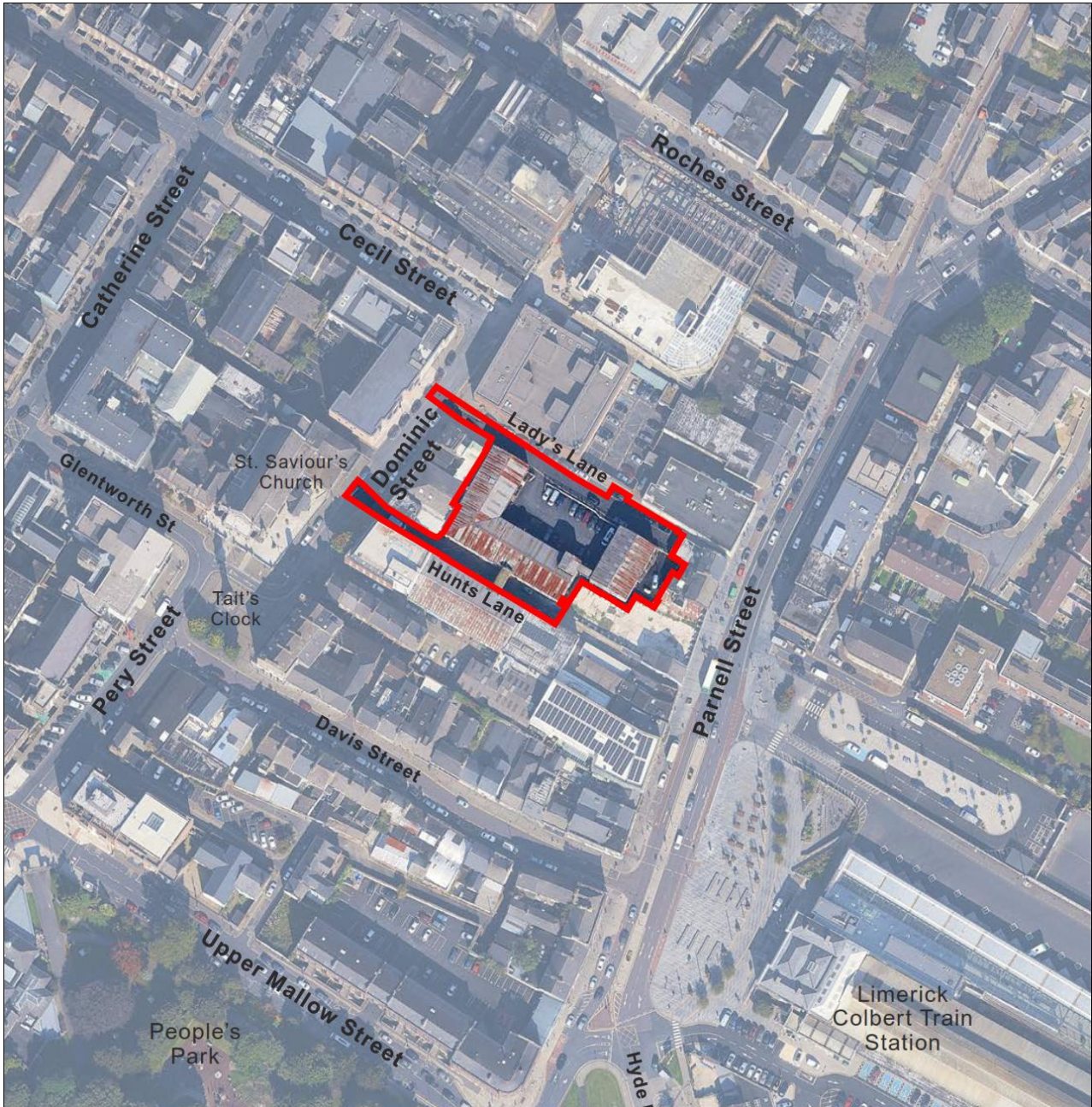


Figure 1. Site Location and Local Road Network

This Mobility Management Plan has been prepared in accordance with Limerick City & County Council Development Plan 2022-2028 **Objective TR O23 Mobile Management**. "It is an objective of the Council to require the submission of Mobility Management Plans, subject to the guidance provided in the Toolkit for School Travel, Safe Routes to School Programme, Workplace Travel Plans – A Guide for Implementers and Achieving Effective Workplace Travel Plans – Guidance for Local Authorities, for any development that the Council consider will have significant trip generation and attraction rates, at peak hours or throughout the day and where existing or proposed public transport may be utilised."

This MMP report should be read in conjunction with all other documents submitted as part of the planning application, including all original scale drawings. The following key reference documents have been considered in the preparation of this report:

- Engineering Services and Surface Water Management Report – BDB Consulting
- JFA Architects Design Statement
- National Transport Authority – Workplace Travel Plans: A Guide for Implementers
- National Transport Authority – Smarter Travel for Campuses
- Dublin Transportation Office Advice Note - Mobility Management Plans
- Limerick Development Plan 2022–2028
- CSO Statistical Information (2022 Census)
- Smarter Travel – A Sustainable Transport Future (Department of Transport, 2009)

1.2 Objectives of a Mobility Management Plan

A Mobility Management Plan (MMP) sets out a package of measures aimed at reducing single occupancy car trips generated by a development and promoting sustainable travel modes. Core objectives typically include:

- **Reducing car dependency** - shifting modal share (percentage of trips made by each mode of transport) away from private car use towards walking, cycling, public transport, and car sharing.
- **Managing trip generation** - demonstrating that the development will not place unacceptable demand on the surrounding road network.
- **Improving accessibility** - ensuring the site is accessible by a range of modes for users of varying mobility.
- **Setting measurable targets** - establishing baseline modal split data and committing to targets for improvement over time.
- **Appointing a Mobility Manager** - identifying a responsible person to implement and monitor the plan.
- **Providing infrastructure and incentives** - cycle parking, shower facilities, public transport information, car-club access, etc.
- **Monitoring and review** - committing to periodic surveys and reporting to the planning authority.

The objectives of the MMP will be achieved through a combination of soft measures including promotional campaigns and operational initiatives and hard measures comprising physical and infrastructural improvements. Travel choices will be monitored over time to assess progress and inform any necessary adjustments to the Plan.

1.3 Report Structure

This report is structured as follows:

- Section 1 – Introduction
- Section 2 – Proposed Development and Policy Framework
- Section 3 – Existing and Future Travel Conditions
- Section 4 – Objectives and Targets
- Section 5 – Action Plan
- Section 6 – Monitoring
- Section 7 – MMP Co-ordinator
- Section 8 – Conclusion
- Appendix A – Public Transport Information
- Appendix B – Resident Travel Survey Questionnaire

1.4 MMP Process

The MMP process encompasses eight principal steps from initial assessment through to ongoing monitoring and review. From the date of publication, the MMP remains a live document that continues to evolve and develop throughout its lifecycle.

This Mobility Management Plan includes:

- Essential information about site accessibility and the existing and future transport infrastructure
- A clear statement and commitment to actively encourage and promote sustainable travel
- A set of objectives and targets that are both realistic and ambitious
- An Action Plan containing a package of suitable hard and soft measures and initiatives that are both appropriate to the development, site location and target demographic and importantly will promote awareness and support sustainable travel patterns to achieve the set of objectives and targets outlined in Section 5
- Monitoring of travel choices and other patterns over time to gauge progress against MMP targets and objectives.

The MMP process consists of eight principal steps illustrated in Figure 2. From the time of publishing, the MMP remains an “active” document which continues to evolve and develop during its lifecycle.

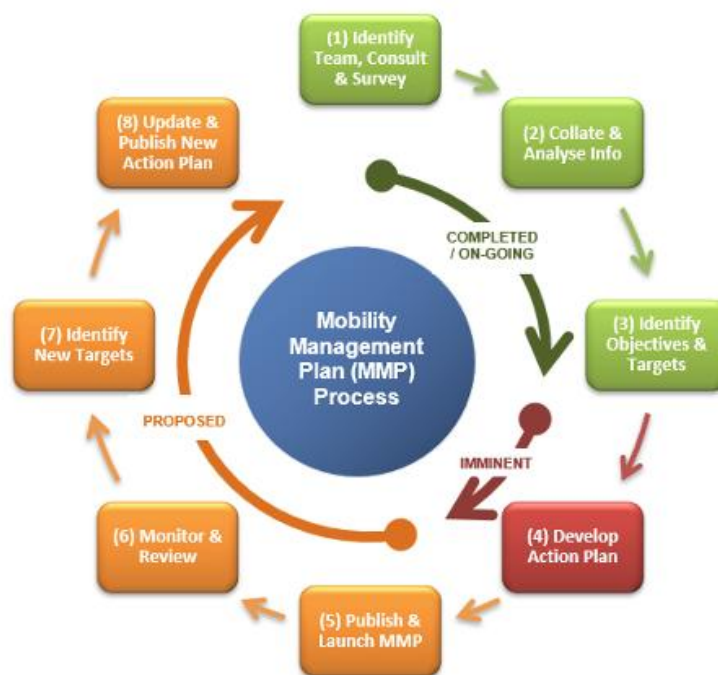


Figure 2. MMP Development Process and Status

Upon completion of the initial eight step process including all monitoring and reporting obligations the cycle recommences with the identification of new actions and targets, forming the basis of the second generation of the MMP. Successive generations may thereafter be embedded into the ongoing management and operation of the development for as long as required, up to and including the full lifetime of the development.

2. Proposed Development and Policy Framework

2.1 Development

The proposed development at Lady's Lane, Limerick City comprises 350 student bedspaces arranged in 51 apartments/clusters (337 standard bedspaces and 13 accessible bedspaces), with associated outdoor amenity, bicycle storage, and ancillary works. The development consists of a single multi-storey building ranging from six to eight storeys in height.

The development provides a total of 1,228m² of amenity space, comprising 487 m² of landscaped outdoor courtyards and rooftop terraces and 741 m² of indoor communal facilities including café, gym, cinema, study rooms, and laundry facilities. The development also includes roof top photovoltaic solar panels, green roofs, blue roofs, and biodiversity enhancement measures in accordance with sustainability objectives.

2.2 Proposed Site Layout

The proposed development is located in Limerick City centre on a brownfield site bounded by Lady's Lane to the north and Dominic Street to the west. The development is well connected to third-level education institutions, with the University of Limerick accessible in approximately 15 minutes by bus (via BusConnects high-frequency routes) or 20 minutes by bicycle (approximately 5km). Technological University of the Shannon and other educational facilities are also readily accessible via public transport and active travel modes from the city centre location.

Key site layout elements relevant to mobility and sustainable transport include:

- Secure, covered long-stay bicycle storage comprising 129 no. cycle parking spaces;
- Pedestrian access points along Lady's Lane and Hunt's Lane;
- Active outdoor amenity spaces for residents; and
- All associated civil engineering and site works.

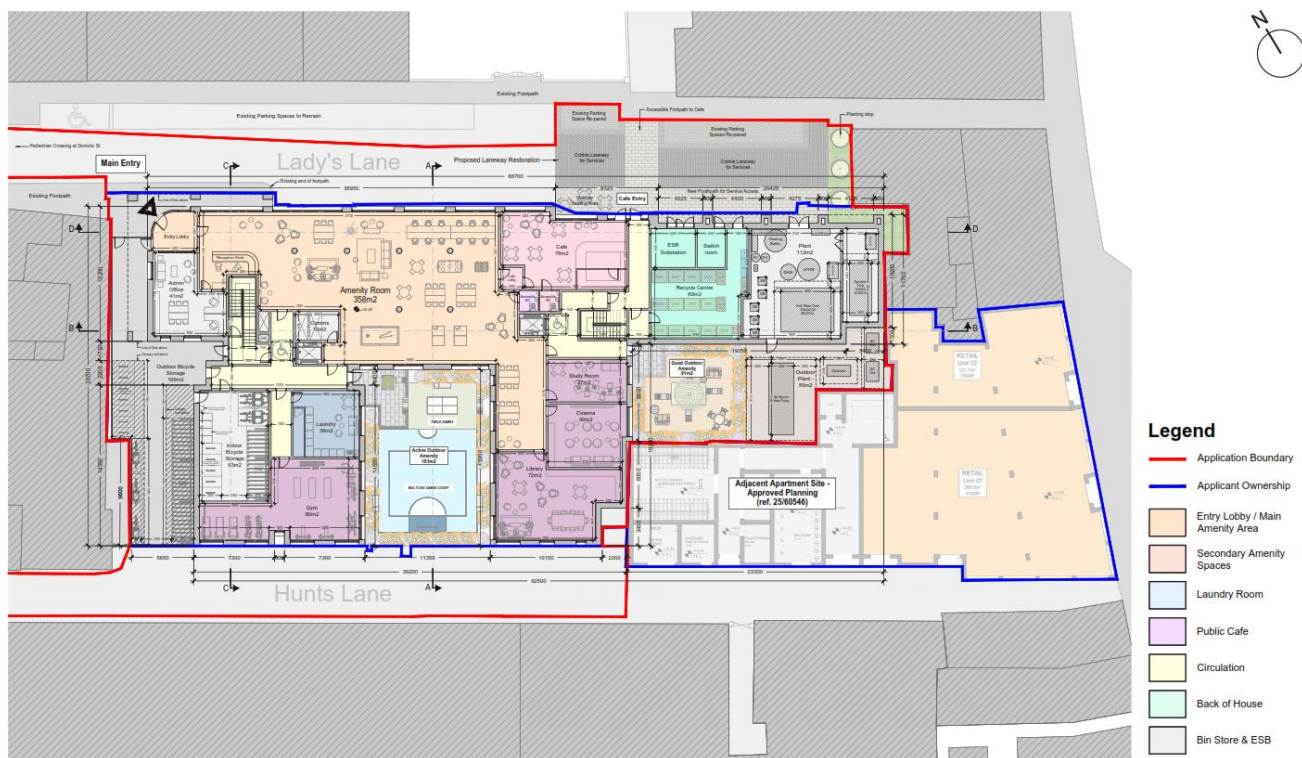


Figure 3. Proposed Site Layout

2.3 Proposed Car and Cycle Parking Provision

Parking provision for the proposed development shall be in accordance with the Limerick Development Plan 2022–2028 and shall be informed by the site location within Limerick City centre, proximity to public transport, and the student residential nature of the development. The development is located within a city centre location with excellent access to public transport, walking, and cycling infrastructure. Full details shall be confirmed on the planning drawings.

2.4 Policy Framework

2.4.1 Limerick Development Plan 2022–2028

The Limerick Development Plan 2022–2028 sets out a clear vision and strategy to provide an effective, sustainable, and accessible transport system. The following policies and objectives are directly relevant to this MMP:

- Policy TR P1 – Integration of Land Use and Transport Policies: Supports the delivery of sustainable compact settlements served by sustainable modes of transport.
- Policy TR P2 – Promotion of Sustainable Patterns of Transport Use: Seeks to encourage more sustainable patterns of travel and greater use of public transport, cycling, and walking.
- Policy TR P5 – Sustainable Travel and Transport: Supports the 10-minute city/town concept, promotes compact growth, and seeks to reduce the need for long-distance travel.
- Objective TR O13 – Delivering Modal Split: Promotes a modal shift away from the private car towards walking, cycling, carpooling, and public transport.
- Objective TR O15 – BusConnects Limerick: Supports the delivery of the BusConnects Limerick project and associated infrastructure improvements to transform the city’s bus system and make public transport more useful to more people.
- Objective TR O22 – Mobility Management Plans: Requires the preparation and implementation of Mobility Management Plans for certain classes of development to promote sustainable transport and reduce reliance on private car use. This is the key policy basis for this MMP.
- Objective HO O8: Supports the provision of purpose-built student accommodation in suitable locations, recognising the city centre as an appropriate location for such development given its high accessibility and proximity to educational institutions.

2.4.2 National Policy

The following national policy documents support the approach taken in this MMP:

- Smarter Travel – A Sustainable Transport Future (Department of Transport, 2009): Sets national targets for modal shift, including reducing work-related car commuting from 65% to 45% and achieving 10% of all trips by cycling.
- Sustainable Urban Housing: Design Standards for New Apartments (Department of Housing, Planning and Local Government): Requires that car parking provision for apartments in close proximity to public transport be minimised or substantially reduced in certain circumstances.
- National Transport Authority – Workplace Travel Plans: A Guide for Implementers: Provides guidance on the preparation and implementation of travel plans.

2.4.3 BusConnects Limerick

BusConnects Limerick is a major transformation of the city’s public transport system designed by the National Transport Authority (NTA). The final plan includes a 70% increase in services, new 24-hour routes, and a fully electric bus fleet.

The National Transport Authority published its final new bus network for Limerick in December 2023. The redesign of the bus network is one of nine key elements of BusConnects Limerick, aiming to transform the city’s bus system and make public transport more useful to more people. The development site is located directly adjacent to Parnell Street, which forms part of the core BusConnects network.

Key benefits of the new BusConnects network include:

- Approximately 70% increase in bus services in Limerick city and suburbs.
- Extension of bus services to new areas with more routes with frequent services.
- Enhanced Sunday timetable; new 24-hour bus service operating between University Hospital Limerick, the city centre, and the University of Limerick.
- Provision of bus services to previously unserved areas including Ennis Road, Dock Road, University of Limerick north campus, and Ardnacrusha.
- Simpler fares to make interchange seamless.

Parnell Street and the wider city centre are served by multiple high-frequency bus routes, operating at 10–15 minute intervals during weekday daytime periods. These services, combined with the walkability of the city centre, provide direct connections to a number of key third-level institutions, including the University of Limerick (approximately 15 minutes by bus), Technological University of the Shannon, Limerick City Campus (approximately 22 minutes by bus and on foot), Mary Immaculate College (approximately 15 minutes by bus and on foot), Limerick College of Further Education (approximately 12 minutes on foot), and Limerick School of Art and Design, TUS Clare Street Campus (approximately 16 minutes on foot). The site is also within easy reach of University Hospital Limerick and all residential suburbs across the city. This level of public transport accessibility and walkability is a key consideration underpinning the zero car parking approach adopted for this development.

Limerick City Network Map - How BusConnects gets you to where you want to go.

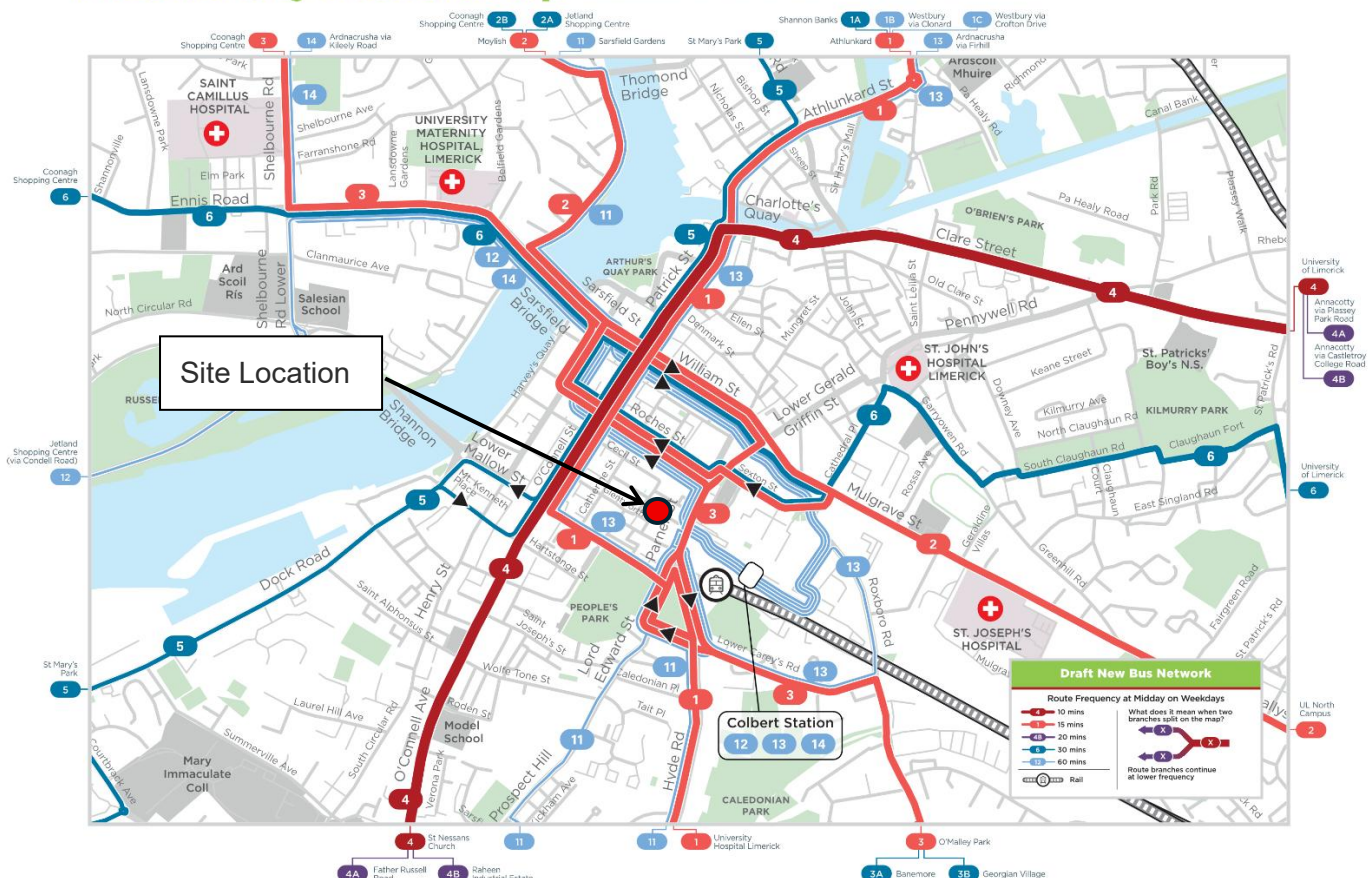


Figure 4. Limerick City Network Map - NTA Bus Connects network

3. Existing and Future Travel Conditions

3.1 Site Location and Local Amenities

The proposed development site is centrally located in Limerick City, within easy walking distance of a wide range of amenities and trip attractors including retail, employment, education, entertainment, and transport facilities. The site is well served by public transport routes serving the city centre, University of Limerick, Technological University of the Shannon and broader Limerick metropolitan area.

3.2 Existing Travel Patterns – CSO Data

CSO census data has been reviewed to establish baseline travel patterns for the Limerick City centre area. Given the city centre location and proximity to the universities, it is anticipated that a significant proportion of students will travel on foot or by public transport as their primary mode.



Figure 5. CSO Census 2022, Theme 11 Table 1, Small Area 128034005/128034006 (Shannon B Electoral Division, Limerick City Centre)

Source: Central Statistics Office, Census of Population 2022, Theme 11 Table 1 (Population aged 5 years and over by means of travel to work, school or college by Small Areas), GEODESC 128034005/128034006, Shannon B Electoral Division, Limerick City Centre.

Geographic Area: City centre core area (55,400 m²), bounded approximately by Cecil Street, Griffins Row, Davis Street, and Mallow Street.

Census Date: 3 April 2022

Table 1 – CSO City Centre Area: Indicative Mode of Travel to School/College

Mode of Travel	Number	Percentage ¹
On foot	19	52.8%
Bicycle	0	0.0%
Bus, minibus or coach	14	38.9%
Motorcycle or scooter	0	0.0%
Car driver	0	0.0%
Car passenger	3	8.3%
Other	0	0.0%
Active Travel (On foot + Bicycle)	19	52.8%
Public Transport (Bus + Train)	14	38.9%
Private Car (Driver + Passenger)	3	8.3%
Total (Stated Responses)	36	100.0%
Not stated – School, College or Childcare	21	—

Source: Table 11.1 - Population aged 5 years and over by means of travel to work, school or college by Small Areas (Census 2022)

¹ Percentages calculated based on stated responses only (n=36), excluding 'Not stated' responses.

3.3 Walking

The site is ideally located for pedestrian access. Development is located within Limerick City centre and within easy walking distance of a wide range of amenities. Typical walk times and distances are summarised in Table 2.

Table 2 – Average Walk Times and Distances

Walking Time	Child (4.3 km/h)	Adult (5.0 km/h)	Commuter (6.0 km/h)
5 minutes	363 m	417 m	495 m
10 minutes	726 m	834 m	990 m
20 minutes	1,452 m	1,668 m	1,980 m

3.4 Cycling

The proposed development is within easy cycling distance of key destinations in Limerick City. The site is accessible to the existing on-road and off-road cycle network within Limerick City. Table 3 summarises typical cycle times and distances.

Table 3 – Average Cycle Times and Distances

Cycle Time	Adult (16 km/h)	Commuter (24 km/h)
5 minutes	1,341 m	2,010 m
10 minutes	2,682 m	4,020 m
20 minutes	5,364 m	8,040 m

3.5 Public Transport – Existing Bus Services

The proposed development is located within Limerick City centre and is served by a number of existing bus routes providing access to the University of Limerick, Technological University of the Shannon city centre amenities, and the wider metropolitan area. Routes serving the Lady's Lane / Dominic Street area include city centre routes operated by Bus Éireann and the NTA Bus Connects network.

Specific route information, frequencies, and stop locations should be confirmed from Transport for Ireland (www.transportforireland.ie) prior to finalisation of this MMP. Indicative public transport information is provided in Appendix A.

3.6 Future Public Transport – Bus Connects Limerick

The National Transport Authority published its final new Bus Connects bus network for Limerick in December 2023, with roll-out of new and enhanced services from 2025 onwards. The programme will increase the level of bus services in Limerick City and suburbs. The city centre location of the proposed development is expected to benefit significantly from the enhanced frequency and coverage of Bus Connects Limerick routes.

3.7 Bike Sharing and Car Sharing

TFI Bikes currently operates the bike share scheme in Limerick City, with 215 bikes distributed across 23 docking stations throughout the city. The scheme has been operational since 2014 and is managed by Telfourth Limited (trading as An Rothar Nua) on behalf of the National Transport Authority.

Stations are conveniently located in the city centre and extend to areas including Kings Island, O'Connell Avenue, Ennis Road and Roxborough Road. The current docked system requires users to collect and return bikes at designated stations, with service available from 5am to 12:30am daily. A pilot dockless bike share scheme operated by Tier-Dott ceased operations in December 2024, having provided 150 bikes (75 e-bikes and 75 push bikes) primarily in the Castletroy area since April 2023.

Car sharing services in Limerick city centre include Enterprise Car Club operating vehicles from Enterprise Rent-A-Car branch locations and GoCar with vehicles stationed at four locations across the city.

4. Objectives and Targets

4.1 MMP Objectives

The overall aim of this MMP is to demonstrate that the proposed development can operate sustainably with the proposed parking provision. The specific objectives are:

- Review existing local mode of travel statistics (CSO) to establish a baseline;
- Ensure all residents are informed of the sustainable transport options available to them;
- Provide quality and relevant information to residents through appropriate mediums;
- Encourage the use of sustainable modes of transport;
- Promote walking and cycling as a health benefit to residents;
- Promote healthy lifestyles and sustainable communities.

4.2 Mode of Travel Targets

The proposed Year 1, 3, and 5 MMP mode of travel targets are set out in Table 4 below. These targets consider the city centre site location, CSO data for comparable urban locations, planned improvements under BusConnects Limerick, and national transport policy objectives.

Table 4 – MMP Mode of Travel Targets

<u>Travel Mode</u>	<u>CSO Baseline</u>	<u>Year 1 Target</u>	<u>Year 3 Target</u>	<u>Year 5 Target</u>
Walking	~52.8%	67%	63%	60%
Cycling	~0%	5%	10%	15%
Public Transport	~38.9%	17%	18%	19%
Car Driver	~0%	10%	8%	5%
Passenger / Other	~0%	1%	1%	1%
TOTAL	100%	100%	100%	100%

Note: CSO baseline figures are indicative, based on comparable city centre locations. Final baseline figures should be confirmed from the relevant CSO small area statistics. As a live document, the MMP objectives and Year 1 mode of travel targets shall be reviewed and revised over time as part of the monitoring process (see Section 6).

4.3 Predicted Peak Hour Trips by Mode

Based on the Year 1 mode of travel targets and an assumed occupancy of 350 students, the estimated AM and PM peak hour trips by each travel mode are summarised in Table 5.

Table 5 – Estimated Peak Hour Trips by Mode of Travel (350 Students, Year 1)

Travel Mode	Year Target ¹	AM Arrivals	AM Departures	PM Arrivals	PM Departures
On foot	67%	7	47	35	12
Bicycle	5%	1	4	3	1
Public Transport	17%	2	12	9	3
Car Driver	10%	1	7	5	2
Passenger / Other	1%	0	1	1	0
TOTAL	100%	11	71	53	18

Note: Peak hour trip generation estimates are based on a 10% AM (8-9am) and PM(5-6pm) peak hour factor applied to daily trips, consistent with student accommodation practice. Figures are rounded to the nearest whole number.

5. Action Plan

5.1 Proposed Action Plan Measures

Table 6 below sets out the Action Plan, comprising both soft (operational and promotional) and hard (infrastructural) measures. The primary opportunity for soft measures in a residential development is to provide and display information to residents in shared spaces such as entrance lobbies, communal areas, and lift areas.

Table 6 – Action Plan

#	Category	Action	Year
1	Soft	Inform residents through a Welcome Pack about this MMP, the measures implemented, the objectives and targets, and the annual Travel Survey. The Welcome Pack shall be available prior to development completion.	Year 1
2	Soft	Provide comprehensive walking, cycling, public transport, and parking information in both print (lobby displays) and digital formats (resident portal, WhatsApp group, email). Include route maps to UL, TUS, city centre, and key student destinations.	Year 1
3	Soft	Create an interactive digital map using Google My Maps or similar platform showing: walking/cycling routes to UL and TUS; nearest bus stops with real-time info links; bike share stations (Moby Bikes Limerick); car share locations (GoCar, Yuko); and local student services (supermarkets, pharmacies, takeaways, laundromats).	Year 1
4	Soft	Establish coordination with UL and TUS transport/student services offices to align with university transport initiatives, receive updates on new bus routes, and promote the development's sustainable transport facilities to incoming students.	Year 1
5	Soft	Display travel information for walking, cycling, and public transport (maps, timetables) in a prominent location within the development. Bus Éireann and BusConnects route maps; cycling time isochrones to UL (20 min) and TUS (15 min); real-time bus departure screens or QR codes linking to TFI Live app; and Leap Card top-up locations.	Year 1
6	Soft	Provide and display travel information and locations for nearby bike and car sharing services in a prominent location within the development.	Year 1
7	Soft	Provide and display information on convenient routes to and from local services (e.g. shops, doctors, pharmacy, laundry, café).	Year 1
8	Soft	Promote and display information on real-time travel information available via websites and apps (e.g. www.journeyplanner.transportforireland.ie , journeyplanner.irishrail.ie , Google Maps).	Year 1
9	Soft	Promote Transport for Ireland (TFI) information, tools, and services: https://www.transportforireland.ie/available-apps/	Year 1
10	Soft	Provide residents with a cost comparison between public transport and cycling versus private car ownership, including tax, insurance, fuel, and maintenance costs.	Year 1

11	Soft	Display information about public transport tickets, in particular Leap Card and student travel products.	Year 1
12	Soft	Use cycle time isochrone diagrams to illustrate cycling times and distances from key surrounding locations.	Year 1
13	Soft	Promote the Cycle to Work Tax Saver Scheme and Student Bike Purchase Schemes. Provide information in lobby and via email, including links to Revenue guidance and participating retailers in Limerick.	Year 1
14	Soft	Promote participation in National Bike Week and Limerick Bike Week events. Organise group cycles to UL/TUS or social spins during Bike Week to build cycling confidence among residents.	Year 1
15	Hard	Provide secure, covered long-stay cycle parking in accordance with development plan standards and best practice guidance.	Year 1
16	Hard	Review cycle parking utilisation and demand. If >85% occupancy observed, provide additional bike stands in underutilised outdoor areas or expand covered storage.	Year 2
17	Hard	Support provision of car share parking bay(s) on-street adjacent to development. Liaise with LCCC and GoCar/Yuko to designate parking spaces for car club vehicles.	Year 2
18	Soft	Provide the Travel Survey to residents in both print and digital formats (e.g. SurveyMonkey, Google Forms) to maximise the response rate.	Year 2
19	Hard	Based on 2 years of monitoring data, implement additional measures identified through resident feedback, e.g., e-bike charging points, additional covered cycle parking, or improved shower/changing facilities if demand exists.	Year 2
20	Hard	In conjunction with LCCC Active Travel team, review and improve pedestrian crossing facilities, footpath quality, and lighting along desire lines to UL and TUS bus stops.	Year 2
21	Hard	Continue to liaise with the NTA regarding the proposed BusConnects network, in particular routes and bus stop adjacent to the development.	Year 2

To implement the above MMP actions, the following steps shall be taken:

- Establish a named Mobility Management Co-ordinator and Steering Group to oversee the consideration, implementation, and review of all measures, in conjunction with the Local Authority Active Travel department.
- Implement an awareness campaign to promote the mobility measures, including leaflets, fact sheets, and a development website, with campaigns repeated regularly.
- Present MMP information to residents upon occupation of each unit.

6. Monitoring

6.1 Monitoring Approach

The MMP shall be monitored and reviewed annually by the MMP Co-ordinator. The monitoring programme shall proceed as follows:

- The first Travel Survey of residents shall be carried out on the first anniversary of initial occupation of the development.
- The Travel Survey shall be undertaken annually thereafter for a minimum period of three years.
- Survey results shall be monitored against the objectives, targets (Section 4), and Action Plan (Section 5) of this MMP.
- The survey shall be provided in both print and digital formats to maximise the response rate.
- Upon completion of the survey, the MMP Co-ordinator shall compile a Monitoring Report containing: a summary of Travel Survey results; details of initiatives carried out during the year; progress against the Action Plan; and details of any promotional material used.
- The annual Monitoring Report shall be submitted to the Active Travel / Mobility Management section of Limerick City and County Council for a minimum period of three years, or longer if required.
- The results of each Monitoring Report shall be made available to all residents.

6.2 Monitoring Report Template

Table 7 below provides the Monitoring Report Template. Questions are to be compiled directly from the results of the Travel Survey Questionnaire in Appendix B.

Table 7 – MMP Co-ordinator: Monitoring Report Template

Item A: Modal Share	Baseline	Target	Year 1	+/-	Year 2	+/-	Year 3	+/-
On foot	~53%	60%	%		%		%	
Bicycle	~0%	15%	%		%		%	
Public Transport	~39%	19%	%		%		%	
Car Driver	~0%	5%	%		%		%	
Other	~8%	1%	%		%		%	
Car Share	/	/	%		%		%	
Bike Share	/	/	%		%		%	

7. MMP Co-ordinator

7.1 Nominated Travel Plan Co-ordinator

The nominated Travel Plan (MMP) Co-ordinator will be responsible for reviewing and considering each proposed measure, undertaking the annual Travel Survey, and compiling the Monitoring Report.

Name	
Position	
Address	
Telephone	
Email	

Note: This is a live document. Actions referencing the MMP Coordinator and specific service providers will be updated with detailed contact information once the Mobility Management Coordinator is formally appointed and the development is operational.

8. Conclusion

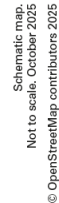
This Mobility Management Plan has been prepared by BDB Consulting in support of the planning application for the proposed student accommodation development at Lady's Lane, Limerick City. The MMP demonstrates that the proposed development can operate sustainably with the proposed parking provision.

The following key points support this conclusion:

- The site is ideally located in Limerick City centre, within easy walking and cycling distance of key amenities, the universities, and a wide range of public transport services.
- The development is well connected to third-level education institutions, with the University of Limerick accessible in approximately 15 minutes by bus (via BusConnects high-frequency routes) or 20 minutes by bicycle (approximately 5km). Technological University of the Shannon and other educational facilities are also readily accessible via public transport and active travel modes from the city centre location.
- The city centre location, with excellent public transport access and walkability, supports a low level of private car dependency among student residents, consistent with CSO data for comparable urban locations.
- The proposed development incorporates secure, covered cycle parking to encourage sustainable travel modes.
- Planned improvements under BusConnects Limerick will further enhance sustainable transport options from the site.
- The Action Plan (Section 5) sets out a comprehensive range of soft and hard measures to promote sustainable travel and achieve the mode of travel targets set out in Section 4.
- The MMP is a live document that will be continually monitored and updated by the appointed MMP Co-ordinator.

Note: This report has been prepared by BDB Consulting in accordance with the brief and information provided. The conclusions and recommendations are based on information available at the time of preparation. BDB Consulting accepts no liability for decisions made based on information not available at the time of preparation.

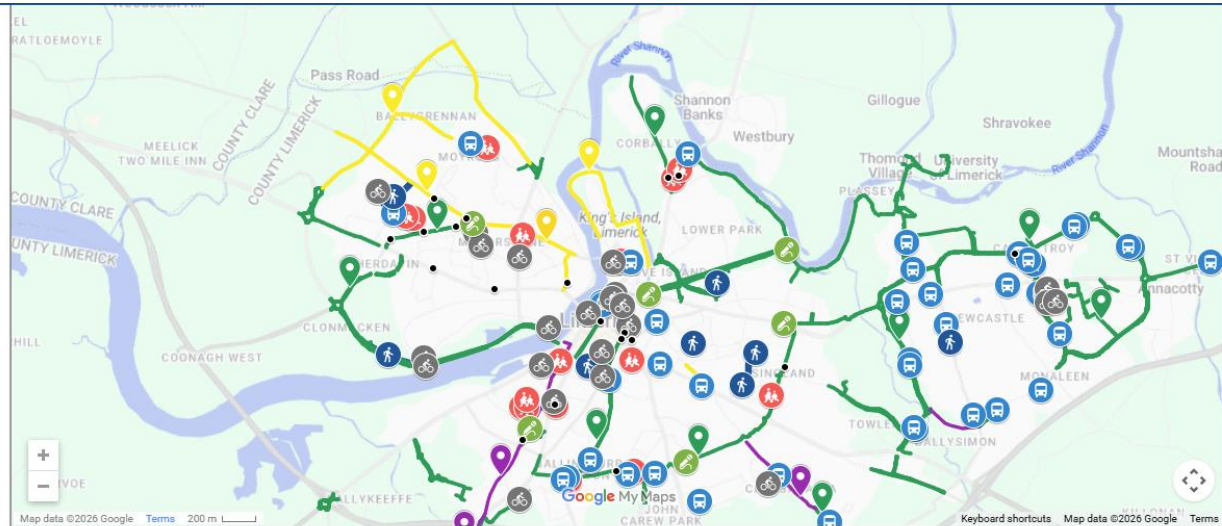
This appendix contains supplementary public transport information relevant to the proposed development, including existing bus route timetables and other transport resources.

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Active Travel Limerick - Interactive Map

[Interactive Map | Limerick.ie](https://limerick.ie/interactive-map)



Map Legend			
	Active Travel scheme (Complete)		Cycle Link (Complete)
	Active Travel scheme (Construction)		Cycle Link (Construction)
	Active Travel scheme (Approved)		Cycle Link (Approved)
	Active Travel footpath (Complete)		Footpath (Complete)
	Safe Routes to School		
	Cycle parking		Bus shelters
	Air & Noise monitors		No2 monitors

Source: [Interactive Map | Limerick.ie](https://limerick.ie/interactive-map)

Appendix B- Resident Travel Survey

Lady's Lane Student Accommodation, Limerick

This survey is being carried out as part of the Mobility Management Plan (MMP) for Lady's Lane Student Accommodation. Its purpose is to monitor travel behaviour and assess the effectiveness of sustainable transport measures at this development. All responses are anonymous and will be used solely for MMP monitoring purposes. Please complete all sections as fully as possible.

Section 1 — Respondent Details

Please provide the following details to assist with monitoring. Your individual unit number will not be used to identify you personally.

Question	Response
Apartment / Unit Number	
Number of Occupants in Unit	
Date of Completion	
Age Group	☐ Under 18 ☐ 18–24 ☐ 25–34 ☐ 35–44 ☐ 45–54 ☐ 55–64 ☐ 65+
Gender	☐ Male ☐ Female ☐ Non-binary ☐ Prefer not to say

Section 2 — Car Ownership

Question	Response
Do you own or have regular access to a private car?	☐ Yes ☐ No
If yes, how many cars are associated with your unit?	☐ 0 ☐ 1 ☐ 2 ☐ 3+
Do you hold a full driving licence?	☐ Yes ☐ No ☐ Learner Permit

Section 3 — Trip Purposes and Destinations

Please indicate your most frequent trip purposes, typical destination, mode of travel used, and approximate journey time.

Trip Purpose	Main Destination	Mode Used	Approx. Journey Time
Education (college / university)			
Work / Employment			
Shopping			
Leisure / Recreation			
Other (please specify)			

Section 4 — Method of Travel

Please tick all modes you use regularly for your most frequent journey.

How do you usually travel each day to your work, school or college? (Tick all that apply)		
☐ Walk	☐ Cycle	☐ Electric Scooter / e-bike
☐ Bus (scheduled service)	☐ Train / Rail	☐ Luas / DART
☐ Private Car (driver)	☐ Private Car (passenger)	☐ Car Share / Lift Share
☐ Taxi / Hackney	☐ Motorcycle / Moped	☐ Other (please specify)

Section 5 — Public Transport Use

Question	Response
How frequently do you use public transport?	☐ Daily ☐ 3–4 days/week ☐ 1–2 days/week ☐ Rarely ☐ Never
Which bus routes do you use most frequently?	
Are you satisfied with the public transport service available to you?	☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Dissatisfied ☐ N/A

Section 6 — Walking and Cycling

Question	Response
Do you walk for any regular journeys?	☐ Yes ☐ No
Do you cycle for any regular journeys?	☐ Yes ☐ No
Do you have access to a bicycle?	☐ Yes — own bicycle ☐ Yes — shared/hire ☐ No
Are the cycle parking facilities at the development adequate?	☐ Yes ☐ No ☐ Not Sure

Section 7 — Barriers and Comments

Question	Response
What barriers, if any, prevent you from using sustainable transport? (Tick all that apply)	☐ Journey too long by sustainable mode ☐ Poor public transport frequency / reliability ☐ Safety concerns (walking / cycling) ☐ No bicycle available ☐ Carrying heavy loads / equipment ☐ Shift work / unsociable hours ☐ No barrier — I already use sustainable modes ☐ Other (please specify below)

What measures would most encourage you to use sustainable transport?	
Any additional comments regarding transport or mobility at this development?	

Section 8 — Usual Daily Travel Mode

Please tick one option to indicate the mode you most commonly use for your daily journey to work, school, or college.

How do you usually travel each day to work, school, or college? (Tick one)		
☐ On Foot	☐ Cycle	☐ E-bike / Electric Bicycle
☐ Bus (scheduled service)	☐ Car (as driver)	☐ Car (as passenger)
☐ Car Share	☐ Taxi / Hackney	☐ Motorcycle / Moped
☐ Truck / Van	☐ Work from Home	☐ Other (please specify)

Section 9 — Usual Daily Travel Distance

Please indicate the approximate one-way distance of your most frequent daily journey.

Question	Response
How far do you usually travel each day to work, school, or college?	☐ Less than 1 km ☐ Between 1 km and 2 km ☐ Between 2 km and 4 km ☐ Between 5 km and 10 km ☐ Between 10 km and 20 km ☐ Over 20 km

Thank you for completing this survey. Please return it to the Development Manager or deposit it in the survey return box located in the main entrance lobby.

Note: The survey may be distributed digitally using an online survey platform. Digital format facilitates quicker collation and analysis of results.