



## **Mobility Management Plan**

Proposed Large-Scale Residential Development at Rathmullan,  
Drogheda, Co. Meath.

September 2025

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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
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## 1. Introduction

This Mobility Management Plan has been prepared by Waterman Moylan Consulting Engineers, on behalf of Earlsfort Developments Drogheda Limited, for a proposed large-scale residential development at Rathmullan, Drogheda, Co. Meath, situated to the west of Drogheda town centre. The proposal relates to a residential development of 249 No. residential units and a creche.

The site is located on Rathmullan Road in Drogheda, Co. Meath. The site is situated approximately 2.5 km west of Drogheda town centre. The proposed development is bounded to the south by agricultural land. The site is bound to the east by existing residential development, consisting of two-storey terraced houses and three-storey duplexes. The site is bound to the north by Rathmullan Road, the Boyne Greenway and the Boyne River. To the west the site is bound by agricultural land, and the M1 Motorway is c. 500m away from the vicinity of the site in the same direction. The proposed development will be accessed from Rathmullan Road via a new signal-controlled four-arm junction.

The proposed site area within the proposed red line boundary is approximately 9.20 hectares. The current agricultural lands exhibit a general slope from the south-west to the north-east towards the River Boyne, with existing ground levels ranging from 30 m to 6m OD Malin within the proposed red line boundary. Access to the site is currently facilitated through an existing entrance located off the Rathmullan Road to the east of the overall site.

Please refer to Waterman Moylan drawing No. 18-014-P401 – Rev A for the exact site location and surrounding lands as outlined above.

Figure 1: Site Location



The proposed development includes (i) demolition/removal of all existing farm buildings/structures and associated hard standing on site; (ii) construction of a large-scale residential development (LRD) of 249 no. units comprising 170 no. two-storey houses (including 37 no. two-bedroom houses, 111 no. three-bedroom houses and 22 no. four-bedroom houses), 16 no. three-storey duplex buildings (accommodating 16 no. one-bedroom and 16 no. two-bedroom units) and a mix of 8 no. three-storey and 3 no. four-storey apartment blocks accommodating a total of 22 no. one-bedroom and 25 no. two-bedroom apartments); (iii) construction of a new vehicular entrance and access road off Rathmullan Road with associated junction works and associated internal access road network with pedestrian and cyclist infrastructure; (iv) provision of a three-storey creche facility (411sq.m) with external play areas at ground and second floor levels and vehicular/bicycle parking area; and, (v) all ancillary site and infrastructural works, inclusive of removal of existing vehicular entrances, general landscaping and public open space provision, vehicular parking provision (396 no. spaces in total), bicycle parking, boundary treatments, foul/surface water drainage, attenuation areas, provision of a pumping station and provision of an ESB substation, as necessary to facilitate the proposed development. Each house will be served by vehicular parking to the front and private amenity space in the form of a rear garden. Each duplex building will be served by vehicular parking to the front and private amenity space in the form of balcony/terrace spaces to the rear. Each apartment block will have shared access to adjoining car parking bays with communal amenity space and bicycle/bin stores provided to the rear and each apartment will be provided with private amenity space in the form of a balcony or terrace. The development includes provision of a landscaped area of public open space to the north of the site, with 2 no. pedestrian/cyclist connections (via the northern/eastern site boundaries) to Rathmullan

Road which will be subsequently ceded to Meath County Council. The application is accompanied by a Natura Impact Statement (NIS) and an Environmental Impact Assessment Report (EIAR).

The application for this development also includes all the necessary associated infrastructure to service the above. This includes the installation of a network of foul water and storm water pipes, watermains, and a network of roads and footpaths.

The proposed estate road levels around the site, range from 19m to 30.20m. Additionally, the proposed finished floor levels for the housing units also range between 19.6m and 30.2m above the OD Malin.

In terms of access to the site, the existing Rathmullan Road will be extended towards the site with the existing road, footpath and cycle path removed and area landscaped. Details can be seen in Waterman Moylan drawing No. RAT-WMX-PH2-00-DR-C-P416 – Rev A. Main point of junction entry will be provided via a newly proposed four-armed signalized junction. This junction will connect the Rathmullan Road (East), the Rathmullan Road (North), the proposed site access and the Oldbridge Road.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development. The relevant design standards and specifications that the layout has been designed in accordance with but not limited to are as follows:

- DMURS
- Uisce Eireann Code of Practice (CoP) and Standard Details (Water and Wastewater)
- Transport Infrastructure Ireland (TII)
- Cycle Design Manual
- SuDS Manual Ciria C753
- Technical Guidance Documents, Section H etc.

As this development is a large-scale residential scheme this mobility management plan will primarily focus on the construction stage of the development, however it will also include measures to reduce car-based travel during operation stage.



## 2. Scope of this Mobility Management Plan

The Dublin Transportation Office in its Advice Note on Mobility Management Plans (July 2002) describes Mobility Management as *“a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”*

This plan will consequently assess and examine the management of the typical construction traffic that will be generated by workers attending the site and by the employment uses during the operational phase of the development. It will also assess the residential occupancy stage, however as it would not be normal to provide a mobility management plan for this use, and as such, only a commentary on this phase is provided.

The construction Management Mobility Plan will have the targets of

- Promoting sustainability
- Enhancing public transport use
- Reducing dependency on the use of the private car for the journey to the development, thus encouraging the modal shift away from private car use envisaged by the Climate Action Plan 2025.



### **3. Development Programme and Facilities**

At the time of preparing this Mobility Management Plan, the proposed development is in the planning phase. The construction programme for the site provides for an approximate opening of the development in 2026/27.

As part of the Construction Management Plan and the Mobility Management Plan it is proposed that car parking spaces will be provided on site for construction workers.

However, personnel will be encouraged to use public transport and will be informed of the public transport options in the area.

The site compound will also include secure cycle parking and shower/changing facilities to encourage cycling as a means of transport to the site.

## 4. Mobility Management Objectives

### 4.1 Overall Strategy

The strategy for this Mobility Management Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- (a) To endeavour to reduce the use of the car by single occupants.
- (b) To endeavour to reduce the use of the car for the journey to the development, especially during network peak periods.
- (c) To encourage the development of more sustainable transport modes for trips to and from the development.
- (d) To increase the percentage of workers choosing to walk, cycle or travel by public transport to and from the development instead of driving.

It is important to maximise opportunities to make non-car trips for the journey to/from the development and reducing the need to use a car for other purposes can help in this regard. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places

The promotion of more green transport modes, such as walking, cycling and public transport will have a positive effect on climate change.

The proposed development site is approximately 2.5km from the Drogheda Town centre. The proposed development provides a pedestrian link to the River Boyne walkway which provides access to the town. The greenway received planning permission from An Bord Pleanála in May 2024 and is currently under construction. However, due to the fact that Road L-16014 to the east of the proposed development is unacceptable for a bicycle lane as the gradient would exceed the design standard limits. An alternative pedestrian and cycle shared route from within the proposed development is provided and joins the greenway at the north-east of the site. Therefore the proposed development will provide connectivity to the Boyne Greenway. It is also proposed to provide pedestrian links to Rathmullan Road which contains an existing footpath on the northern side.

The closest bus stop near the area is Stop ID: 126311 and Stop ID 126191, c. 350 m away and serviced by Bus Éireann, route 173 every 60 minutes on The Drive and on Rathmullan Road. The Drogheda Bus Station is located 2.5km to the east of the subject site. It provides a high number of local and national bus routes.

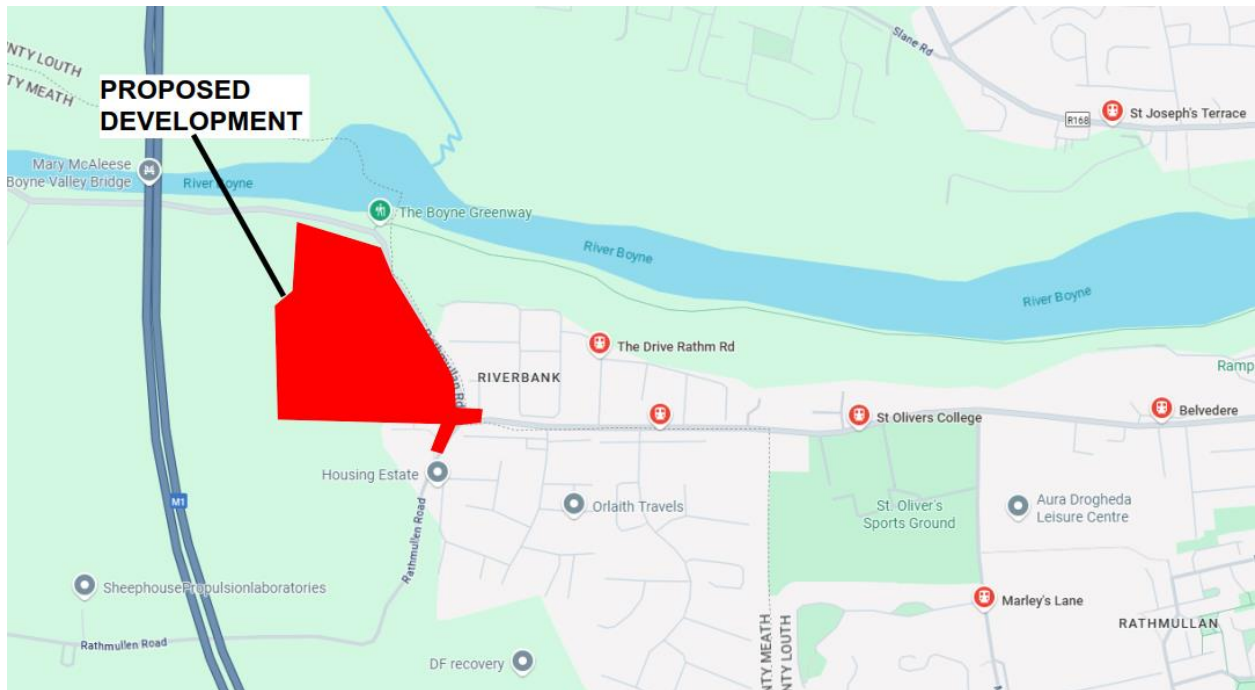
The Drogheda Rail Station is located 3.5km to the east of the subject site. It is located on the Northern Commuter line running between Newry and Dublin Pearse Street. This line extends north to Belfast Central and south to Rosslare Europort.

The above public transport services can be accessed via an existing network of footpaths.

### 4.1.1 Bus Services

The site is not directly served by public transport services, though the closest services would be approx. 350m away and serviced by Bus Eireann, being the bus stop opposite Hillview Estate which is served by the 173 bus route.

Figure 2: Location of Public Transport Services.



A summary of these stops can be seen in Tables 1 and 2 below.

Table 1: Drogheda (Opp Hillview Estate).

Drogheda (Opp Hillview Estate)		
Service	Service Route	Frequency
173	West Street Drogheda - Dominick Street (Opp Church)	Hourly

Table 2: Rowan Heights.

Rowan Heights		
Service	Service Route	Frequency
173	West Street Drogheda - Dominick Street (Opp Church)	Hourly

The Drogheda Bus Station is located 2.5m to the east of the subject site, which provides a high number of local and national bus routes.

#### 4.1.2 Train Services

The Drogheda Rail Station is located 3.5km to the east of the subject site, which is located on the Northern Commuter line running between Newry and Dublin Pearse Street. This line extends north to Belfast Central and south to Rosslare Europort.

#### 4.2 Construction Mobility Management Targets – Construction Staff

During the construction phase of the proposed development, some construction traffic movements will be undertaken by light and heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

For a development of this size, it is likely that the peak number of employees on site will be 100 workers.

Based on car sharing commute, construction staff are expected to generate up to 50 inbound trips each morning and a similar number of outbound trips during the evening.

There is adequate space to accommodate parking on site during the initial construction programme. In the event that a later stage during the construction programme adequate parking is not available on-site, off-site parking and more efficient shared car arrangements will be organised by management. If needed, there is also potential to organise general transport for the construction staff as an alternative.

Personnel will also be informed of the public transport options in the area, and they will be encouraged to use them.

The site compound will also include secure cycle parking and shower/changing facilities to encourage cycling as a means of transport to the site.

For further details, please refer to the Preliminary Construction and Waste Management Plan (CWMP) prepared by Waterman Moylan which is accompanying the documentation package under a separate cover.

## **5. Mobility Management Plan**

### **5.1 Strategy for Travel**

During construction of the development, it is proposed to implement a strategy of encouraging staff to travel as often as possible to and from the site by modes other than private car.

To this end, the strategy will be to encourage staff to reduce dependency on using private cars for travelling to work and instead encouraging travel by public transport, by cycle and on foot.

The methodology to be employed to implement the strategy will include:

- The provision of an extensive information service for public transport routes at a public location(s) within the development.
- The ongoing updating of public transport information adjacent to the development.
- Advising company staff of tax incentives for public transport
- Encouraging a car-pooling scheme
- Cycle facilities, including showers and secure cycle parking will be provided

## **6. Specific Measures**

### **6.1 Construction Phase**

#### **6.1.1 On Site Parking Controls**

As part of any works contract tendered, it will be a condition on the contractor to determine suitable limited parking needs to be provided on site. However, efforts will be undertaken to limit the number of cars used by site staff, or where cars are used, car sharing will be encouraged.

There is also potential to have the contractor limit parking spaces and organise general transport for the construction staff as an alternative.

#### **6.1.2 Car Sharing**

A Staff Car Sharers' Scheme will be encouraged by the contractor in order to ensure that where employees drive to the site, more than one person occupies the car.

#### **6.1.3 Public Transport**

The main contractor, as part of their site set up arrangements, shall appoint a Coordinator responsible for the implementation of the Mobility Management Plan and shall carry out the following tasks as part of their role:

- Provide an extensive information service for public transport options and routes at a public location(s) within the development for construction workers.
- Update the public transport information adjacent to the development on an on-going basis.
- Advise company staff of tax incentives for public transport.

#### **6.1.4 Cycling**

For those who wish to cycle to and from the development, dedicated cycle parking and shower facilities will be provided for the duration of the works within the site. Existing cycle lane is provided on existing Rathmullan Road to the east of the proposed development. Cycle routes to be provided as part of the proposed development internally, connects the existing Rathmullan Road to the east and Boyne Greenway to the north.

#### **6.1.5 Walking**

It is likely that some workers who will have the security of a fixed work location for the duration of the project will rent locally within walking distance of the site. There are existing footpaths along Rathmullan Road to the east and the River Boyne walkway also provides a link between the Drogheda town centre and the site.

### **6.2 Operational Phase – Residential Uses**

#### **6.2.1 Public Transport**

Up to date local bus and rail timetables will be maintained at fixed points within the site. Residents will be advised of their location. Details of public transport can be found in section 4 of this report.

The Co-ordinator will be responsible for the provision of a Starter Travel Pack to residents. The Pack, to be issued at occupation stage, will include information on alternative modes of travel to the site, i.e. the provision of public transport and local bus. The Pack will include information for residents on the various tax exemptions available on season tickets for public transport users.

### 6.2.2 Provision for Cyclists

Secure parking facilities will be provided on the site for residents and visitors.

Local cycle route information will be provided at fixed points within the development and residents will be advised of their location in the Information Pack.

### 6.2.3 Car Parking

The Co-ordinator will be responsible for the management of inappropriate parking within the development. This parking management will ensure that spaces reserved for individual uses within the site, will be accessible only to those users.

### 6.2.4 Information Updates

The Co-ordinator will be responsible for the preparation of an information leaflet updating residents of any changes to public transportation timetables in the area and keep them informed of any transport developments of note in the area. This information should be issued to residents at a frequency of not less than once every 12 months.



## **7. Implementation and Co-ordination of the Mobility Management Plan**

### **7.1 Construction Phase**

It will be a condition in the tendering documents for the main contractor to provide an expanded Mobility Management Plan based on the governing principles highlighted in this plan.

The Contractor will be obliged to appoint a member of the site staff as a Mobility Management Co-ordinator. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Mobility Management Plan to site workers.
- Implementation of the Mobility Management Plan.
- Management of the Mobility Management Plan.
- Ongoing assessment of the objectives of the Plan.

In addition, the Co-ordinator will be available to liaise with local residents should any incidents or concerns regarding construction access, traffic or parking occur.

### **7.2 Occupation Phase**

A Travel Co-ordinator will be appointed by the Developer/Agents to perform the function of a mobility team manager and advise occupants, visitors and residents on travel plans and arrangements. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Mobility Management Plan.
- Implementation of the Mobility Management Plan.
- Management of the Mobility Management Plan.
- Ongoing assessment of the objectives of the Plan.

## **8. Monitoring of the Mobility Management Plan**

The monitoring and review of the Plan will be the responsibility of the Co-ordinator, who will establish the process on occupation of the buildings.

The travel survey will establish the initial modal split of residents.

The Co-ordinator, in consultation with the Developer, the Occupier(s), and the Local Authority or its agents, will agree annual targets, following completion and analysis of the staff travel survey, for increasing the percentage of non-car modes.

## **9. Marketing and Implementation**

### **9.1 Staff Induction Handbook**

As part of the implementation of this Plan, the Management Company will provide residents with a Marketing Pack.

The pack will include:

- The Travel Plan.
- Public Transport information.
- Benefits of the Travel Plan for employees and employers.
- Details of pedestrian facilities.

All residents will be required to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

### **9.2 Implementation Strategy – Year 1 of Development**

The tasks to be undertaken in order to complete the implementation strategy for the development, following completion of the planning process include:

Developer/Agents:

- Appointment of the permanent Travel Plan Co-ordinator.
- Preparation of the budget for Travel Plan.
- Preparation of the Marketing Pack.

Travel Plan:

- Development of cycle facilities.
- Setting up Car Sharers Scheme.
- Ascertaining demand for bus services.

Consultant:

- Technical Advice (Ongoing).

# UK and Ireland Office Locations

