Mobility Management Plan

Proposed Large-scale Residential Development (LRD) in St. Mochta's Lands, Kellystown LAP, Clonsilla, Co. Dublin

June 2025

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001:2015 and BS EN ISO 14001:2015)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

1.1 Context

This Mobility Management Plan has been prepared by Waterman Moylan on behalf of Castlethorn Developments Luttrellstown Limited, which intends to apply for Permission for a development at a site (c. 4.38ha) at lands in the Townland of Porterstown, Dublin 15.

The proposed development comprises 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4-bedroom houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

The breakdown of the units is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total
House			62	35	97
Apartment / Duplex	98	88	19		205
Total	**98**	**88**	**81**	**35**	**302 units**

Table 1 | *Schedule of Accommodation*

1.2 Programme

It is anticipated that construction of the proposed development will commence in Q3 2026 and be completed in Q2 2029. For the purposes of this report, the opening year is assumed to be 2030.

(Note: The assessment years may lag pending approval of the planning application and may differ from the programme).

1.3 Scope

This Mobility Management Plan will be a key operational feature of the proposed new Largescale Residential Development (LRD) for St. Mochta's, in lands within the Kellystown Local Area Plan (LAP), Clonsilla, Dublin 15.

The implementation of the Mobility Management Plan will encourage residents to refrain from using private vehicles and instead adopt sustainable transport systems. The ongoing implementation of this Mobility Management Plan will facilitate the sustainability of transport to and from the site, enhance the utilisation of public transport, and reduce the reliance on private vehicle use by promoting more sustainable and cost-effective travel habits such as walking, cycling, and the use of public transport to reach the destination.

1.4 Report Structure

The report is structured with the following sections.

The initial section is the introduction, which provides fundamental data on the Subject Development and the objective of the report.

Section 2 provides an overview of the location of the Subject Development and the general environment in which it is situated.

Section 3 offers a comprehensive account of the accessibility features of the development, including pedestrian, bicycle, road network, and public transport infrastructure in the surrounding area. This provides an understanding of the connectivity of the surrounding area in relation to the site development.

Section 4 presents an analysis of potential future public transport improvements that are expected to be implemented in the near future.

Section 5 provides a detailed description of the development's main features from a mobility perspective, which includes the vehicular access, the car parking proposed, and the cycle parking proposed.

Section 6 proposes the modal choice objectives of the development, which form the basis of the strategy to be implemented.

Section 7 presents the proposed Mobility Management Plan for the development, which represents a first approximation of the work to come. The detail provided in this report is a guideline adapted to the Commercial Development Site that serves as a basis for the Mobility Management Plan to be developed by the Mobility Management Plan Coordinator.

Finally, section 8 presents the conclusions of the report.

2. Site Description

2.1 Location of Development

The site is situated in Kellystown, Clonsilla, south of the Royal Canal and the Dublin-Maynooth railway line and west of Diswellstown Road.

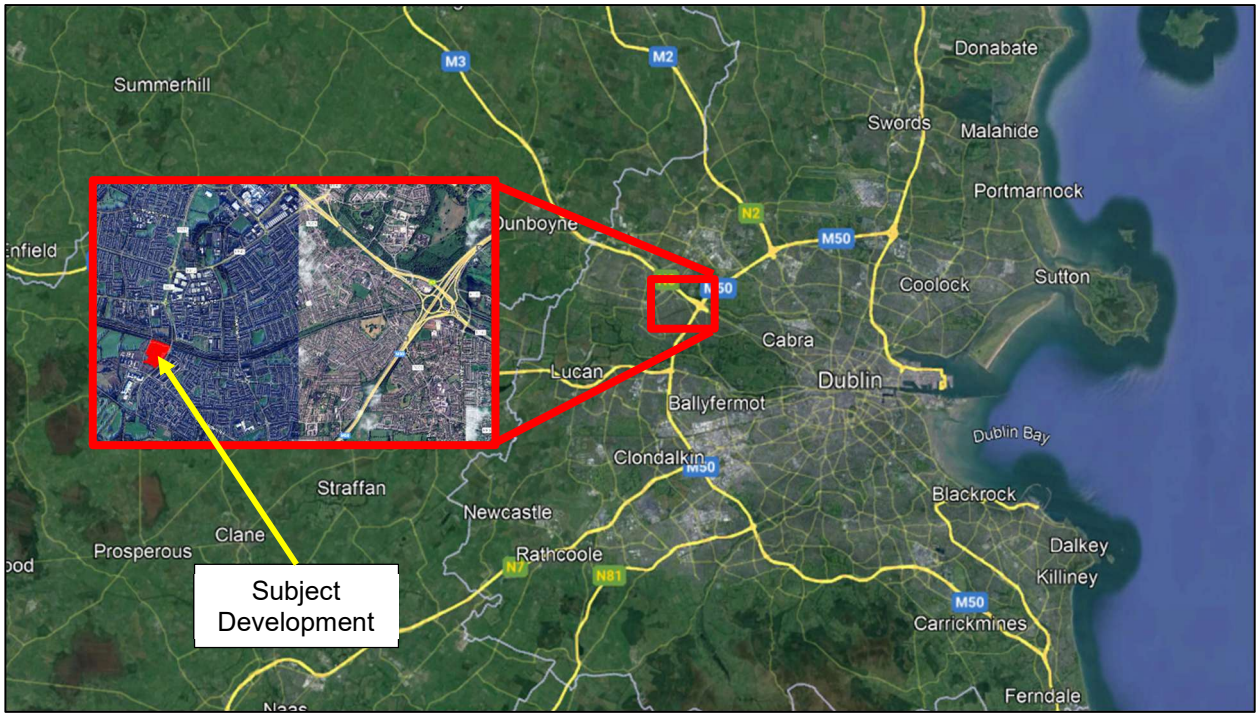

Figure 1 | *Site location Map*

2.2 Site Characteristics

The subject site, located in Kellystown, Clonsilla, Dublin 15, forms part of the Kellystown Development Masterplan which includes an important residential area with some 1,900 no. residential units, a primary school for c. 600 no. pupils, a secondary school for c. 1,000 no. pupils and a local centre of 2,500sqm. All developed on approx. 65 hectares the lands located in Kellystown.

The context and the masterplan's requirements are defined in the Kellystown Local Area Plan.

Kellystown is located approximately 1.5 km south-west of Blanchardstown Town Centre, 1.8 km south-west of Blanchardstown Main Street and 9.8 km north-west from O'Connell Street, Dublin.

The subject site is bounded to the west and south by the under construction Kellystown development - Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3), to the east by elevated Diswellstown Road and to the north by railway infrastructure. The subject development is proposed to be built on land currently occupied by St Mochta's football club. As part of a separate planning application, a new St Mochta's sports ground is proposed to the south of the site.

The figure below shows the subject site located within the Kellystown Development Masterplan.

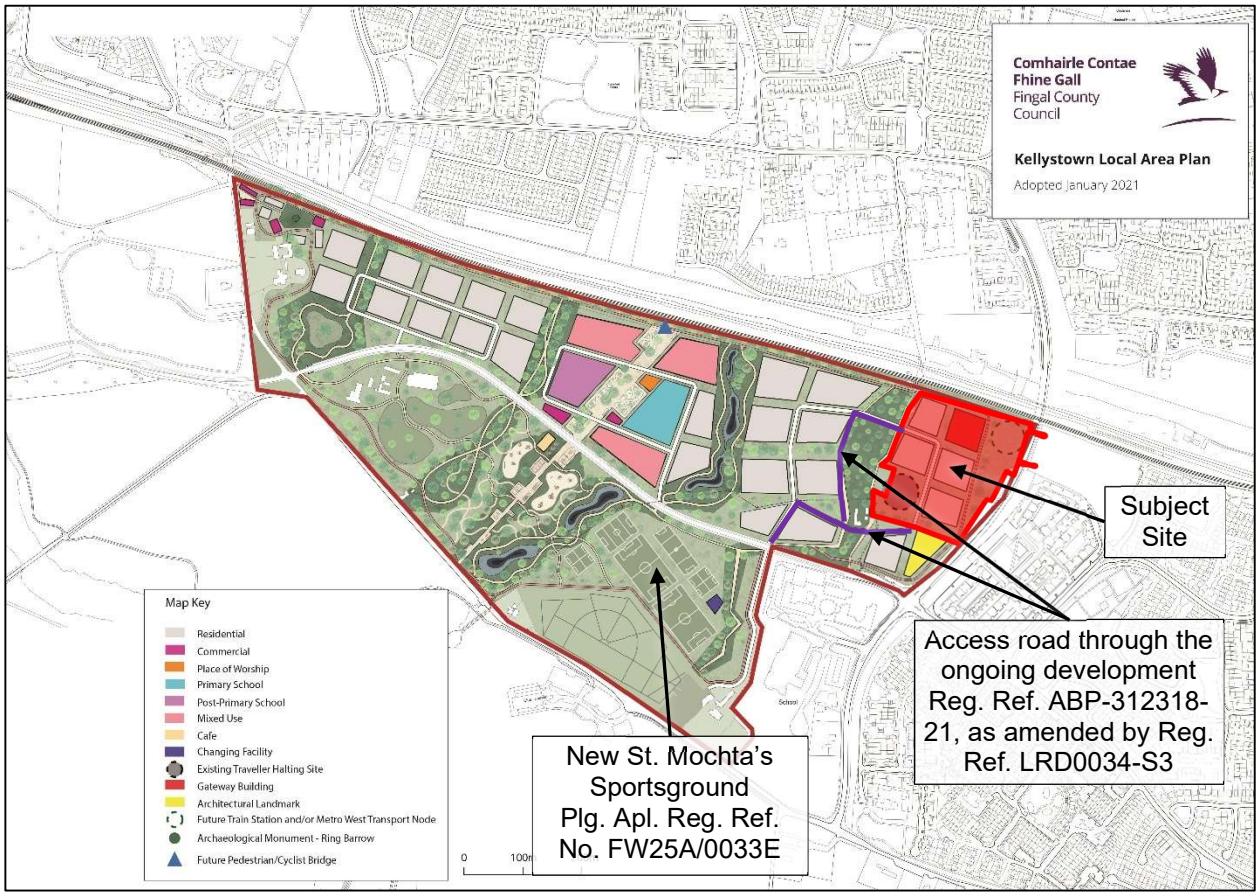

Figure 2 | *Site Access Roads through Kellystown Development Masterplan (Source: Kellystown Development Masterplan)*

According to the Fingal Development Plan 2023 – 2029 (FDP), the subject development site is in an area designated with Zoning Objective "*RA – Residential Area: Provide for new residential communities subject to the provision of the necessary social and physical infrastructure*". Figure below presented the land use taken from Blanchardstown South - Sheet No. 13 of the Fingal Development Plan 2023 - 2029.

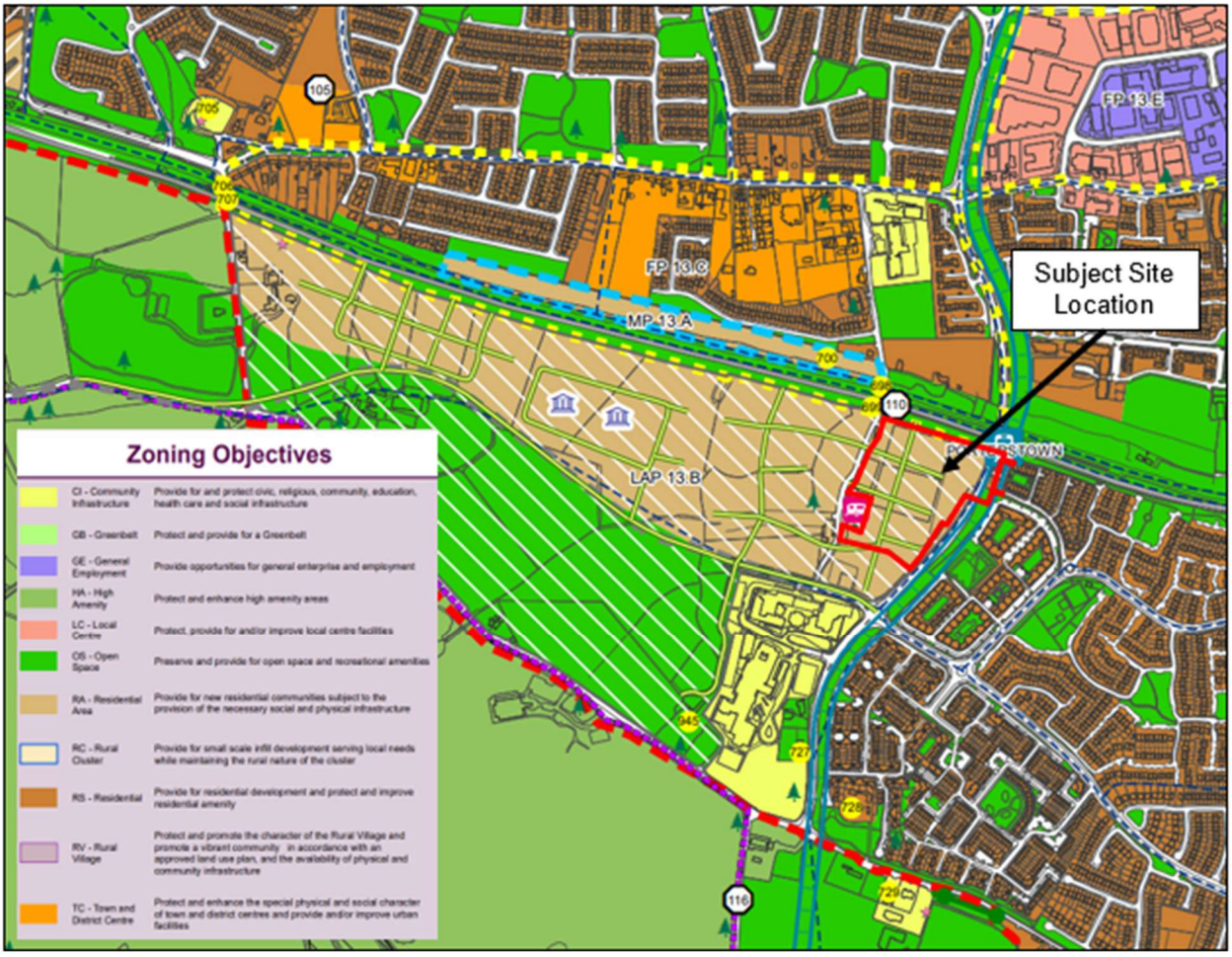

Figure 3 | *Site Location – Land Use*
(Source: Sheet No. 13 of the FDP 2023-2029)

3. Site Accessibility

3.1 Pedestrian Infrastructure and Walking Accessibility

The key to pedestrian accessibility is the provision of short, convenient, and safe routes. Walking is the most common mode of transport. Almost all journeys involve some walking, so improvements to pedestrian facilities can have a wide impact.

The "*Guidelines for Providing for Journeys on Foot*" published by the *Institution of Highways & Transportation* in 2000, indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 2** below provides a summary of these suggestions.

	Town Centre	Commuting / School / Site Seeing	Elsewhere
Desirable	200m (2.5-mintues)	500m (6-minutes)	400m (5-minutes)
Acceptable	400m (5-minutes)	1,000m (12-minutes)	800m (12-minutes)
Preferred Maximum	800m (10-minutes)	2,000m (24-minutes)	1,200 (15-minutes)

Table 2 | *Ideal Walking Distances*

(Source: Guidelines for Providing for Journeys on Foot - Institute of Highways and Transportation)

The existing pedestrian facilities in the surrounding area comprise an inter-connected network of footways linking the various neighbourhoods to each other, to several schools, grocery stores, public transport network and to the Coolmine industrial park.

Figure 4 below illustrates the considerable extent of the pedestrian catchment areas accessible from the subject development, for different walking times: 10 minutes, 15 minutes, and 24 minutes.

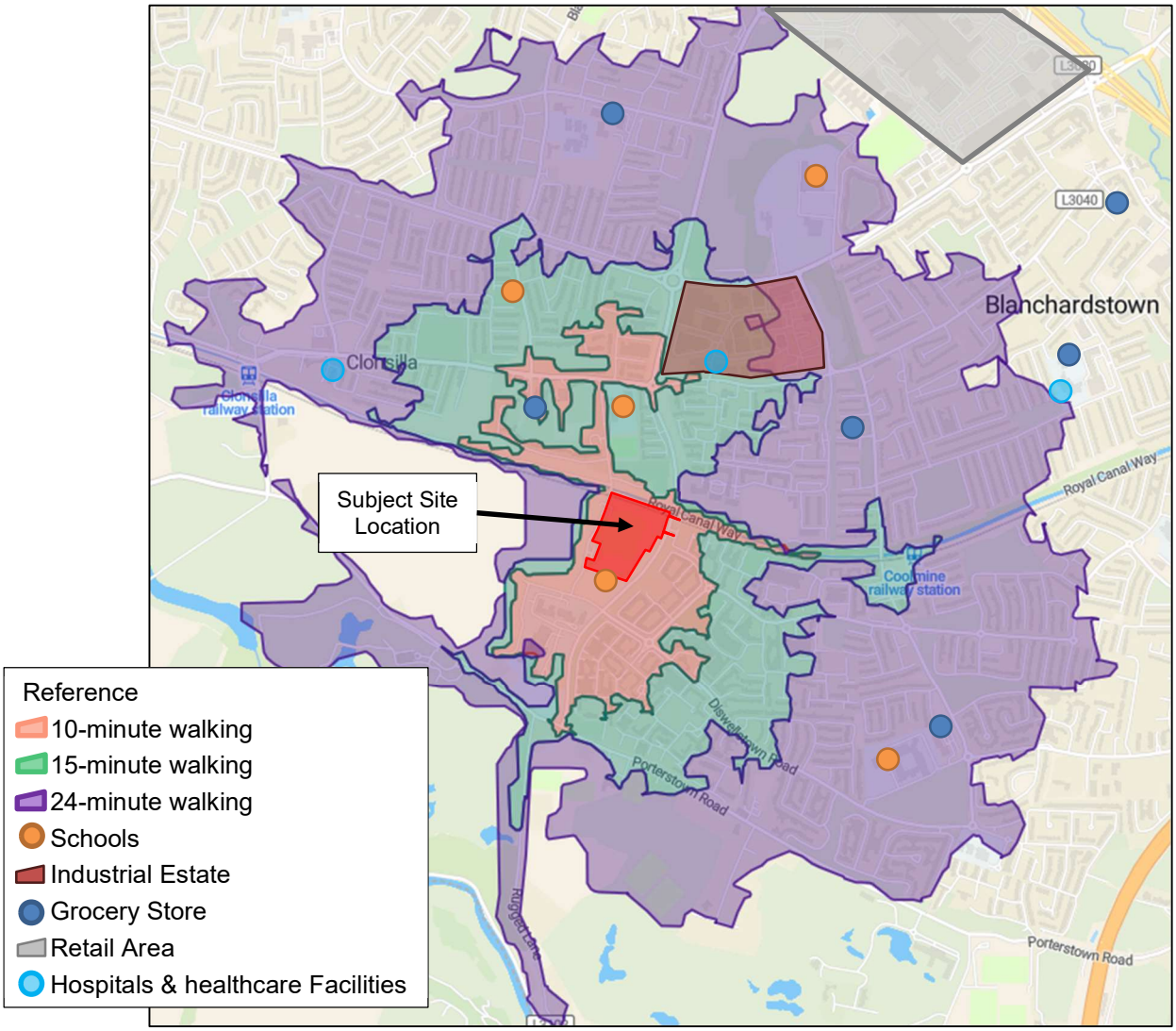

Figure 4 | *Site Accessibility – Isochrone map indicating walking accessibility (Source: Smappen & Google Maps)*

3.2 Cycle Infrastructure and Cycling Accessibility

The vicinity of the subject development is equipped with a variety of cycling infrastructure, as shown in **Figure 5** below.

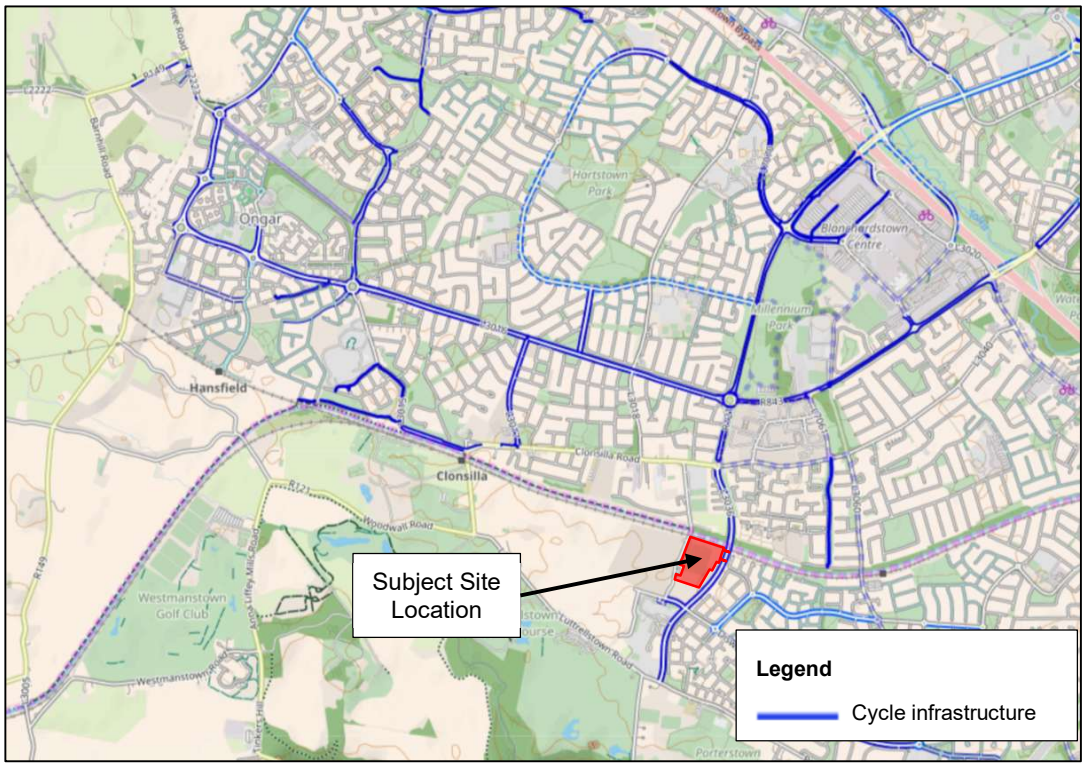

Figure 5 | *Existing Cycle facilities*
(Source: Open Street Map)

A similar catchment exercise has been conducted for the cycling mode of transport, in accordance with the methodology previously employed for walking. A 10-minute cycle equates to a 24-minute walk and provides access to the Coolmine and Clonsilla train stations and to the surrounding public network.

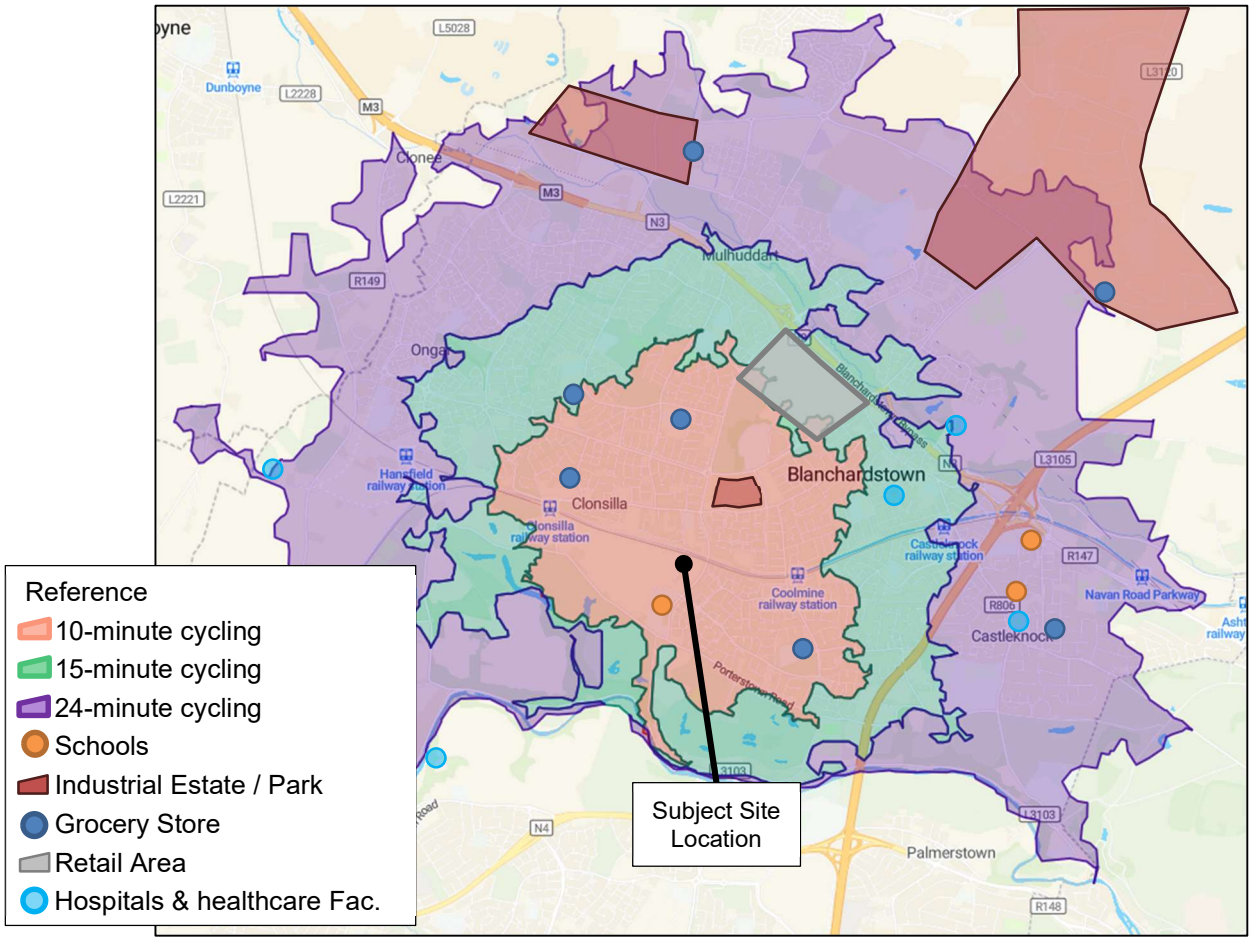

Figure 6 | *Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen & Google Maps)*

3.3 Existing Roads

Vehicular access to the proposed development is proposed off the western extension of Kellystown Link Road via the internal road of the under construction Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

The Kellystown Link Road is currently a single carriageway that extends for approximately 280 metres from the signalised crossroads with Diswellstown Road & Porterstown Link Road. As outlined in the Kellystown Local Area Plan, the Kellystown Link Road will be extended westwards to the junction of the Clonsilla Road (R121) and Luttrellstown Road.

This 280m section of Kellystown Link Road currently provides access to the northern entrance of Scoil Choilm Community National School and links to the road serving the new burial ground site, further west.

Figure 7 below shows the main roads around the subject development.

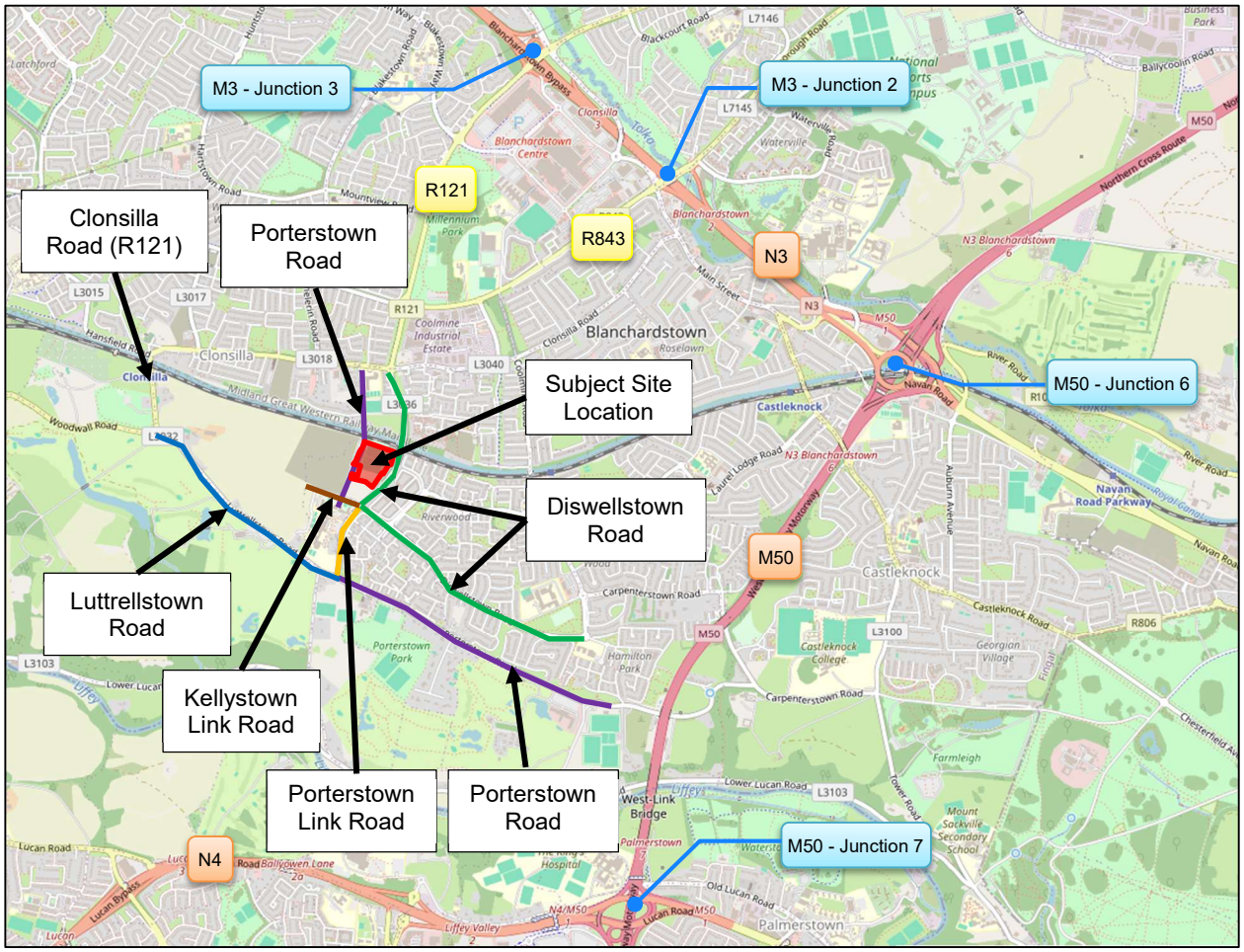

Figure 7 | *Site Location – Surrounding Road (Source: Open Street Maps)*

Approximately 100m west of the signalised crossroads at the intersection of Kellystown Link Road and Diswellstown Road (Junction 4 in **Figure 8** below), is a priority-controlled junction between Kellystown Link Road & Porterstown Road. The Kellystown Link Road is a single carriageway with 10.0-metre wide, with footpaths and dedicated cycle lanes extending along both sides.

Porterstown Road is a single carriageway road running south-north. This road is approximately 730m in length from the priority-controlled junction with Kellystown Link Road through to a priority-controlled junction with Clonsilla Road (R121). This road crosses the railway line via an automatic level crossing. To the south of the railway line, Porterstown Road comprises a carriageway of approximately 6.5m wide with footpaths running along the western side of the carriageway for the majority of its length and along the eastern side for some metres. No cycle lane is provided.

Diswellstown Road (S-N) is a single carriageway road running south-north for approximately 800m from the signalised crossroads with Kellystown Link Road through to a four-armed roundabout with R121 Clonsilla Road to the north of the railway line. This road, which crosses the railway line via an elevated bridge, currently comprises a carriageway of 7.0m wide with footpaths and cycle lanes provided along both sides.

Diswellstown Road, to the south of the signalised crossroads with Kellystown Link Road, extends approximately 400m towards the signalised T-junction with Luttrellstown Road. This section of the Diswellstown Road comprises the same configuration as the northern section, with a 7.0 m wide carriageway with footpaths and cycle lanes along both sides. Currently, this southern section provides a dedicated right turning pocket lane and signalised pedestrian crossing which facilitate access to Luttrellstown Community College and Scoil Choilm Community National School located to the west.

The M50 Motorway is an important orbital motorway around Dublin which is subject to a speed limit of 100kph. It is a 40km, C-shaped ring around Dublin that connects all the National Primary Roads and carries more than 115,000 vehicles per day.

The N3 road is a national primary road, running between Dublin, Cavan and the border with County Fermanagh. The A509 and A46 roads in Northern Ireland form part of an overall route connecting to Fermanagh, and northwest to the border again where the N3 reappears to serve Ballyshannon in County Donegal. The route, known as the Navan Road, as it leaves Dublin, starts at its junction with the M50 motorway (junction 6). The N3/M3 cross the following counties: Fingal, Meath, and Cavan Donegal in Ireland, and Fermanagh in Northern Ireland.

The N4 road is a national primary road in Ireland, running from Dublin to the northwest of Ireland and Sligo town. The M6 to Galway diverges from this route after Kinnegad, while the N5 to Westport diverges at Longford town. This national road originates at an intersection with the M50 motorway at Junction 7. This is also Junction 1 of the N4/M4. The road has three lanes and a bus lane in each direction between the M50 and Junction 5 which is also the start of the M4 motorway at Leixlip. The N4/M4 cross the following Counties: Kildare, Meath, Westmeath, Longford, Leitrim, and Roscommon

The primary junctions which currently provide access to the subject development site are:

- **Junction 1** is a priority T-junction located at the intersection of R121 Clonsilla Road & Porterstown Road to the north of the subject site.
- **Junction 2** is a four-armed Roundabout located at the intersection of Clonsilla Road (R121) / Diswellstown Road to the north-east of the subject site.
- **Junction 3** is a priority T-junction located at the intersection of Kellystown Link Road & Porterstown Road to the south of the subject site.
- **Junction 4** is a signalised crossroads located at the intersection of Kellystown Link Road & Diswellstown Road to the west of the subject site.
- **Junction 5** is a four-armed roundabout at the intersection of Diswellstown Road, Riverwood Road & Fernleigh Drive to the east of the site.
- **Junction 6** is a signalised T-junction located at the intersection of Diswellstown Road & Luttrellstown Road to the south of the site.

As part of the Planning Application Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3, a new layout for Junction 4 is proposed. Details of this proposal are presented in **Section 4.5.1** below.

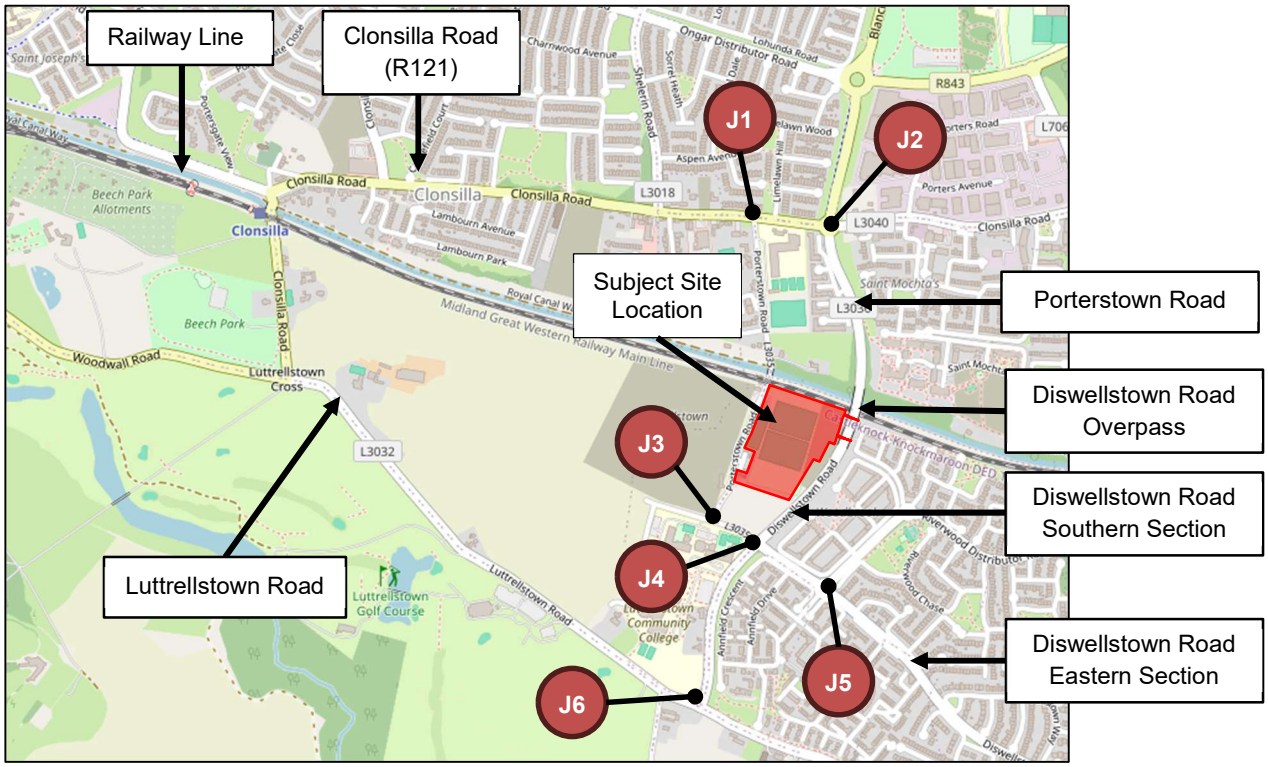

Figure 8 | *Primary Local Junctions (Source: Open Street Map)*

3.4 Existing Public Transport Network

3.4.1 Bus Network

The nearest bus stops in relation to the subject development is situated along Diswellstown Road (Eastern Section). These are Bus Stop No. 7031 (eastbound) and No. 4895 (westbound). The bus Stops are served by the routes 37 and 70n. The distance from the subject development is approximately 450 metres (or c. 5-minute walking).

Figure 9 below shows the locations of the Bus Stops and walking distances from the development.

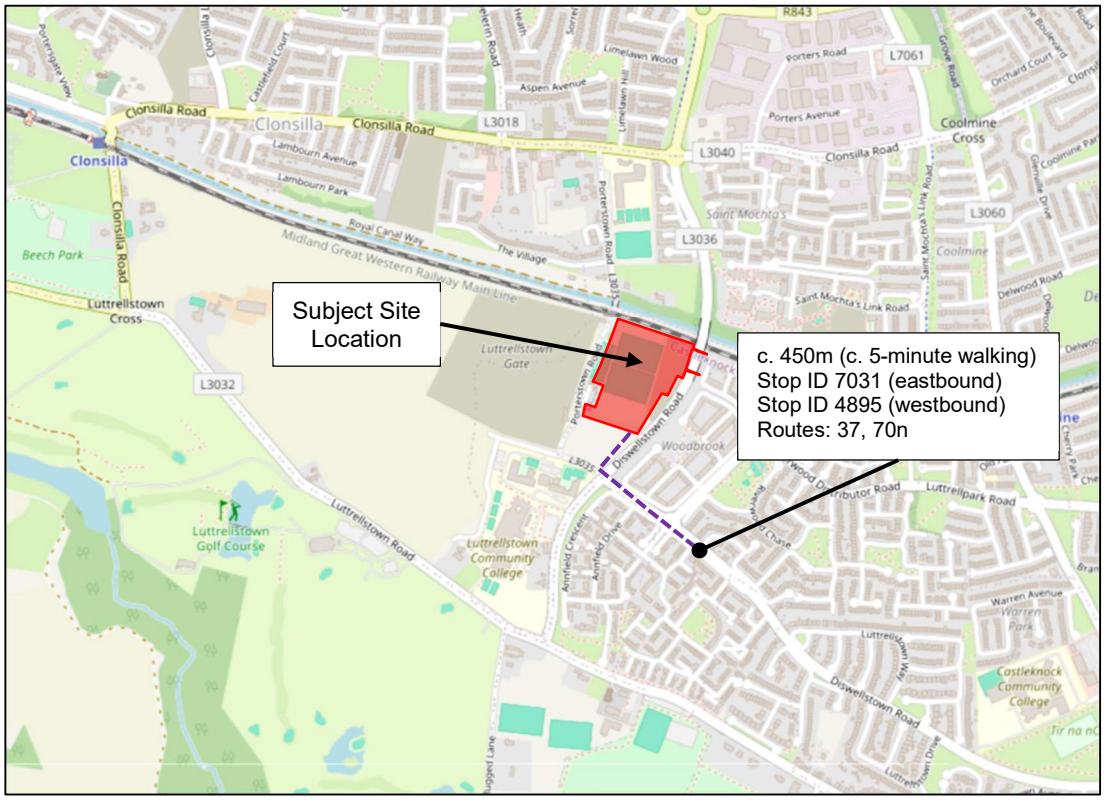

Figure 9 | *Location of the nearest Bus Stops*
(Source: Google Maps and Transport for Ireland)

Table 3 below shows the Bus Frequencies for each Bus route in the area.

Bus Route	Description	frequency
70n	Westmoreland Street Towards Tyrrelstown	**Monday to Thursday**: No service **Friday to Saturday**: 00:00, 02:00, 04:00 **Sunday**: No service
37	Blanchardstown Centre Towards Baggot St. / Wilton Terrace	**AM Weekday Frequency** Every 5 to 10 minutes **PM Weekday Frequency** Every 20 minutes **Weekend** Every 30 minutes
	Baggot St. / Wilton Terrace Towards Blanchardstown Centre	**AM Weekday Frequency** Every 20 to 35 minutes **PM Weekday Frequency** Every 5 to 10 minutes **Weekend** Every 30 minutes

Table 3 | *Local Bus Routes Frequencies*
(Source: Transport for Ireland)

3.4.2 Rail Network

There are two rail stations in the vicinity of the subject development site, Clonsilla Rail Station and Coolmine Rail Station. The location of both stations and their relative distance from the subject development site are shown on the in **Figure 10** below.

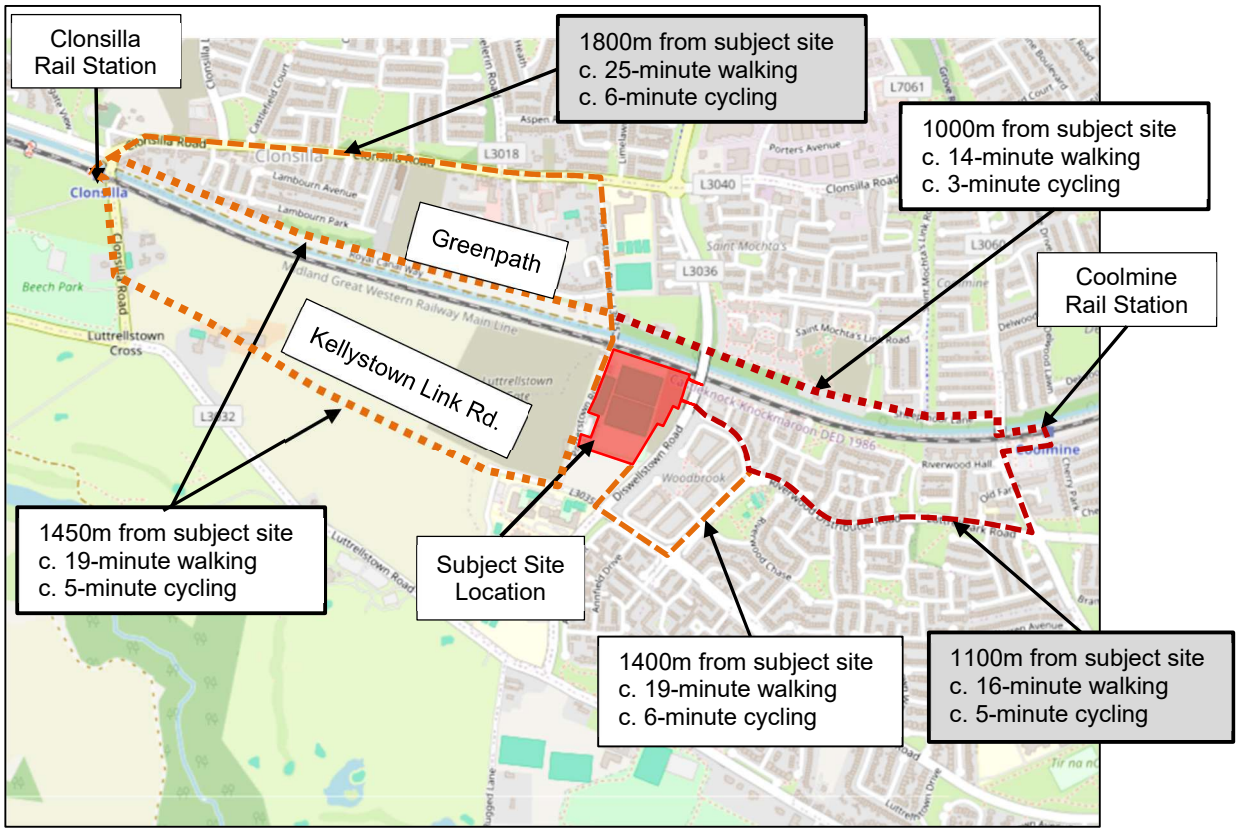

Figure 10 | *Location of Clonsilla and Coolmine Train Station and their routes from the Site* (Source: Google maps and Transport for Ireland)

As can be seen in figure above, there are several ways to arrive to both stations.

Clonsilla Railway Station is located approximately 1800m to the north-west of the site and Coolmine Railway Station is located approx. 1100m to the north-east of the site. These distances can be reached in approx. 25-minute walking or c. 6-minute cycling, and in c. 16-minute walking or some 5-minute cycling, respectively.

Furthermore, when the future Kellystown Link Road is completed (see **Section 4.5.2** below), it will be possible to access Clonsilla Railway Station through the Kellystown developments.

The rail route serving Clonsilla and Coolmine Rail Station is the Dublin - M3 Parkway – Longford. The first train leaves Clonsilla Rail Station at 5:52 AM and it has a frequency of 3 to 20 minutes on weekdays. On Saturday, the first train leaves the station at 6:24 AM and has a frequency of 3 to 20 minutes. On Sunday the first train leaves the station at 9:12 AM and has a frequency of 3 to 20 minutes.

3.4.3 Nearest Car Sharing Facilities (GoCar)

The nearest GoCar stations over a 1km radius of the subject development are shown in **Figure 11** below. The closest GoCar station is located 1.6km (23-minute walk) from the subject development site at Coolmine Industrial Estate.

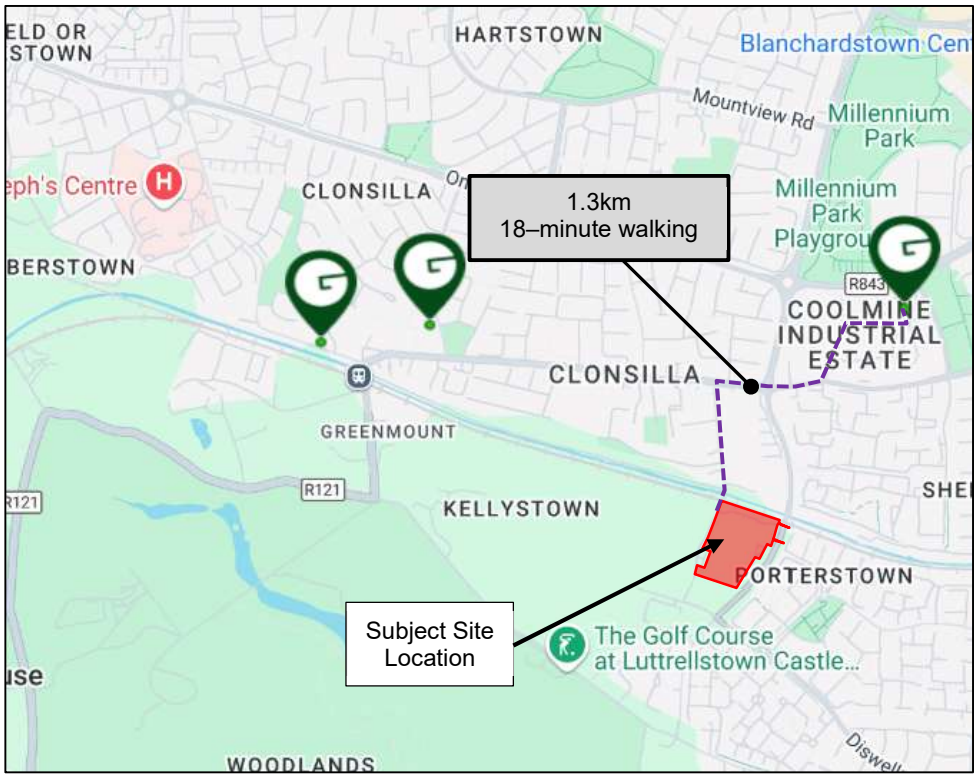

Figure 11 | *Location of the Nearest GoCar Stations*
(Source: Go Car website)

It should be noted that, as part of the Kellystown Development –Phase 1– (Planning Ref. ABP-312318-21, as amended by Ref. LRD0034-S3), which is currently under construction, it is anticipated that GoCar will provide between four and six shared car club vehicles. A letter confirming GoCar's intention to supply these vehicles is included in Appendix A of the Traffic and Transport Assessment (TTA), which was prepared by Waterman Moylan Consulting Engineers and submitted as part of the planning application (Ref. ABP-312318-21). The proposed GoCar facilities within Kellystown Development –Phase 1– will offer convenient and sustainable transport options, enhancing accessibility for future residents of the subject site.

Furthermore, as part of the Subject Planning Application, it is proposed to introduce 2no. car-sharing parking spaces within the site. These spaces will be made available to providers such as GoCar, Yuko, or other similar operators. As indicated above, the inclusion of these shared parking spaces will support convenient and sustainable transport options, thereby enhancing accessibility for future residents of the development.

4. Transportation Improvements

4.1 BusConnects

Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). Some of the route improvements identified in the BusConnects plan are already in place. According to BusConnects the above route types can be defined as follows:

- **Spines routes:** are very frequent routes made up of individual bus services that are timetabled to work together over their common sections.
- **Radials routes:** are other services that operate into Dublin city centre. These services are not part of any Spine and operate to their own timetable.
- **Orbitals routes:** provide connections between suburbs, without having to travel into the city centre.
- **Local routes:** provide connections to Local centres and link to onward transport connections.
- **Peak routes** operate during peak travel periods, providing additional capacity along key bus corridors. Express routes are direct services from outer suburbs to the city centre during peak hours, serving limited stops to get passengers to their destination faster.

The routes proposed to serve the subject development area are the **Radial Route 34** and **Peak-Only Route P65**. A summary of the frequency of these proposed routes is presented below.

Route No.	From	To	AM Weekday Frequency (07:00 to 09:00)	PM Weekday Frequency (17:00 to 19:00)
34	Blanchardstown Centre	Burlington Road	Every 8 to 15 minutes	Every 15 to 20 minutes
P65	Diswellstown Road	City Centre	2 trips from 7 to 8 AM	2 trips from 17 to 18 PM

Table 4 | *Bus Connects Frequencies (Source: Bus Connects website)*

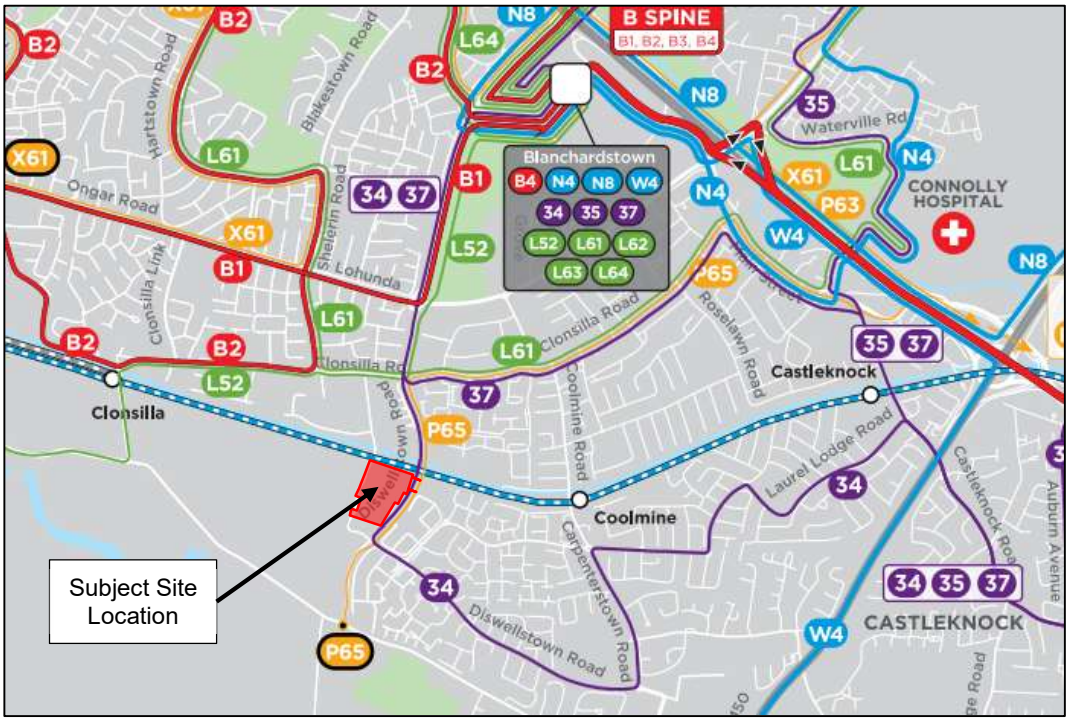

Figure 12 | *Bus Connects Routes Map*
(Source: Bus Connects website)

4.2 DART+ West route

The DART+ West programme is included within the 10-year horizon for the National Development Plan 2021 – 2030. It includes for provision of fast, high-frequency electrified service to the Maynooth Line.

The programme's ambitions are to increase train frequency to a 5-minute all day frequency and to lengthen all trains to eight carriages. This will deliver a more efficient transport system, which will encourage people to shift away from private car usage and consequently alleviate road congestions. In addition, it is also part of the programme to eliminate existing level crossings on the Maynooth Line and to provide appropriate road relief infrastructure when necessary. The closure of the Porterstown Road level crossing is included in the Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3), which comprises a Pedestrian and Cycle Bridge with nested ramps is the emerging preferred option for this location.

According to Objective 7.7 of the Kellystown Local Area Plan 2021, provision must be made to "*reserve an area within the LAP for potential development of a new railway station at Porterstown"*. Specifically, within the Eastern Development Area, the LAP notes the "(…) *possibility that a portion of the land at the extreme north-eastern part of the site (next to Diswellstown Road) may be the location of a future train station and/or future Metro West transport node. As such, the land use in this area must be of a temporary nature, of a material which do not require strong foundations, and which can be removed without causing any impact on the surrounding developed land* (…)" (LAP, Pag. 23).

This requirement is also reflected within the 'Key Objectives' for the area.

> ***DA 1.8*** *Provide for temporary land uses to the north-east portion of land in order to preserve the land for a future transport node at this location.*

Due the Metro West has been excluded from the National Transport Authority's Greater Dublin Area Transport Strategy since 2016, and the DART+ West proposals **do not** include the provision of a new Porterstown station for rail or light rail; the Subject Site does not include proposals for a future station (either light or heavy rail) at Porterstown or a light rail line along Diswellstown Road. Nevertheless, the Proposed Development does not include any permanent structures within the area identified for a potential future railway station, in accordance with the requirements set out in Item No. IX of the LRD Opinion Report. Further information is provided in Drawing Nos. LS-01-PP, LP-01-IN prepared by Doyle & O'Troithigh, which are included in the current planning application under separated cover.

The proposed non-permanent structures located in the extreme north-eastern part of the site are in compliance with the requirements outlined in Item No. IX of the LRD Opinion Report: "This needs to be referenced- Objective 7.7 Reserve an area within the LAP for potential development of a new railway station at Porterstown. There is an area assigned to Dart West Infrastructure for the Pedestrian/Cycle over bridge- Irish rail engagement".

In addition, Kellystown LAP 2021 also include within the key objectives:

> ***DA 1.9*** *The Eastern Development Area shall incorporate all new Irish Rail infrastructure resulting from any amendments to the level crossing.*

A portion of the subject site is designated for DART+ West infrastructure in its northwest corner (See **Figure 13** below). This area aligns with the proposed level crossing design for the Porterstown pedestrian crossing station (See **Figure 14** below).

Figure 13 | *Subject Site – Area assigned to Dart+West Infrastructure*

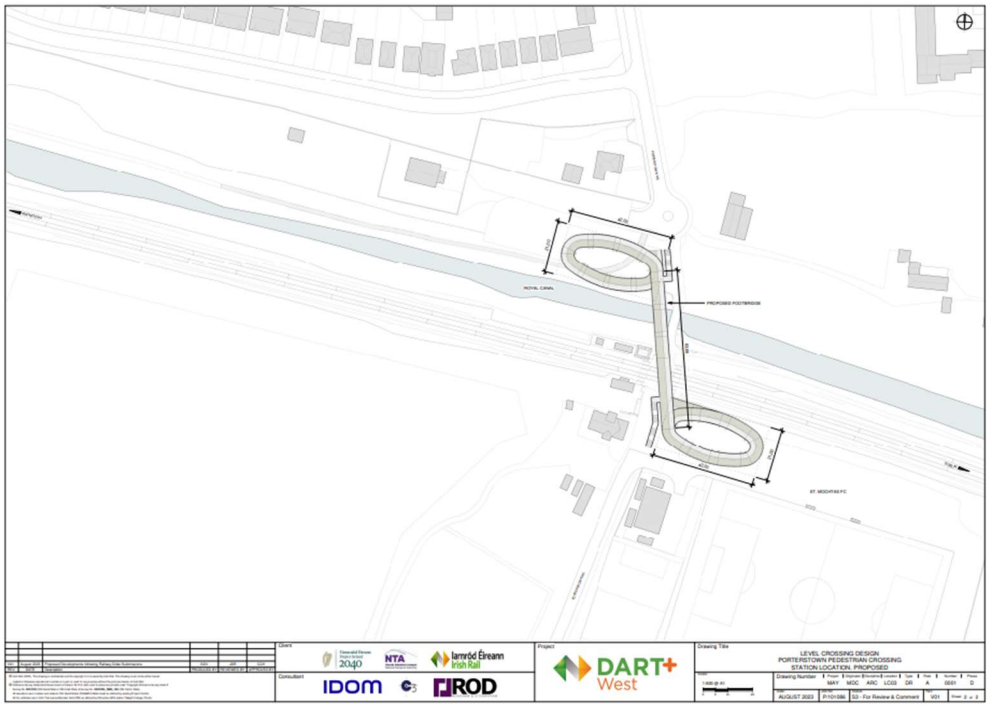

Figure 14 | *Proposed level crossing design Porterstown pedestrian crossing station location*
(Source: Dart+ West, Drawing number: MAY-MDC-ARC-LC03-DR-A-0001-D)

According to the DART+ website, construction of the project was scheduled to begin in 2024, with the service expected to be fully operational by 2029. However, the project has not yet stated, and therefore it is expected to be delayed by one or two years. It is therefore anticipated that the DART+ West route will be constructed and fully operational by 2031.

The latest information regarding the DART+ West Rail is dated on 31 July 2024, which indicated that An Bord Pleanála has approved the plan to extend the DART network to Maynooth in County Kildare, marking a significant milestone for the DART+ West project. This approval comes more than two years after Irish Rail first sought permission. Irish Rail has expressed strong approval of this decision, emphasizing the benefits of providing a sustainable, electrified, and more frequent rail service to customers, which will enhance capacity on the Maynooth and M3 Parkway to city centre rail corridors.

DART+ West Rail is currently subject of a Judicial Review from third party landowners at Ashtown.

In addition, it is anticipated that a new application for the DART+ Depot will be submitted in the future. While the depot was originally proposed as part of the DART+ West project, it was excluded from the Railway Order approval by An Bord Pleanála. A new project has since commenced and is currently at an early stage. Technicians from the DART+ Programme are presently assessing a number of potential sites as part of the process to identify a preferred location. The options assessment has taken into account the full extent of the DART network, including the three DART+ Programme projects: DART+ Coastal, DART+ Southwest, and DART+ West. Furthermore, the study area for the DART+ Depot site selection has been extended to include locations within a 10 km radius of the outermost boundaries of the previous DART+ projects.

4.3 Go Car Facilities

As anticipated in Section 3.5.5 above, as part of the Kellystown Development –Phase 1– (Planning Ref. ABP-312318-21, amended by Ref. LRD0034-S3), which is currently under construction, it is anticipated that GoCar will provide between four and six shared car club vehicles to be allocated within the site.

A letter confirming GoCar's intention to supply these vehicles is included in Appendix A of the Traffic and Transport Assessment (TTA), which was prepared by Waterman Moylan Consulting Engineers and submitted as part of the planning application (Ref. ABP-312318-21).

The proposed GoCar facilities within Kellystown Development –Phase 1– will support convenient and sustainable transport options, thereby enhancing accessibility for future residents of the subject site.

4.4 Walking and cycling

Objective DA 1.3 of the Kellystown Local Area Plan aims to "*promote and encourage increased levels of pedestrian and cycle connectivity between the subject lands and the surrounding areas through the provision of new pedestrian and cycle links*."

"*Figure 7.11: LAP Walking & Cycling Network*" in the Kellystown Local Area Plan, reproduced in **Figure 15** below, outlines a comprehensive walking and cycling network proposed within Kellystown lands and its external connection points to the existing wider network.

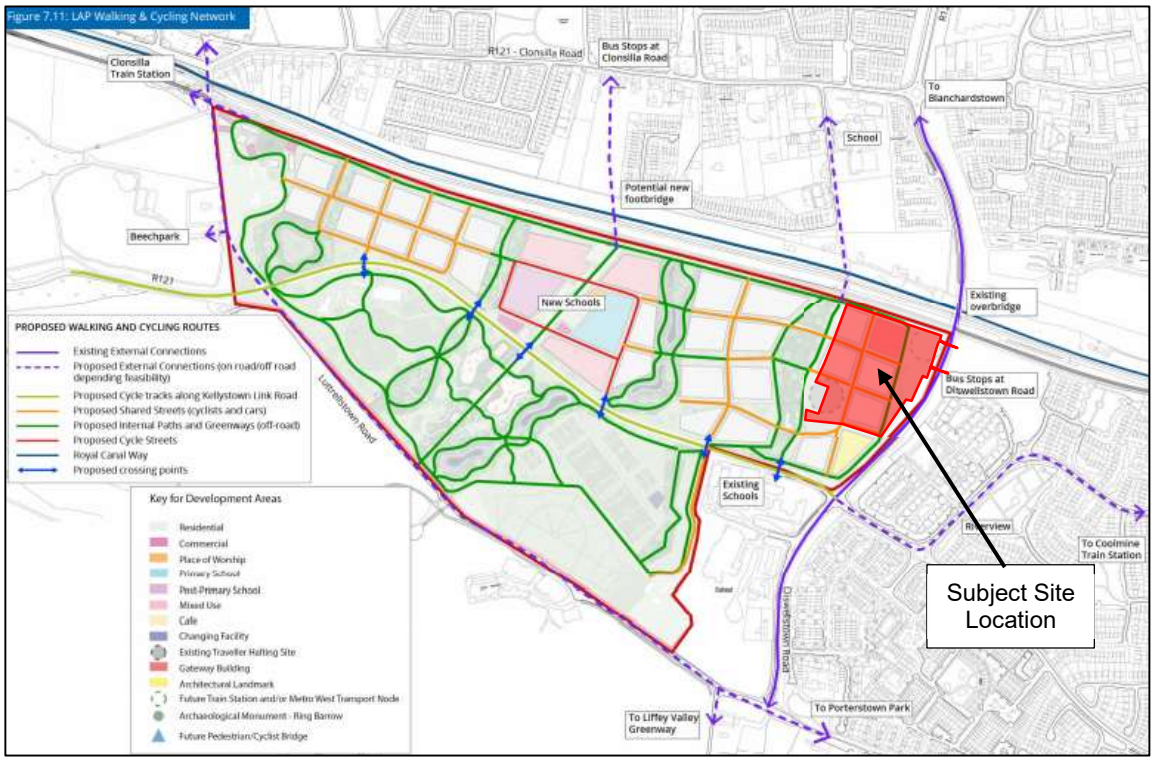

Figure 15 | *Walking and Cycling Proposed within the Kellystown Local Area Plan*
(Source: Reproduction of 'Figure 7.11 - Kellystown Local Area Plan)

4.5 Road Hierarchy

Objective 7.4 of the Kellystown LAP is to *"Ensure delivery of the appropriate road infrastructure in line with the LAP road hierarchy of streets to develop the lands to their full potential. The design should be in accordance with the principles outlined in the Design Manual for Roads and Streets (DMURS) and the NTA's National Cycle Manual."*

Figure 16 below reproduces "*Figure 7.10: LAP Road Hierarchy*" of the Kellystown LAP which shows the internal road hierarchy for the overall Kellystown area, and the main roads connected to it. As illustrated, the proposed roads are predominately Local with the Kellystown Link Road being a Regional Road.

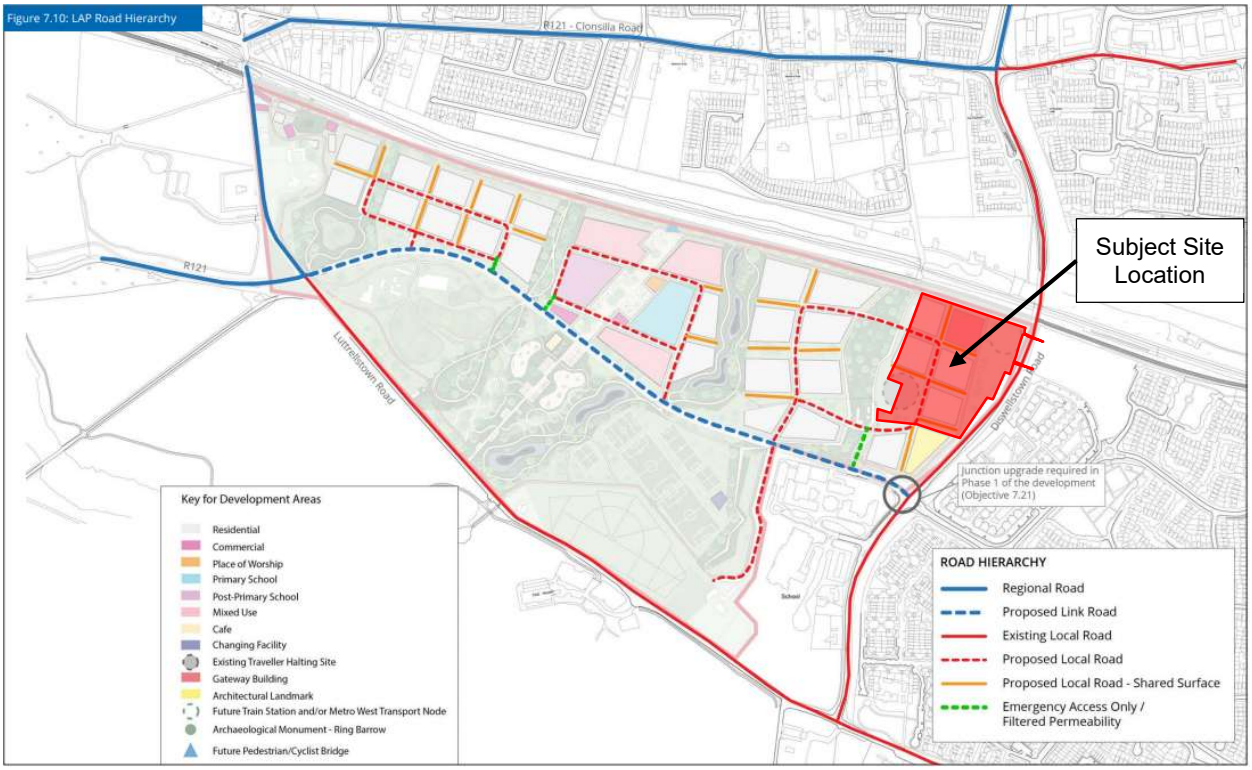

Figure 16 | *Road Hierarchy Proposed within the Kellystown Local Area Plan*
(Source: Figure 7.10 Kellystown Local Area Plan)

4.6 Local Network Improvements

4.6.1 Junction Upgrade – Diswellstown Road / Kellystown Link Road

As part of the Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3), the upgrade of junction Diswellstown Road / Kellystown Link Road (Junction 4 in **Figure 8** above) was proposed.

According to the information presented in the Traffic and Transport Assessment prepared for the planning application, the new layout has been developed in accordance with comments received from Fingal County Council and the An Bord Pleanála Inspector's reports.

The proposed upgraded junction layout is illustrated in figure below.

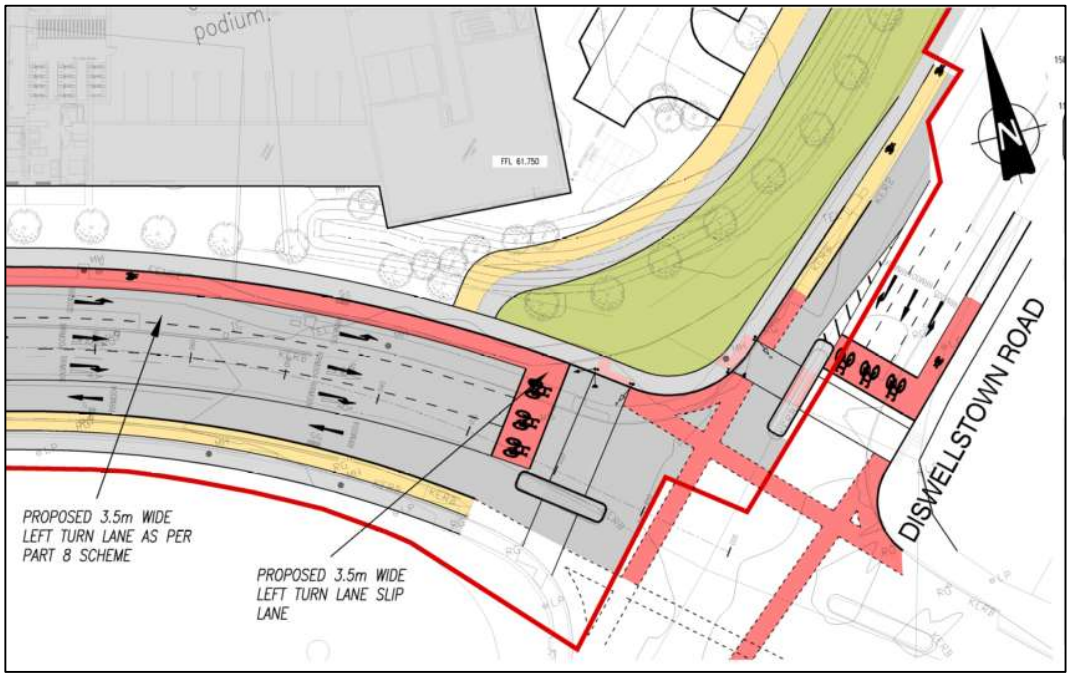

Figure 17 | *Proposed Junction Layout – Diswellstown Road / Kellystown Link Road*
(Source: Kellystown Development -Phase 1-, Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3)

4.6.2 Part 8 – Kellystown Link Road

As part of the Fingal Development Plan 2017 - 2023, the main road improvement proposed in the Kellystown area is the extension of the Kellystown Link Road further west, providing a link from Diswellstown Road to the Clonsilla Road (R121). This will enhance road safety, improve cycle and pedestrian connectivity and enable the development of a new urban neighbourhood in the Kellystown LAP area.

The first phase of the Kellystown Link Road has been previously completed to serve the Porterstown Schools and the future burial ground site and currently extends for 280 metres to the west of the signalised junction with Diswellstown Road.

As part of the 'Part 8 - Kellystown Link Road', the road improvements proposed along the subject development site frontage include:

- Construction of a single carriageway road with footpaths and pedestrian crossings points at convenient locations.
- Construction of dedicated cycle lanes along both sides of the Kellystown Link Road.
- Widening the existing portion of the road from the signalised junction with Diswellstown Road up until the proposed main site entrance to accommodate an additional lane for eastbound traffic, which will operate as a left turning lane approaching the signalised junction with Diswellstown Road.
- Provision of an additional left turning lane on the north-eastern approach of Kellystown Link Road / Diswellstown Road signalised junction.

The road improvements proposed along the site frontage under the 'Part 8 Kellystown Link Road' is illustrated in **Figure 18** below – extracted from '*Public Engagement – Emerging Route Sheet 5 of 5 drawing*' prepared by Clifton Scannell Emerson Associates (CSEA) in August 2020 on behalf of Fingal County Council.

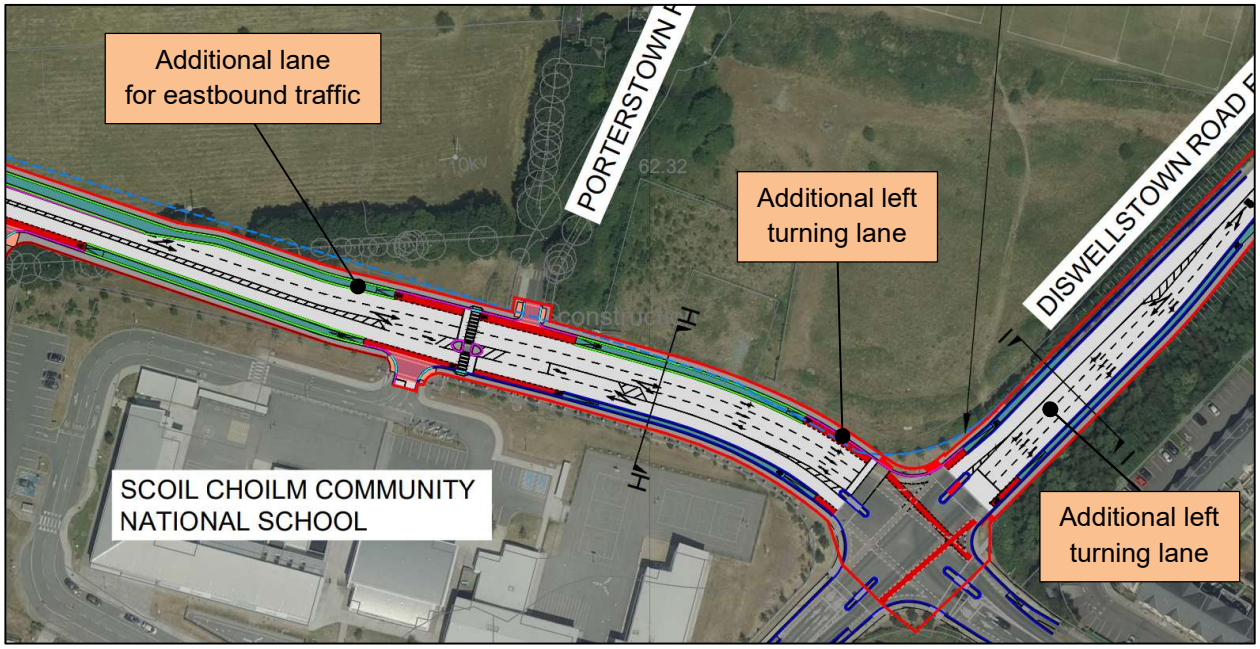

Figure 18 | *Kellystown Link Road*
(Source: Public Engagement – Emerging Route Sheet 5 of 5 drawing')

4.6.3 Porterstown Road Level Crossing

Kellystown Local Area Plan has taken into consideration the closure of the Old Porterstown Road level crossing and the creation of a walking and cycling bridge over the rail at this location. Vehicular access to the existing properties along the Old Porterstown Road will be provided along the proposed Kellystown Link Road and the proposed access road to Development Area 1. **Figure 19** below shows the location of the Porterstown Road Level Crossing with the surrounding area considering the subject site.

As set out in **Section 2.3.2** above, one of the key Movement and Transport Objectives included in the Kellystown Local Area plan is ***"Objective 7.6**: Provide appropriate pedestrian/cyclist facilities at Porterstown level crossing."*

The Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3) has considered this chance in the road hierarchy and had proposed and emergency road use with priority for pedestrians and cyclists. The proposed junction Porterstown Road and Kellystown Link Road is shown in **Figure 20** below.

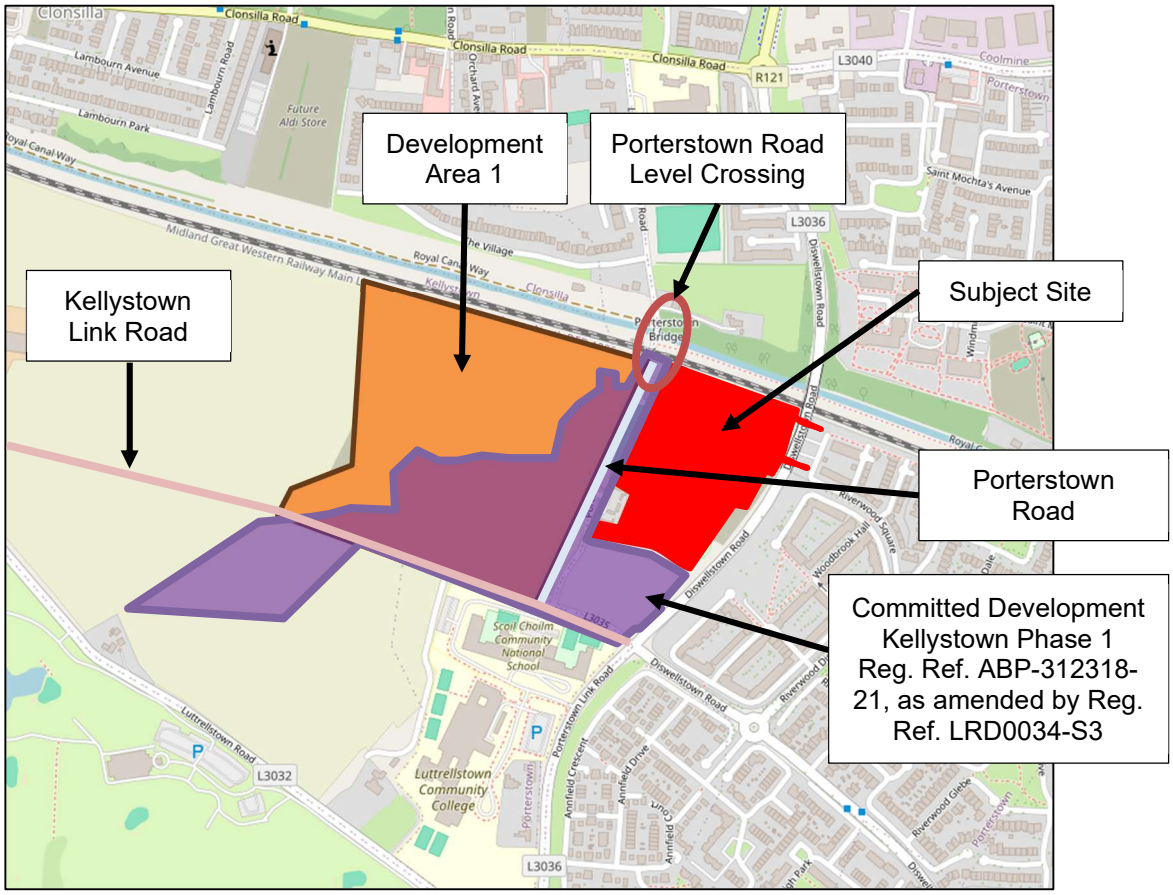

Figure 19 | *Porterstown Road Level Crossing*
(Source: Open Street Map)

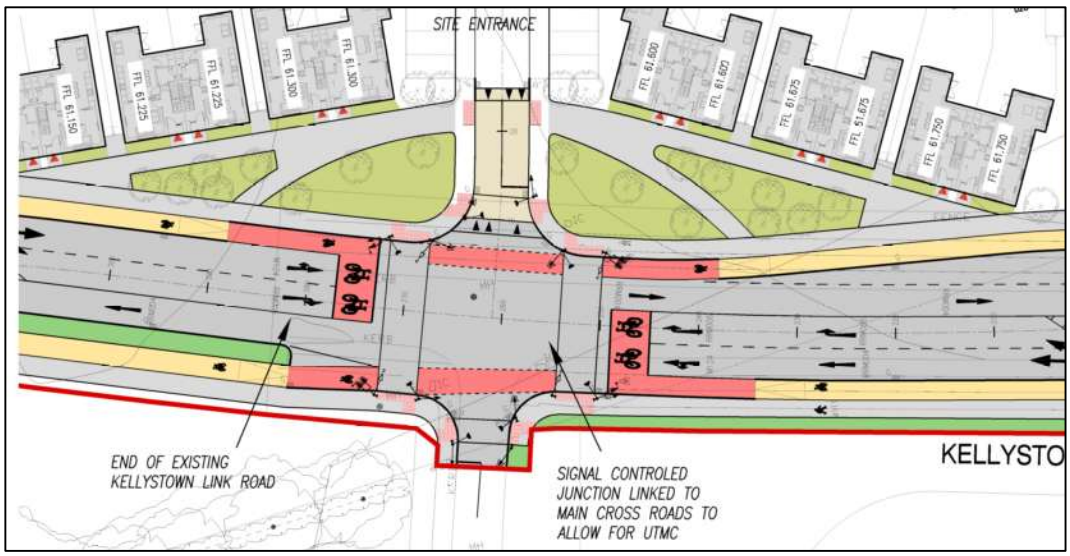

Figure 20 | *Proposed junction of Porterstown Road and Kellystown Link Road.*
(Source: Kellystown Development -Phase 1-, Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3)

5. Proposed Development

5.1 Development Description

The proposed development will consist of the construction of 302 No. residential units comprising 97 No. houses and 205 No. apartment / duplex units. The breakdown of the units is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total
House			62	35	97
Apartment / Duplex	98	88	19		205
Total	**98**	**88**	**81**	**35**	**302 units**

Table 5 | *Schedule of Accommodation*

The access to the site is from Kellystown Link Road, via the internal street of the under construction ongoing Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

The development includes associated car, motorcycle and bicycle parking, storage, services and plant areas, and landscaping. The proposed application includes all site landscaping works, boundary treatments, lighting, servicing, signage, and associated and ancillary works, including site development works and services above and below ground.

5.2 Internal Layout and Vehicular Access

The internal Road Layout has been designed following the transport objectives of the Kellystown Local Area Plan, as required by the LRD Opinion Report. The road layout provides a good accessibility to the surrounding Kellystown -Phase 1- Development.

In addition, the internal roads have been designed to comply with DMURS as required by the County Development Plan and indicated in the LRD Opinion Report. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.

The proposed development includes “home-zones” (also called shared surfaces), which have been designed primarily to meet the needs of pedestrians, cyclists, children, and residents. The aim is to reduce the speed and dominance of cars.

Figure 21 below shows the shared surfaces and the segregated roads included in the subject development.

The “home-zones” consist of a shared-surface carriageway with a differentiated rolling surface (in texture and level) to make it easily identifiable by the driver. This was done in accordance with Section 4.3.4 of DMRUS, which indicates:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish from the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* Small ramps have been used to start and terminate the shared spaces, raising them over the other pavements.
- *Minimise the width of the vehicular carriageway and /or corner radii.* A reduction in the width of the carriageway has been implemented, from 5.50 m to 4.80 m.

Furthermore, it has been included calming measures through the site as narrow the carriageways on both, home-zones and segregated roads, to encourage drivers to reduce the speed and raised tables on segregated roads to provide a safe environment for pedestrian crossing.

Moreover, the implementation of calming measures through the site has been proposed, including the reduction of the width of carriageways within both home zones and segregated roads. This initiative is designed to encourage drivers to reduce their speed. Additionally, the installation of raised tables has been included on segregated roads to reduce the car speed and to provide a secure environment for pedestrians.

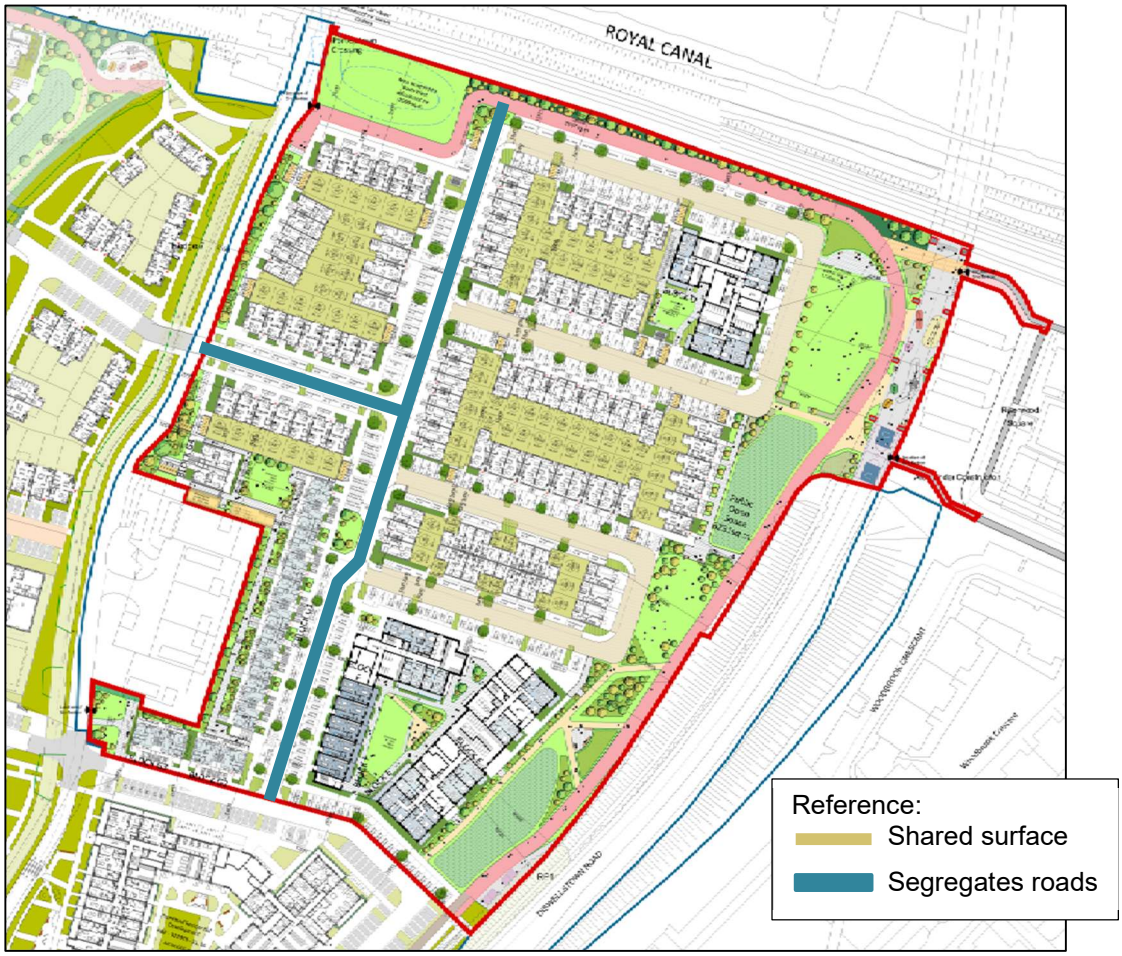

Figure 21 | *Proposed development - Internal roads*

All internal roads within the proposed development have been designed with a speed limit of 30km/h. The shared road will have a speed limit of 20km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate.

The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

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 development includes sufficient parallel and perpendicular parking spaces, as outlined in local guidelines (refer to **Section 10** below).

Additionally, all road intersections within the development itself have been designed as priority junctions. The visibility splays of which these junctions have been designed in accordance with the requirements set out in the Design Manual for Urban Roads and Streets (DMURS), which recommends visibility splays of 23m x 2.4m on roads without bus routes. The internal junctions have been designed with low speeds to ensure safe operation.

Vehicular accesses are provided off Kellystown Link Road via the internal roads of the ongoing Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3) as can be seen in **Figure 22** below.

The main junction located at Kellystown Link Road has been designed to provide access for residents of the entire Kellystown development, which includes the Phase 1 development, the subject site and the future potential development on Molloy Lands, located to the east of the subject site. The junction was designed as part of the traffic and transport assessment carried out by Waterman Moylan Consulting Engineers as part of the Kellystown Development -Phase 1-. Further information about the committed and potential future development please refer to the Waterman-Moylan report No. 15-038r.028 Traffic and Transport Assessment included in the application package.

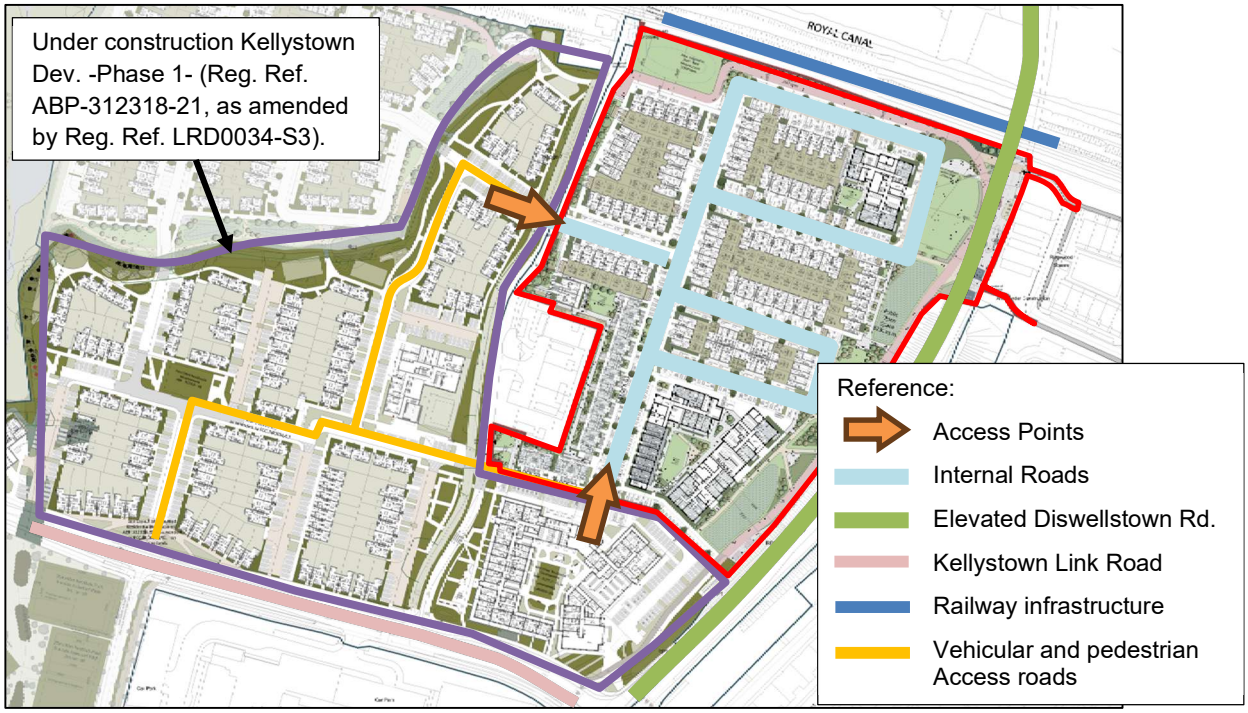

Figure 22 | *Proposed development – Vehicular Access*

5.3 Pedestrian and Cyclist Infrastructure

The internal pedestrian and cyclist infrastructure has been designed following the transport objectives of the Kellystown Local Area Plan, as required by the LRD Opinion Report. The road layout provides a good accessibility to the surrounding Kellystown -Phase 1- Development.

The proposed development has been designed with a well-interconnected footpath network providing permeability through the site, to the adjacent Kellystown Development -Phase 1- and to the surrounding area.

In addition, it has been improved based on the received LRD Opinion Report, which the Item No. III indicates that "*The applicant should extend the red line boundary into Riverwood to connect to existing footpaths* ".

All footpaths within the proposed development have been designed as 2.0m wide. This is in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided.

There is a cycle path around the subject site connectivity the internal residential units with the main shared pedestrian/cyclist path on Porterstown Road. In addition, the development includes sufficient cycling parking spaces, as outlined in local guidelines (refer to **Section 10** below).

The main pedestrian and cycle path is shown in the figure below.

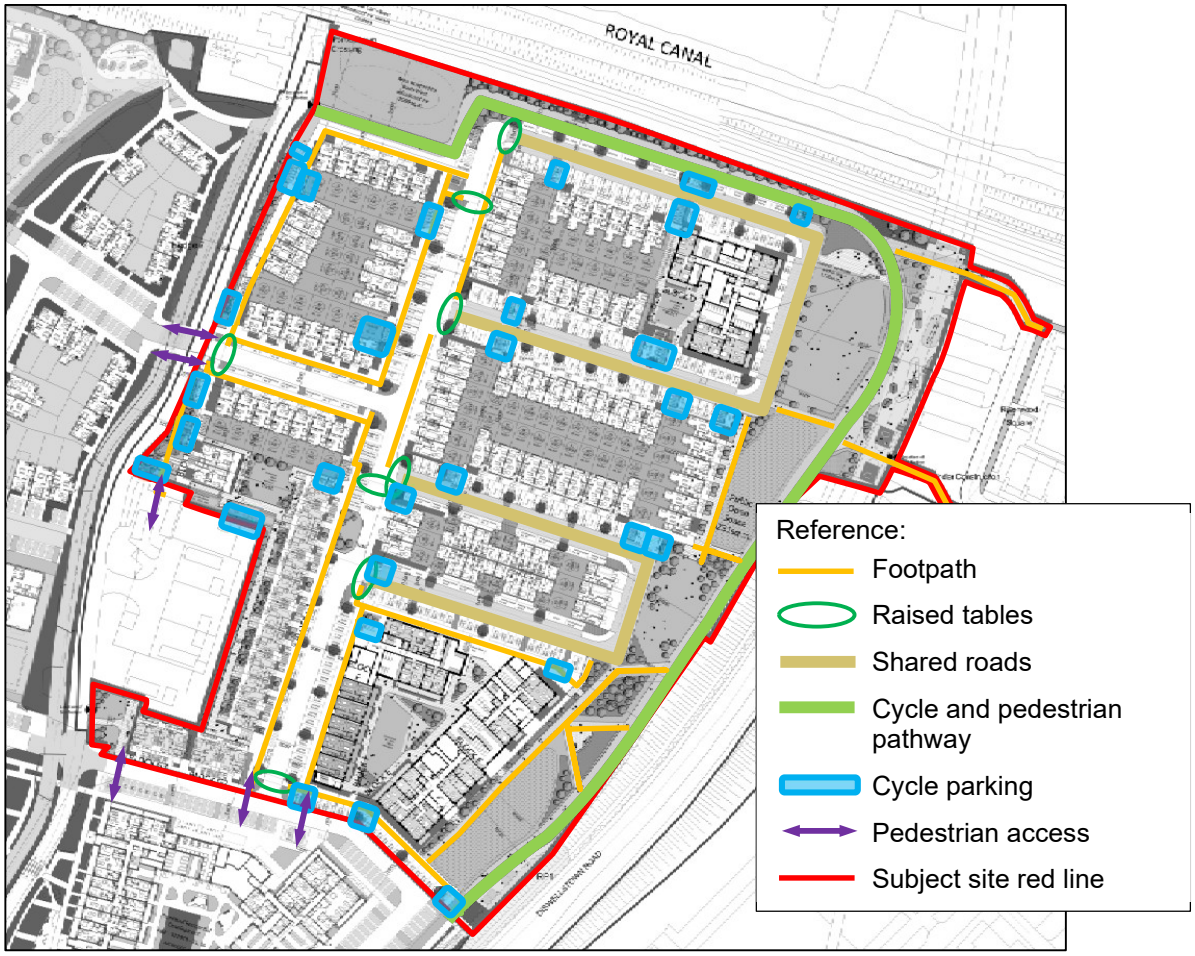

Figure 23 | Proposed Development – Pedestrian and Cycle Infrastructure.

5.4 Car Sharing Facilities

The proposed development includes the allocation of two dedicated car parking spaces specifically designated for car-sharing use. These spaces will be made available to operators such as GoCar, Yuko, or other similar service providers. The inclusion of these shared parking bays is intended to support sustainable and convenient transport options, thereby enhancing accessibility for future residents of the development.

With this objective, an expression of interest was submitted to GoCar to explore the possibility of their participation in the scheme. On 27th May 2025, a formal letter was received from GoCar confirming their interest in providing a car-sharing service within the development. This correspondence substantiates the potential use of the two designated parking spaces for shared vehicle provision. The GoCar letter of support is included in **Appendix C** of the Waterman Moylan Consulting Engineers report No. 15-038r.028 Traffic and Transport Assessment report, attached to this planning application under separated cover.

5.5 DMURS

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS), details of the specific design features are set out in the Waterman Moylan Report No. *15-038r.031 DMURS Report,* which is included in the documentation package.

5.6 Traffic Assessment

Details of the specific Traffic Assessment are set out in the Waterman Moylan Report No. *15-038r.028 Traffic and Transport Assessment,* which is included in the documentation package.

The analysis of the road network considered the generation to/from the Subject Development and the trips to/from the committed and potential future development in the surrounding area, which include the committed and potential future developments included in the Kellystown Developments.

The analysis of the road network considered the generation to/from the Subject Development and the trips to/from the committed and potential future development in the surrounding area, which include Kellystown Developments set out in the Kellystown Local Area Plan:

- Eastern Development Area (DA1): Comprising a maximum of 857 no. residential units. The under construction Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3) and the subject site fall within the Eastern Development Area (DA1).
- Central Development Area (DA2): including a total of 179 no. residential units, a local centre of c. 2,500sqm, a new primary school to accommodate c. 600 pupils (16-24 classrooms) and a new secondary school capable of catering c.1,000 pupils.
- Western Development Area (DA3): Comprising a maximum of 547 no. residential units.

Considering the trip rates from TRICS proposed by a previously approved Traffic and Transport Assessment, it is estimated that the proposed development will generate a total of 149 vehicular movements in the AM peak hour (43 inbound and 106 outbound) and a total of 164 vehicular movements in the PM peak hour (100 inbound and 64 outbound).

In accordance with the TII guidelines, an assessment was conducted to determine the potential level of impact on each of the key junctions in the local road network. This assessment was carried with the traffic flows surveyed in 2025 and the traffic flows generated by the subject development.

The results indicate that junction 3 will experience a two-way traffic increase of over than 10% during a peak hour. However, it is important to note that junction Porterstown Road / Kellystown Link Road, currently is a priority-controlled T-junction but will be upgraded to only allow emergency vehicles, pedestrian and cyclist movements, as outlined in **Section 4.5.3** above.

Junction 7 would have an increase in traffic as it is the main access to the Eastern Development Area, which currently has no traffic flow. However, the junction was assessed in the traffic and transport assessment carried out by Waterman Moylan Consulting Engineers as part of the Kellystown Development -Phase 1- considering the traffic flow to/from all Eastern Development Area. It is therefore considered to be working well, and no further assessment is required.

Regarding junctions 1, 2, 5 and 6 are below the 5% threshold and therefore no further assessment is required.

Finally, Junction 4 would experience with traffic increases of more than 5% in both peak hours.

The scenarios that have been assessed as part of this report are in line with the *Transport Assessment Guidelines (May 2014)*:

- Base Year : 2025.
- Opening Year – (With / Without Proposed Development) : 2030.
- Opening Year + 5 Years Forecast (With / Without Development) : 2035.
- Opening Year + 15 Years Forecast (With / Without Development) : 2045.

The factors considered in the current assessment are shown below:

- Base line: 2025
- Opening year: 2030 = 1.084 (Central growth factor from 2025 to 2030)
- Opening year + 5: 2035 = 1.102 (Low growth factor from 2025 to 2035)
- Opening year + 15: 2045 = 1.134 (Low growth factor from 2025 to 2045)

The assessment years are outlined below:

- **2025 BASELINE TRAFFIC FLOW**: 2025 surveyed traffic flows.
- **2030 DO NOTHING** (DN-2030) -Opening Year, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2035 DO NOTHING** (DN-2035) -Opening Year + 5 years, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2045 DO NOTHING** (DN-2045) -Opening Year + 15 years, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2030 DO SOMETHING** (DS-2030) -Opening Year, with development-: DN-2030 + traffic flow to/from the subject site.
- **2035 DO SOMETHING** (DS-2035) -Opening Year + 5 years, with development-: DN-2035 + traffic flow to/from the subject site.

- **2045 DO SOMETHING** (DS-2045) -Opening Year + 15 years, with development-: DN-2045 + traffic flow to/from the subject site.

The results of the analysis demonstrated that all junctions would operate within their respective capacities for all years and scenarios analysed.

5.7 Car Parking

To determine the appropriate amount of car parking spaces for the proposed development, reference have been made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards *(Car Parking only)*
- Fingal Development Plan 2023 – 2029 Standards / Kellystown Local Area Plan (January 2021)

Based on the guidelines/policies indicated above, **Error! Reference source not found.** below provides the breakdown of proposed car parking in accordance with national and local policy. In addition, according with the Kellystown Local Area Plan:

> "*Based on both sets of guidelines* [Final Development Plan and Design standards for New Apartments] *and given the walking and cycling accessibility, as well as proximity to high frequency public transport services, a reduced car parking ratio is considered appropriate for Kellystown LAP. Providing reduced car parking will have benefits in terms of minimising car use; increasing the physical activity of future residents; safeguarding the environment; improving air quality and road safety outcomes; and maximising the use of available space*.

Based on the County Development Plan and the national policies indicated above, it is proposed an appropriate level of car parking for this location. Table below shows the car parking spaces breakdown.

Land Use		No. Units	Car Parking Spaces Ratio		Car Parking Spaces Proposed	
			Resident	Visitor	Resident	Visitor
3-bed	Houses	62	1.00	1 car / 10 units	62	30
4-bed	Houses	35	1.26		44	
1-bed	Apartments / Duplex	98	0.50		49	
2-bed	Apartments / Duplex	88	0.50		44	
3-bed	Apartments / Duplex	19	0.50		8	
Car Sharing parking spaces						2
ESB Parking Spaces						2
Total residents and visitor car parking spaces					**207**	**34**
Total car parking spaces					**241**	

Table 6 | *Car Parking Spaces Proposed*

The subject site includes a total of 241 No. car parking spaces, encompassing 207 no. car parking spaces destinated for residents, 30 no. for visitors, 2no. for car sharing use (i.e. GoCar), and 2no. for reserved for maintained of the ESB units. Of the total provision, the proposed parking allocation includes:

- **Accessible Car Parking:** 10 No. accessible car parking spaces are distributed through the development.
- **Electric Vehicle Parking:** 48 No. EV parking spaces are distributed through the development. This represents 20% of the total number of proposed car parking spaces.

In addition, it is proposed:

- **Motorcycle Parking:** 21 no. parking spaces.

The proposed car parking spaces are within the range set out in the Fingal Development Plan for Zone 1 and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities for Accessible Location.

The proposed development is within Zone 1 of the Fingal Development Plan 2023-2029 as the Coolmine Rail Station is approx. 1,100 metres away from the site. In addition, the Clonsilla Rail Station is currently 1,800 metres from the site via the road network of the surrounding developments, but upon completion of the Kellystown Link Road, the distance between the site and Clonsilla Rail Station will be reduce to some 1450 metres.

Furthermore, the proposed development fall within accessible location of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities due the nearest bus stop is approx. 450m away (c. 5-minute walk) which is served by the routes 37 and 70n. The route 37 has a frequency of 5-10 minutes during both peak hours. With the implementation of BusConnects routes, the route 64 will run every 8-15 minutes during the AM and PM peak hours.

It is important to note that certain residents within the site will be situated at a greater distance from Coolmine Rail Station, beyond the boundary designated as Zone 1 in the Fingal Development Plan (as referenced in Section 10.1.4 above).

Consequently, the proposed car parking provision is considered to offer an appropriate balance between the relevant standards, considering the site's location, current and future accessibility for residents, and the range of housing typologies proposed.

5.8 Cycle Parking

To determine the appropriate amount of cycle parking spaces for the proposed development, reference have been made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards *(Car Parking only)*
- Fingal Development Plan 2023 – 2029 Standards / Kellystown Local Area Plan (January 2021)

Based on the guidelines/policies indicated above, it is considered that the *Fingal Development Plan 2023-2029 Standards* are the most required standard for the subject development and is the reference for

determining the proposed the cycle parking. Compliance with the *Fingal Development Plan 2023-2029 Standards* will satisfy the requirements of the other standards.

It is considered that the end-terrace house units, which are designed with private side access to rear gardens on one side, will be able to park their bicycles in the rear gardens of the units without having to pass through the interior of the houses. Bicycle parking spaces for the mid-terrace units are proposed with the integration of bicycle lockers at the front of the units.

The proposed Cycle Parking is shown in the table below.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Proposed	
			Resident	Visitor	Resident	Visitor
3-bed	Houses -Mid-Terrace-	38	5	0	190	
4-bed	Houses -Mid-Terrace-	22	6	0	136	
1-bed	Apartments / Duplex	98	2.04	1 / 2 units	200	49
2-bed	Apartments / Duplex	88	3.01	1 / 2 units	265	44
3-bed	Apartments / Duplex	19	5	1 / 2 units	95	9
Total resident and visitor cycle parking spaces					**889**	**104**
Total cycle parking spaces					**993**	

Table 7 | *Cycle Parking Spaces – Proposed*

The subject development included a total of 993 no. cycle parking spaces for apartments. Of these, 889 no. are for residents and 104 no. for visitors. The house units, those are provided with access to their rear garden with the possibility of storage the cycle and it is not considered necessary to provide any external bicycle store.

6. Modal Split Targets

6.1 Travel Patterns

To understand the likely modal split preferences of the residents of the study area, public information from both census the 2016 and 2022 were consulted. The censuses were conducted by the Central Statistical Office on 24 July 2016 and on 3 April 2022.

Both censuses have grouped the census results in small areas. For the subject site, representative areas have been selected. It is crucial to select a diverse range of areas in order to obtain an average value that will enable an approximation of the future behaviour of the residents in the Subject Development.

The small areas consulted are shown in **Figure 24** below, with the selected areas for the 2016 Census on the left and those selected for the 2022 Census on the right.

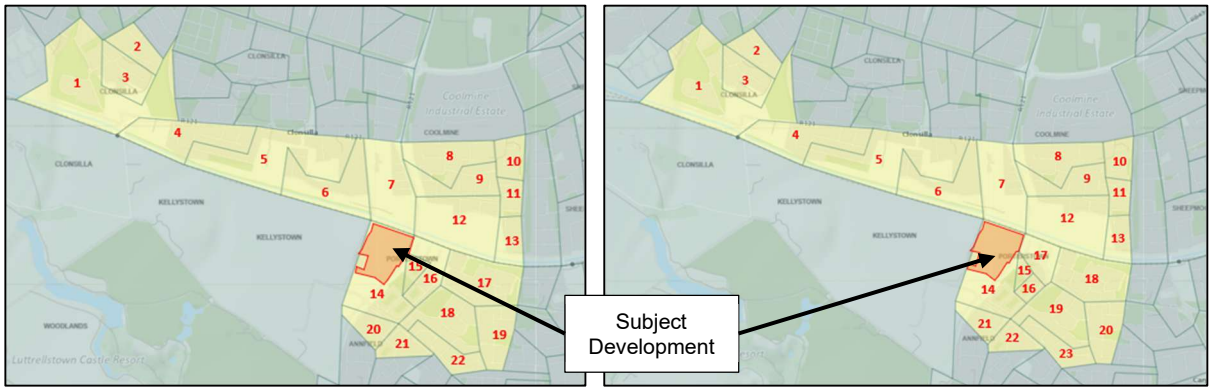

Figure 24 | *Consulted Small Area 2016 (left) & 2022 (right)*

The difference in the selected areas between the two censuses is due to the fact that the census areas were modified for each year. However, this difference is not significant for the statistical purposes of this assessment.

The modal split in each year is detailed below, based on information from the 2016 and 2022 censuses.

Mode	Census 2016	Census 2022
Car	56.7%	54.2%
Public Transport	24.6%	21.4%
Walk	13.9%	19.8%
Cycle	4.8%	4.6%
Total	100%	100%

Table 8 | *Surveyed Modal Split for the Journey to Work, School, or College – 2016 & 2022.*

The table shows a significant reduction in the use of private cars, public transport and bicycles between 2016 and 2022, accompanied by an increase in the proportion of people walking. Although the reduction in the use of private cars is positive, a more significant reduction was expected.

6.2 Target Modal Split

To stablish the target modal split, it has been considered the Objective set out in Fingal Development Plan 2023-2029:

> ***Objective CMO1 – Transition to Sustainable Modes:*** *Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.*
>
> ***Objective CMO2 – Modal Shift:*** *Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.*

In addition, *Sustainability Strategy 2024-2030* set out the targets to reduce carbon emissions from transport in the Greater Dublin Area by 50% by 2030 in line with the Climate Action Plan.

The 2035 target proposal for modal split for the residents' journeys to and from work, school or college are presented in the Table below:

Mode	Census 2022	Proposed variation	Target 2035 Opening year + 5 years
Car	54.2%	-7.7%	50%
Public Transport	21.4%	+7.5%	23%
Walk	19.8%	+10%	21%
Cycle	4.6%	+30%	6%
Total	100%		100%

Table 9 | *Target Modal Split for Residents Journey to Work, School, or College in 2035.*

The targets set out in **Table 9** seek to reduce the use of private vehicles and increase each alternative means of transportation.

6.3 Strategy

The objective of this Mobility Management Plan is to enhance pedestrian mobility to/from the Subject Development by prioritising it over vehicular movement. To achieve this goal, the following objectives have been set out:

(a) Reduce single-occupancy car use.

(b) Reduce the use of cars for short journeys from the subject development, particularly at peak times.

(c) Promote the use of sustainable transport systems to and from the subject development.

(d) Promote the use of public transportation to reach their destinations.

The aim of these objectives is to encourage a greater number of people to walk, cycle or use public transport to and from the development rather than to travel by car.

In addition, this Mobility Management Plan aims to provide guidance to all stakeholders involved, including the County Council, public transport providers, tenants, and owners of nearby developments, with the aim of promoting a sustainable transport network in and around the proposed development area to meet existing and future needs.

7. Mobility Management Plan

7.1 Introduction

A Mobility Management Plan (also called Travel Plan) will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport, and reducing dependency on the use of the private car.

Empirical evidence indicates that internationally, workplace travel plans have been shown to reduce single-occupant car use by 10-24%. However, the extent of the reduction is dependent on the specific characteristics of the Mobility Management Plan and the site-specific issues. Such a reduction in car use can result in significant cost savings for an organisation, in terms of both money and residents / visitors' time.

The Subject Site include certain tangible measures, such as cycling infrastructure, footpath, cycle parking, showers, and lockers. This Mobility Management Plan focuses primarily on intangible measures such as promotion, marketing and events. A significant proportion of the measures included in this section are low cost but highly visible and contribute to creating a culture of sustainability within the organisation.

Consequently, the proposed Mobility Management Plan comprises a series of measures designed to encourage more sustainable travel habits among residents and visitors. In addition, the plan is designed to address the typical day-to-day operational requirements at the site. The implementation and management of the plan will be overseen by a Coordinator.

7.2 Mobility Management Plan Coordinator

The developer will appoint a Mobility Management Plan coordinator or management company to oversee the development of the plan. The latter will appoint a senior member of staff as Mobility Management Plan Coordinator.

The Mobility Management Plan Coordinator will represent the philosophy of the plan and act as a coordinator for the proper functioning of the plan. The Coordinator shall be appointed within two months of the site being occupied. The Mobility Management Plan Coordinator's responsibilities shall include:

- Implementing and maintaining the plan.
- Monitoring the progress of the plan.
- Liaise with internal stakeholders, and external public transport operators, planning and government authorities.
- Producing information reports for the developer, employees, visitors, clients and government authorities.
- Ongoing evaluation of the Plan's objectives.

The Mobility Management Plan Coordinator will be responsible for the creation and maintenance of up-to-date travel information boards for residents/students and/or Mobility Plan's mobile app and/or a website. The travel information boards will be installed in strategic location, where residents will have access to a variety of resources, including travel information, timetables, internet access, and notice boards.

In addition to the above responsibilities, the Mobility Management Plan Coordinator must also undertake the following activities:

7.2.1 Local Policies Review

As part of the Mobility Management Plan Coordinator's responsibilities, a review of current policies and practices is to be undertaken with the aim of understanding their impact on the daily resident travel patterns. For instance, the provision of a substantial number of free parking spaces may prompt residents to have and utilise their vehicles, despite the proximity of their place of work.

The Mobility Management Plan may address issue affected by an initial review of local policies that impacted residents' travel choices.

7.2.2 Site Audit

A preliminary assessment of the accessibility of the site is presented in **Section 3** of this Mobility Management Plan, while **Section 4** outlines potential future transport improvements. However, it is the responsibility of the Mobility Management Plan Coordinator to update this information, considering the following guidance:

- Public Transport service: considering the location of the bus stops and the train stations, the route which is served and the frequency of services passing through the bus stop or train station.
- Pedestrian and cycle accessibility: this should include an assessment of the local cycling and walking environment from the subject development to the various public transport stops. This assessment must consider the current conditions and the need, where necessary, identify areas for improvement.
- Road condition: considering the traffic condition and if there is congestion near the site.
- Car parking spaces near to the site: A survey of the car parking facilities in the vicinity of the site will provide an indication of the potential parking areas, if employees and visitors do not have sufficient space within the site's car park. The survey must consider the volume and usage of the parking spaces, their location, quality and quantity, and the relationship between these factors and the demand for parking spaces. It must also consider any management issues that may arise.
- Facilities' location: it is important for employees and visitors to be aware of the location of the primary shops, as well as the relative distance to the site. The distance should be provided in metres and in travel time, either walking or cycling.

Finally, it is important that the Mobility Management Plan Coordinator is aware of possible future improvements to the public transport network, which could have an impact on residents and visitors' travel.

7.2.3 Residents Travel Survey

Within the first four months of appointment, the Mobility Management Plan coordinator shall arrange for a residents' travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets and needs. The information requested in the questionnaire should include:

- Basic Personal information (age, household size, car ownership, occupation)
- Primary mode of transport.
- Current travel patterns including the time taken to/from the subject site to/from their destination.

It is also necessary to find out the views of workers and visitors on alternative modes of transport to the car, in order to identify the factors that would encourage them to switch to other modes. Furthermore, it is important to encourage the use of car-sharing schemes.

It should be noted that response rates to such questionnaires are traditionally relatively low, and it may be necessary to assist recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the plan and to set and review targets. It is recommended that the new targets be agreed with the relevant planning and highway authorities or their agents within six months of the survey being carried out.

7.2.4 Promoting the Mobility Management Plan

It is the responsibility of the Mobility Management Coordinator to provide all new resident with a Mobility Pack (or Travel Pack). The mobility pack should include:

(a) The Mobility Management Plan.

(b) Public transport information, including bus and rail routes and frequencies.

(c) The benefits of the Mobility Management Plan for residents and visitors.

(d) Details of tax incentives available, such as the Bike to Work Scheme, the Tax Saver Scheme for public transport tickets, etc.

(e) A travel survey form.

(f) Details of pedestrian and cycle facilities.

7.3 Action Plan

7.3.1 Walking

It is well documented that there are numerous benefits to walking to and from their destination on a daily basis. The Subject Development is situated within an area characterised by a wider range of land uses that are accessible by walking as are shown in **Section 3.1** above. The surrounding area is characterised by a variety of land uses, food discount store, a primary school, and a secondary school.

It is proposed that residents be encouraged to reduce the use of the car for short journeys and indeed choose to walk to the nearest bus stops, grocery store, and to commute to their place of work, school, or college. For that, the connection of footpaths within the Subject Development with the existing will allow people to establish connections beyond the development itself.

The Mobility Management Coordinator will provide maps of the local area, which will show walking routes, local facilities, and distances with health information. This information will be displayed on the information board and/or the Mobility Plan mobile app and/or via a specific website, in order to assist residents and visitors understand the importance of choosing this mode of transportation over the automobile.

This communication tool will be developed to encourage residents to meet and walk together, fostering a sense of community between them. Furthermore, children enrolled in local schools will be encouraged to walk to school on a daily basis, thus reducing the number of private vehicles on the road.

7.3.2 Cycling and cycle parking

Cycling is an effective mode of transport, promoting independence and sustainable travel and allowing for shorter distances to various facilities.

The Subject Development is located in close proximity to a variety of amenities and employment areas, grocery stores, health care centres and shopping centres as indicated in **Section 4.3** above.

In order to facilitate the storage and maintenance of bicycles in the area, the subject development included a total of 993 no. cycle parking spaces for apartments. Of these, 662 no. cycle parking spaces for apartments, encompassing 560 no. are for residents and 104 no. for visitors. The house units, those are provided with access to their rear garden with the possibility of storage the cycle and it is not considered necessary to provide any external bicycle store.

The Mobility Management Coordinator will provide maps of the local area, indicating cycle routes, local facilities, and distances with health information. This information will be displayed on the information board and/or the Mobility Plan mobile app and/or via a specific website; in order to assist residents and visitors in order to assist residents and visitors understand the importance of choosing this mode of transportation over the automobile.

Furthermore, the Mobility Management Coordinator will inform residents of future development of cycle infrastructure.

If there is a genuine interest in bicycle maintenance, public courses on the use, maintenance, repair, and improvement of bicycles may be proposed.

Additionally, residents are encouraged to avail themselves of the government's Cycle to Work scheme, which may be available through the local authority. Moreover, a fleet of hire bikes may be provided, which can be used to attend meetings or to test cycling to and from work before making a purchase.

7.3.3 Private and shared cars

Every day, thousands of commuters drive to work on the same routes to the same destinations at the same time as their colleagues. If every driver carried another driver, there would be 50% fewer cars on the road at peak times. There are numerous advantages to utilising sharing services for commuting purposes, including a reduction in carbon emissions, fuel costs and parking fees, as well as a reduction in congestion and journey times due to a reduction in the number of vehicles on the road. Additionally, the experience of the journey is enhanced due to a reduction in congestion and the presence of company.

Car sharing is a particularly attractive travel option for those living in areas with long distances or poor public transport connections. The Mobility Management Coordinator will encourage communication between different drivers by promoting the use of the information board and/or the Mobility Plan mobile app and/or a dedicated website, to facilitate the establishment of these car-sharing schemes. Furthermore, if the number of drivers is important, it may be beneficial to designate specific parking spaces in prime locations for carsharers only.

There are many benefits of car sharing to/from work/college every day, such as reducing carbon emissions, reducing fuel costs and parking fees, reducing congestions and journey times due to fewer cars being on the road and increasing pleasure of journey due to less congestion and having company. In this regard, a car sharing scheme will be incentivised to encourage residents, students and staff of the proposed development who work/study at the same place (within the development or not) or in close locations, to commute together and to minimise the number of people commuting to/from work/college alone.

7.3.4 Car Park Management Plan

(1) Location and Allocation

All the car parking spaces at the subject development are controlled by the Mobility Management Plan Coordinator. They are all numbered and allocated.

The locations, numbers and allocation of the spaces are shown on the architectural drawings included with the planning application.

The subject site includes a total of 241 No. car parking spaces, encompassing 207 no. car parking spaces destinated for residents, 30 no. for visitors, 2no. for car sharing use (i.e. GoCar), and 2no. for reserved for maintained of the ESB units. Of the total provision, the proposed parking allocation includes:

- **Accessible Car Parking:** 10 No. accessible car parking spaces are distributed through the development.
- **Electric Vehicle Parking:** 48 No. EV parking spaces are distributed through the development. This represents 20% of the total number of proposed car parking spaces.

In addition, it is proposed:

- **Motorcycle Parking:** 21 no. parking spaces.

Parking by residents is in pre-allocated marked and designated spaces at all times.

(2) Residents

Cars spaces are leased to residents by the Mobility Management Plan Coordinator. The duration of leases is for a minimum of 1 month and a maximum of 12 months, after which the lease can be renewed at the discretion of the Mobility Management Plan Coordinator, and subject to availability and demand, and strictly in accordance with the rules of the Car Park Management Plan in force at that time.

When a resident is allocated the use of a car space, the car space must be linked to a single vehicle only and the resident must be the owner, lessee or primary beneficial user of that vehicle.

Residents cannot park multiple vehicles in their designated parking space. Residents are not permitted to allow any other vehicles (whether owned by residents or not) to use their parking space.

(3) Visitors

Access to the space must be granted to the visitor by the resident and the allocated space must be free for the incoming visitor's car.

(4) Accessible Spaces

Accessible car spaces are leased to residents with disabilities, upon presentation of a valid disabled parking permit, as issued by the Disabled Drivers Association on behalf of Department of Transport.

The spaces reserved for disabled badge holders cannot be used by non-badge holders.

(5) Electric Charging

A total of 48 No. EV parking spaces are distributed through the development. This represents 20% of the total number of proposed car parking spaces. The remaining spaces have been designed to facilitate the relevant infrastructure to accommodate future electric charging.

(6) Inappropriate Parking

All vehicles must be properly parked within their designated bay. Consistent failure to do so, may result in the suspension or termination of the parking lease, at the discretion of the Mobility Management Plan Coordinator.

All car park users will be advised by signage that clamping of inappropriately parked cars will be in operation at the development. The fee for release of a clamp will be €40.00 - €80.00. This fee will be subject to annual review by the Mobility Management Plan Coordinator.

Inappropriate parking is defined as parking in restricted areas and locations such as:

- Access roads, ramps and aisles
- Disabled bays (if no window badge is displayed).
- Parking by unregistered drivers at spaces reserved for registered users.

The Mobility Management Plan Coordinator will arrange for clamping to be in place to prevent parking in authorised spaces or areas.

(7) Parking Control Measures

The following measures are in place in the car park at the subject development.

- Numbering of car parking spaces, so as to permit their allocation to specific uses / users.
- Frequent 'on-the-beat' parking surveys conducted by site security and/or by parking management contractors, to monitor compliance with all parking restrictions.
- Enforcement of parking restrictions by means such as clamping and fines.
- Information on the use of alternative modes of transport, provided to development occupants and visitors by means of travel information via the travel information board and/or the Mobility Plan mobile app and/or a dedicated website.

If deemed necessary by the Mobility Management Plan Coordinator, folding parking barriers or hinged bollards may also be installed within individual parking spaces.

(8) Car Maintenance

Major repairs or servicing of vehicles is prohibited within the car park spaces or grounds at the subject development. However, where a vehicle is immobile due to breakdown, temporary access will be permitted for recovery vehicles for the purpose of undertaking minor repair and/or recovery.

7.3.5 Strategy for public transport use

The Travel Plan Coordinator will be responsible for encouraging residents to utilise public transportation and will provide them with the necessary information to facilitate this. This information will include Tax Saver Commuter tickets, details on travelling and the advantages of using public transportation.

(1) Promote Tax Saver Commuter tickets

The TaxSaver Commuter Ticket Scheme is a cost-reduction initiative for public transport. It offers employers the opportunity to make PRSI savings of up to 10.75%. Employees can also benefit from savings on their travel costs, with savings of between 28.5% and 52% possible due to tax, PRSI and USC savings. The ticket covers bus, rail, and the Luas system.

The scheme is open to employees who wish to participate. They can discuss the matter with their employer, who will then apply for and purchase the ticket on their behalf.

The TaxSaver scheme is managed in conjunction with the Revenue Commissioners by the following transport providers:

- Dublin Bus
- Bus Éireann
- Luas
- Irish Rail
- Approved transport providers

Residents of the subject site may obtain tickets as part of their salary package (salary sacrifice) in lieu of an annual cash bonus or as a benefit-in-kind. TaxSaver tickets are not subject to tax, PRSI or USC. It is important to note that employees are only liable to pay tax, PRSI, and USC on the portion of their salary that represents the actual remuneration. In addition, the employer is also responsible for calculating PRSI on the same basis.

The Travel Plan Coordinator will be responsible for disseminating this information to the residents of the subject development, thereby affording them the opportunity to request this benefit at their place of employment.

(2) Update travel information

The Travel Plan Coordinator will provide maps of the local area, indicating the nearest bus stops and train stations and the distance between the subject development and these points. Additionally, the Travel Plan Coordinator will provide updated local train and bus maps and timetables.

This information will be displayed in strategic locations to facilitate understanding of the importance of choosing this mode of transport over the car. Furthermore, the Travel Plan Coordinator will inform residents of future plans for the development of public transport routes in the area.

Residents of the area will be informed about online public transportation information systems, their use and the advantages that this entails.

(3) Monitoring of the Public Transport service

It is the responsibility of the Travel Plan Coordinator to conduct regular assessments of the public transport service in order to ascertain the quality of the service provided. In order to ensure the provision of high-quality public transport services, the coordinator must consider a number of factors, including fare, travel time, vehicle conditions, and frequency.

The Travel Plan Coordinator may also engage in lobbying activities with the public transport operators in order to ensure the continued provision of a high level of service on the public transport routes serving the development.

(4) Advantages of using public transportation

The utilisation of public transport confers a multitude of advantages, both individually and socially. The benefits include:

- Pollution reduction: It is well known that commuting by efficient public transport is significantly less polluting in terms of CO2 emissions than using a private car. For example, a typical Euro 5 bus emits around 65g/km of CO2 per passenger, while a Euro 6 car emits almost 190g/km. Therefore, travelling

by public transport is the most environmentally friendly alternative, preventing thousands of tonnes of CO2 from entering the atmosphere.

- Reduction of noise pollution: As with air pollution, noise pollution can be mitigated by augmenting the utilisation of public transport.
- Reduction of congestion in cities: The overuse of vehicles results in the daily collapse of cities, particularly during peak hours. This phenomenon transforms cities into dirty, noisy, and grey environments. Public transport represents an optimal alternative to enhance traffic flow by reducing delays and traffic jams, thereby achieving superior urban mobility.
- Most liveable cities: Increasing the use of public transport would benefit everyone and improve cities in many ways such as having greener cities, with less congestion, less pollution, and less greenhouse gas emissions.
- Economical: The costs associated with a private vehicle can be four times those of public transportation. The initial cost of a car is significantly higher than the sum paid for it. Furthermore, there are additional expenses such as fuel, maintenance, NCT, insurance, tolls, and other periodic costs. This renders public transport a more economical mode of transportation in both the short and long term.
- Time saving: The act of driving can be fraught with unexpected traffic jams or the necessity to search for parking, both of which can result in the loss of valuable time. Conversely, the use of public transport ensures that the scheduled time of arrival at the destination is maintained, thereby obviating the need for any further complications or stress.
- The opportunity to engage in other activities: The journey may be utilised to read, listen to music, catch up with friends, engage in conversation or simply to reflect. Bus or metro journeys are conducive to a variety of activities on a daily basis.
- Guarantee the mobility of groups with less access: This method of transportation ensures the possibility of travelling to young people, older people or people with reduced mobility who are unable to use or do not have their own vehicle.
- Accessible to the entire population: In addition to the aforementioned advantages, it is imperative to highlight the accessibility and subsidised prices that public transport offers, thereby ensuring its accessibility to the entire population. This is particularly important when considering the sectors of society at risk of social exclusion.

Considering the benefits described above, it is important to try to migrate for the use of private vehicles to public transport, especially when the destination is well connected with public service. This section proposes a series of measures that could increase the modal split in favour of public transport.

7.4 Monitoring of the Mobility Management Plan

The responsibility for monitoring and reviewing the Plan will be borne by the Mobility Management Plan Coordinator. The principal indicators that will be subject to monitoring are as follows:

- Changes in modal split – both ‘usual’ and ‘occasional’ modes used.
- Cycle Parking on site: Include the state of the bike racks and that there are no abandoned bikes without owners.
- Bikes purchase through the Cycle to Work scheme.
- Number of car parking permits issued.

- Number of registered carsharers.
- Others that may be important.

The travel survey (refer to **Section 7.2.2**) establishes the initial modal split of travel by residents. Once the travel survey has been completed and analysed, the Mobility Management Plan Coordinator will agree annual targets with the main stakeholders (the developer, the occupier(s), the Local Authority, or its agents, etc.) for increasing the percentage of non-car modes of transport.

It is recommended that the Mobility Management Plan Coordinator meet with the stakeholders, officers of the Local Authorities or its agents within six months of the occupation of the building(s) and thereafter every twelve months to assess and review progress of the Plan and agree objectives for the next twelve months.

As a consequence of the evaluation, the following potential outcomes may emerge:

- The objectives have been achieved, and no further intervention is deemed necessary to ensure alignment with existing local development plans.
- The objectives have not been fully achieved, necessitating the implementation of corrective measures that, due to their scale, can be managed by the Transport Coordinator.
- Large measures: the results are found to be significantly divergent from the stated objectives, which may necessitate the engagement of external consultants to develop the requisite mobility studies and implement the measures deemed necessary to realign the development with the originally stated objectives.

It is recommended that the Mobility Management Plan Coordinator prepare and submit to senior management of the Developer, the residents and the Local Authorities or its agents an annual Monitoring Report.

7.5 Marketing

Marketing represents a valuable instrument for demonstrating to stakeholders the status of the implementation, elucidating the essence of the Mobility Management Plan and the principal outcomes, demonstrating the level of responsibility for the surrounding environment, expose how the Subject Development is aligned with the government's requirements or explain to the residents the different benefits that they will have with the implementation of the Mobility Management Plan.

By employing marketing, the site can enhance its level of acceptance within the community and present itself as a model for other similar developments.

The Marketing campaign will be create considering the following:

- Identify the Target Audience of the Marketing Campaign: marketing may be directed towards a number of different stakeholders, including residents, government representatives, students, and the general public. Consequently, it is essential to tailor the message and create content that aligns with the specific events and circumstances of each target group. It is crucial to recognise that the target audience will comprise a heterogeneous group of individuals at varying stages of readiness for change.
- Identify the aim of the Marketing Campaign: the identification of the objective of the marketing campaign serves to clarify the message. It is not the same to run a campaign to inform residents about a new benefit available, to inform stakeholders about the progress of the plan, or to provide a message to the surrounding community. In order to achieve this, it is essential to ascertain the target audience

and the communication tool to be employed. This will inform the manner in which the messenger is to be utilized to achieve the desired impact.

- Identify Communication Tools: the objective is to identify the communication tools that will be employed. The manner in which a message is conveyed affects the subsequent evolution of that message. Consequently, the selection of media for an information campaign is contingent upon the target audience. These may encompass print media, digital media, live events, or document reports.
- Identify your Message: Once the target audience has been identified, the objective of the campaign has been established and the communication tools have been selected, it is crucial to create a clear message that effectively conveys the information to the audience in the desired manner.
- Brand the Marketing Campaign: the creation of a logo or emblem that is directly related to the campaign that is being developed can assist in the visualisation of the main and the messenger.

In light of the aforementioned considerations, it is possible to deliver a targeted message that is more likely to be well received by the recipient and thus ensure the success of the marketing campaign.

8. Conclusion

This Mobility Management Plan has been prepared by Waterman Moylan as part of the planning application documentation a proposed new Largescale Residential Development (LRD) for St. Mochta's, in lands within the Kellystown Local Area Plan (LAP), Clonsilla, Dublin 15.

The objective of this document is to encourage residents to alter their travel behaviour in favour of more sustainable modes of transportation.

The Mobility Management Plan is a set of measures designed to facilitate sustainable travel for work-related journeys. The plan comprises a series of measures designed to encourage the use of walking, cycling, public transport, car sharing, the use of technology instead of travel, and flexible working practices.

It is important to note that the detail provided in this report serves as a guideline for the Subject Development, which forms the basis for the Mobility Management Plan to be developed by the Mobility Management Plan Coordinator.

There are a number of benefits to an organisation implementing a Mobility Management Plan, including:

- Reduced costs associated with providing car parking for residents or visitors.
- Reduced pressure on parking spaces so they are available to those with most need.
- Reduced carbon emissions associated with travel.
- Land formerly under parking released for more productive purposes.
- Increased accessibility to the site for residents and visitors.
- Compliance with planning permission conditions.

The implementation of these measures will not only benefit the residents but will also mitigate the negative impacts of the surrounding environment once the Subject Development has been completed.

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