

GK Consulting Engineers

Proposed Residential
Development at Elmfield,
Clondalkin, Dublin 22

Mobility Management Plan

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1 Introduction

PMCE Ltd has been commissioned by GK Consulting Engineers to prepare a Mobility Management Plan (MMP) to support a planning application for permission for a Large-Scale Residential Development on lands at the Securispod Logistics site in Elmfield, Ninth Lock Road, Clondalkin, Dublin 22 (see Figure 1-1).

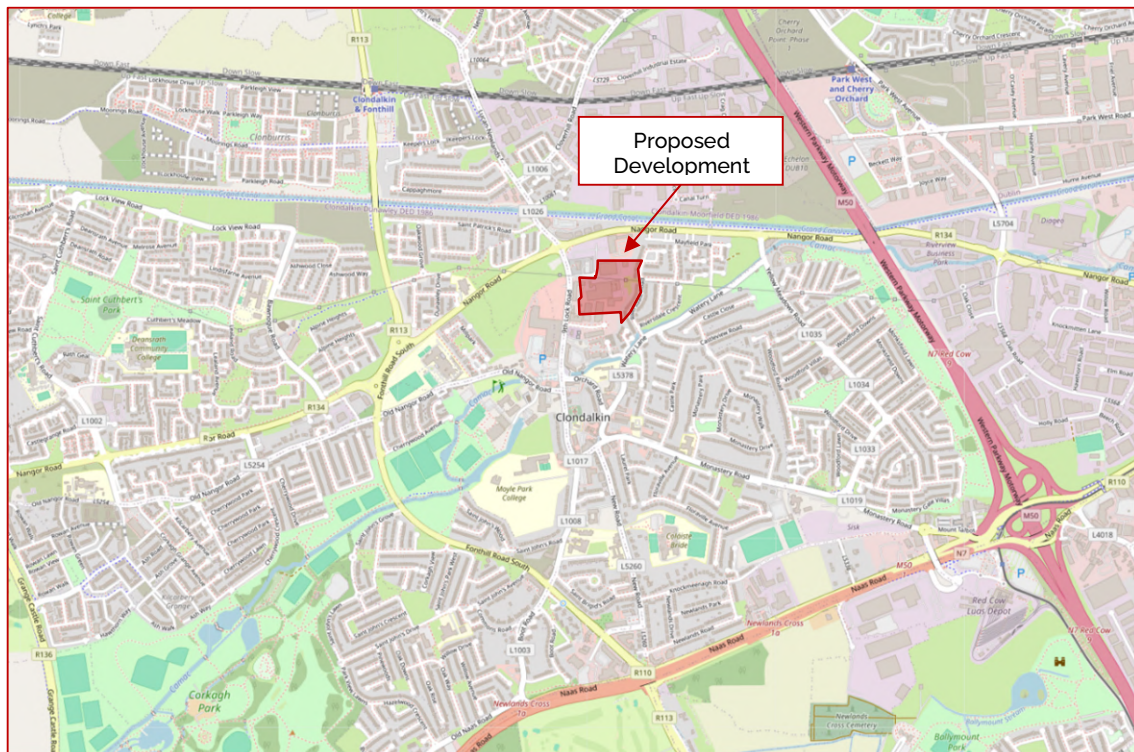


FIGURE 1-1: SITE LOCATION MAP (SOURCE: WWW.OPENSTREETMAP.ORG)

PMCE has made reference to the following information in preparation of this plan:

- Project Drawings and Information supplied by GK Consulting Engineers.
- The Department of Transport (DoT) document 'Design Manual for Urban Roads and Streets'
- National Transport Authority (NTA) documents and national programmes:
 - The Smarter Travel Workplaces Programme
 - Greater Dublin Area Transport Strategy
 - Bus Connects – Sustainable Transport Corridors
- South Dublin County Development Plan (2022-2028)
- South Dublin Active Travel
- Eastern & Midland Regional Assembly – Regional Spatial & Economic Strategy (RSES) 2019-2031
- National Sustainable Mobility Policy – April 2022
- Sustainable Urban Housing: Design Standards for New Apartments – March 2023
- Housing for All-a New Housing Plan for Ireland – December 2022

The residential development, and the surrounding road network, has been assessed with regards to its overall accessibility for all tenants and for all modes of transport. It has not been examined or verified for safety implications as part of this report.

1.1 Existing Conditions

The subject site comprises an existing developed parcel of land currently occupied by warehouse and associated logistics uses at Elmfield, Ninth Lock Road, Clondalkin, Dublin 22. The site is located within an established urban area and benefits from a frontage onto Ninth Lock Road, with the surrounding context characterised by a mix of residential, commercial and transport-related land uses. Existing pedestrian and road infrastructure is provided in the vicinity of the site, including footpaths and connections to the wider local and strategic road network, which support accessibility to nearby services, employment areas and public transport facilities.

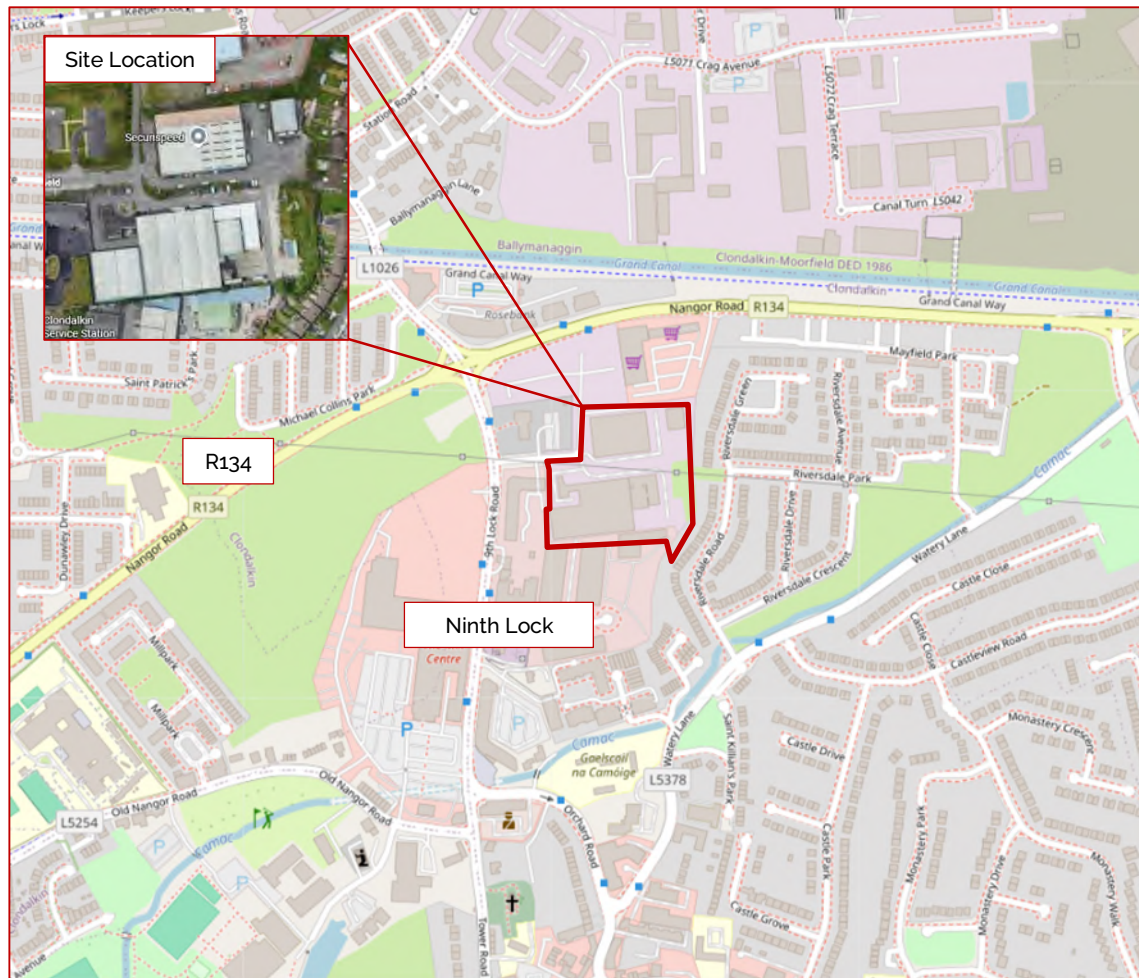


FIGURE 1-2: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)

1.2 Proposed Development

The proposed development will comprise the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential-led scheme including 408 residential units and 1 childcare facility.



FIGURE 1-3: PROPOSED SITE LAYOUT (DRAWING NO. GK25126_C100)

The residential accommodation will comprise a mix of apartments and own-door houses, including:

- 24 studio units
- 230 one-bedroom units
- 149 two-bedroom/three-person units
- 5 three-bedroom/five-person units
- Childcare facility

The development will also include 205 car parking spaces, cycle parking, refuse and storage areas, plant, landscaping, open space, boundary treatments, public lighting, ESB substations, and all associated site and infrastructural works necessary to facilitate the proposed development.

2 Policy Framework

2.1 South Dublin County Development Plan 2022-2028

The South Dublin County Development Plan 2022–2028 recognises that movement is essential to everyday life and to the social and economic functioning of the County. While acknowledging the continued role of the private car, the Plan highlights the need to reduce car dependency by promoting more compact and connected neighbourhoods where daily services and amenities can be accessed within a short walk or cycle. In this regard, the Plan supports the delivery of improved walking and cycling infrastructure, enhanced permeability and stronger public transport integration in order to create healthier, more sustainable and more accessible urban environments. This approach is intended to encourage a modal shift away from private car use, particularly for shorter journeys, and to support high-quality placemaking across the County.

The Plan further recognises that future residential and commercial development will generate additional trips and that, while a proportion of these trips will continue to be made by private vehicle, the over-arching objective is to maximise the proportion undertaken by sustainable modes and to avoid adding to existing congestion or pressure on the road network. In this regard, Policy SM1 – Transport and Movement seeks to integrate sustainable land use planning with a high-quality transport network for people and goods. The principal objectives of Policy SM1 include:

- To achieve and monitor a transition towards more sustainable travel modes, including walking, cycling and public transport, in line with the County mode share targets.
- To ensure consistency with the National Transport Authority's Transport Strategy for the Greater Dublin Area, as updated to 2042.
- To support the delivery of key sustainable transport projects, including DART and Luas expansion, BusConnects and the Greater Dublin Metropolitan Cycle Network.
- To ensure that future development is planned and designed to facilitate sustainable travel patterns, with a particular emphasis on active travel and public transport use.
- To ensure that future development protects the strategic capacity and efficiency of the metropolitan transport network and maintains regional accessibility.
- To safeguard the County's strategic road network and improve the local road and street network in a manner that better utilises existing road space and supports a transition towards sustainable transport.
- To engage with relevant agencies, including the National Transport Authority and Transport Infrastructure Ireland, on strategic and local transport matters and to encourage consultation with local communities.
- To prepare Integrated Transport Studies for urban areas within the County, where required, in order to provide a long-term framework for movement by pedestrians, cyclists, public transport and private vehicles.
- To support micro-mobility in line with legislative and statutory requirements.

2.2 Greater Dublin Area Transport Strategy 2022-2042

The Greater Dublin Area Transport Strategy 2022–2042, prepared by the National Transport Authority under the statutory review requirements of the Dublin Transport Authority Act 2008, sets out the long-term framework for the planning and delivery of transport infrastructure and services across the Greater Dublin Area, including Dublin, Meath, Kildare and Wicklow. The Strategy also provides a transport

planning policy framework around which land use planning, environmental protection and the delivery of other supporting infrastructure, such as housing, water and energy services, can align their respective investment priorities. Building on the previous strategy and investment programmes, it supports the continued development of the region through major projects and initiatives including Luas Cross City, the reopening of the Phoenix Park Tunnel rail line, the ongoing roll-out of cycle tracks and greenways, MetroLink, the DART+ Programme, BusConnects Dublin and key strategic road improvements. In this regard, the updated strategy establishes the basis for coordinated transport investment over the two decades to 2042.

2.3 Eastern and Midland Regional Assembly's- Regional Spatial & Economic Strategy (RSES) 2019-2031

An essential component of the Eastern and Midland Regional Assembly's – Regional Spatial & Economic Strategy (RSES) is the Metropolitan Area Strategic Plan (MASP) Chapter 5, which sets out a coordinated framework for managing growth across the Dublin metropolitan area. Dublin City and its suburbs had a population of approximately 1.2 million in 2016, while the wider metropolitan area accommodated around 1.4 million people, representing three out of every five residents in the Region. Between 2006 and 2016, the metropolitan population increased by approximately 160,000 people, or 13%, which was marginally above the national average but below the overall growth rate recorded across the Eastern and Midland Region. Looking ahead, the MASP projects that the metropolitan area population will rise to approximately 1.65 million by 2031, representing an increase of around 250,000 people, or 18%, compared with 2016 levels.

Although the metropolitan area covers an extensive geography, the MASP demonstrates that this growth is to be supported through a series of strategic development corridors, including the City Centre within the M50, the North–South, North–West and South–West corridors, and the MetroLink–Luas corridor, all of which are linked by major public transport investment such as DART expansion, rail electrification, Luas extensions and MetroLink. In this way, the strategy seeks to ensure that future development is concentrated in accessible and well-connected locations, rather than dispersed in a manner that would increase car dependency.

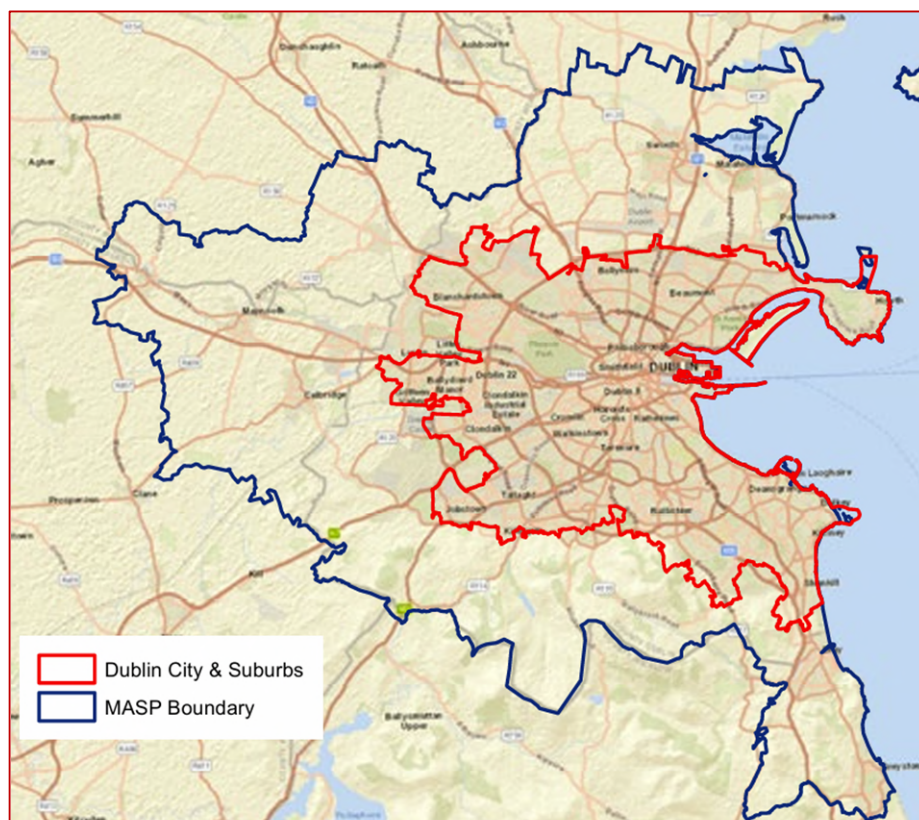


FIGURE 2-1: BOUNDARY OF THE DUBLIN METROPOLITAN AREA (DMA) - (SOURCE: EMRA.IE)

RSES also emphasises the importance of aligning transport policy with climate action, sustainable land use and the creation of compact urban development patterns. The strategy promotes smart and compact growth as an alternative to continued suburban and peri-urban sprawl, which can result in longer commuting distances, increased dependence on the private car and associated negative effects on the environment, public health and overall quality of life. It also highlights the importance of designing buildings, streets and public spaces in a manner that supports sustainable travel choices, particularly walking, cycling and public transport. Accordingly, transport investment should be closely integrated with land use planning in order to support the economic, social and environmental objectives of the Region and to guide future development towards more connected, accessible and sustainable communities

2.4 National Sustainable Mobility Policy

The National Sustainable Mobility Policy, published by the Department of Transport in 2022, sets out Ireland's national strategy to 2030 for increasing the proportion of sustainable journeys, with a particular focus on walking, cycling, shared mobility and public transport use. The policy is supported by implementing the accompanying Action Plan to 2025 and a reviewed and updated Action Plan for the period 2026 to 2030. While the policy originally aligned with earlier climate targets, its performance indicators were subsequently revised following the introduction of sector-specific emissions reduction targets in 2023.

The current indicators to 2030 provide for a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys and a 20% reduction in total vehicle kilometres travelled. A second Action Plan covering the period 2026–2030 was published in March 2026 and includes 95 actions to further support infrastructure delivery, accessibility, behavioural change, spatial planning and data-led implementation.

2.5 Project Ireland 2040

Project Ireland 2040 is the Government's overarching long-term strategy for guiding the future development of the country and improving quality of life for communities across Ireland. It brings together the National Planning Framework and the National Development Plan to ensure that population growth, employment growth and infrastructure investment are planned in a coordinated and sustainable manner. In this regard, the strategy seeks to respond to the needs of a growing population, while supporting more balanced regional development, enhanced connectivity, environmental sustainability and a more equitable distribution of opportunity across the State.

Project Ireland 2040 is underpinned by a series of National Strategic Outcomes, including compact growth, enhanced regional accessibility, strengthened rural and urban communities, sustainable mobility, a strong economy supported by enterprise and innovation, high-quality international connectivity, enhanced amenity and heritage, the transition to a low-carbon and climate-resilient society, the sustainable management of environmental resources, and improved access to quality education, childcare and health services. Of particular relevance to this Mobility Management Plan are the principles of compact development, investment in walking, cycling and public transport, and the integration of land use and transport planning to reduce car dependency and support more sustainable travel patterns.

3 Mobility Management Plan

3.1 General

The overall objectives of this Mobility Management Plan (MMP) are to make a commitment to reduce, where possible, the reliance on private car use, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport, improve site accessibility, lower car ownership levels and reduce parking demand.

These objectives should be achieved through the promotion and implementation of both 'soft' (promotion and operational) and 'hard' (infrastructural) measures where reasonable, and the monitoring of travel choices and other patterns over time to gauge progress against targets.

This MMP has been prepared to guide the delivery and management of several coordinated measures and initiatives which ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed residential development and justify a relaxation of applicable Development Plan parking standards.

This document aims to inform three distinct audiences; the first is the appointed Mobility Manager who will be responsible for implementing, monitoring and managing the MMP. The second is the Local Authority Officers who will be eager to ensure that the MMP initiatives are appropriately ambitious, deliverable and implemented fully where appropriate. The third are the residents of the proposed development who may be unfamiliar with the MMP process.

This Mobility Management Plan includes:

1. A clear statement and commitment to actively encourage and promote sustainable travel.
2. An outline of the existing travel pattern data in the area surrounding the site.
3. Information on the existing and future transport infrastructure.
4. An Action Plan containing a number of proposed measures and initiatives that are appropriate to the development and will promote awareness and encourage sustainable travel patterns.
5. Monitoring of travel choices and other patterns over time to gauge progress against MMP targets and objectives.

3.2 MMP Process

The process of compiling the MMP encompasses the 9 principle steps illustrated in



FIGURE 3-1 MMP PROCESS & LIFECYCLE

From the time of publishing with a Grant of Full Planning Permission, the MMP remains an 'active' document which continues to evolve and develop during its lifecycle.

4 Existing Travel Patterns

4.1 CSO Travel Statistics

The Central Statistics Office (CSO) Census 2022 Small Area Population (SAPMAP) has been used to gather data for existing commuting travel patterns for 'Population aged 5 years and over by means of travel to work, school or college'. The location of the selected area is shown in Figure 4-1. This area (residential area) was selected to represent the local catchment area in terms of determining the existing modal split for both pupils and residents, which was used to forecast future traffic patterns.

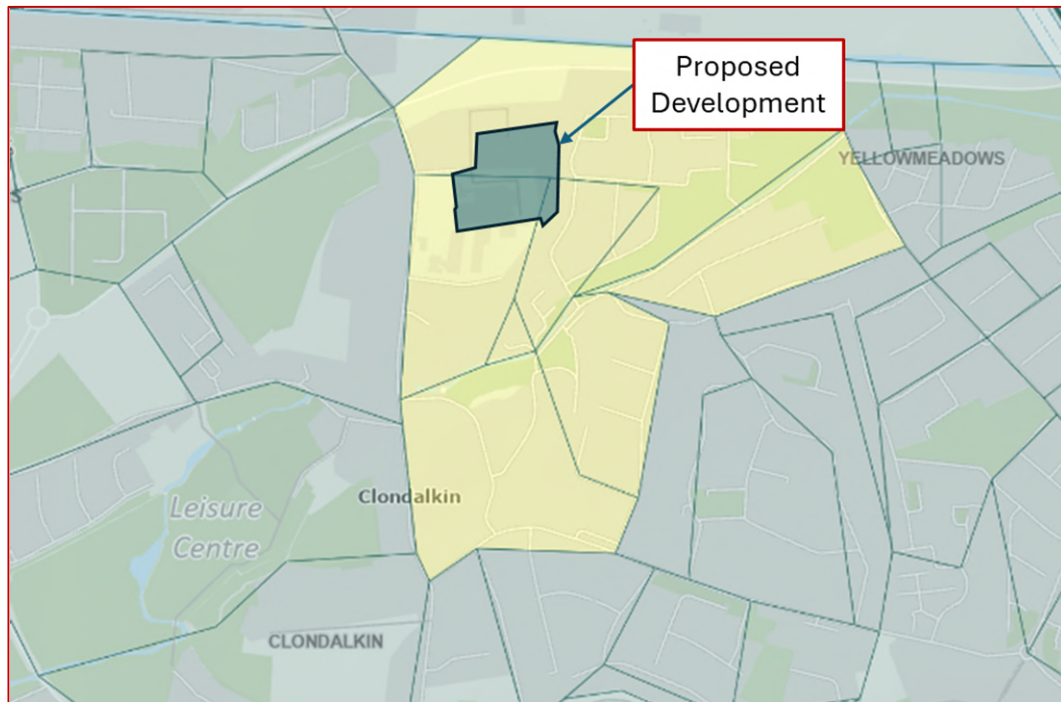


FIGURE 4-1 : CSO SMALL AREAS INCLUDED IN TRAVEL MODE ANALYSIS (CSO.IE - 2022)

Table 4-1 outlines the modes of travel for the area and is broken down into travel to work.

Travel Mode	2022 Mode of Travel To Work
On foot	19.69%
Bicycle	2.53%
Bus, minibus or coach -	15.61%
Train, DART or LUAS	1.55%
Motorcycle or scooter	0.71%
Car driver	29.99%
Car passenger	9.07%
Van	3.43%
Other (incl. lorry)	0.26%
Work mainly at or from home	3.43%
Not stated	13.73%
Total	100%

TABLE 4-1 MEANS OF TRAVEL TO WORK FROM 2022 CSO DATA

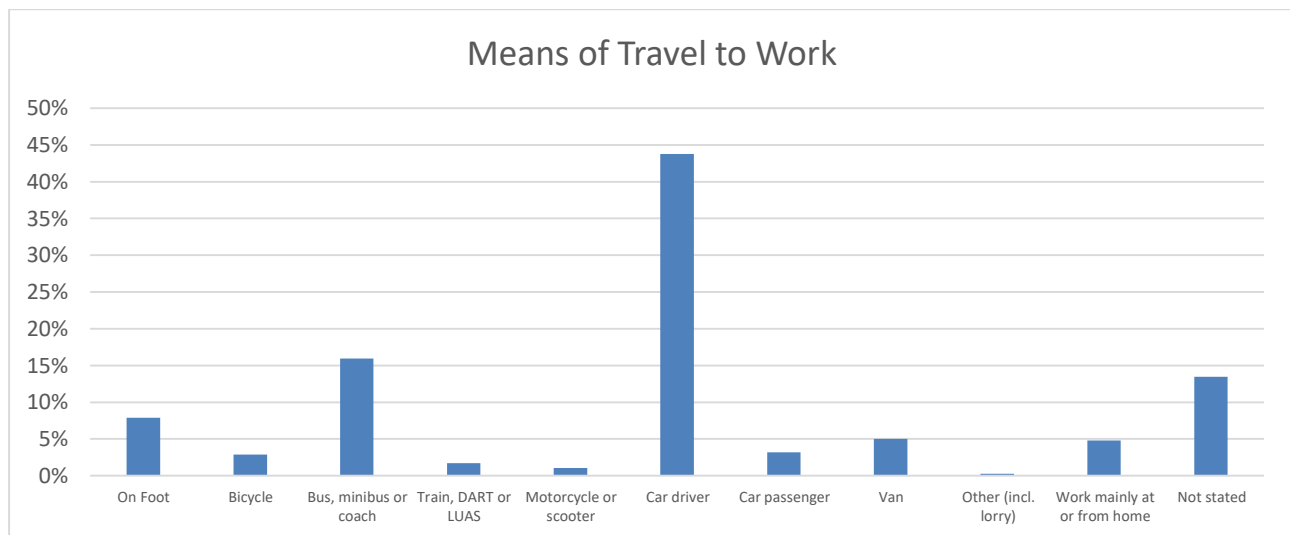


FIGURE 4-2: COMMUTER SPLIT IN SELECT SMALL AREAS (CSO.IE - 2022)

The 2022 CSO data selected also reveals other key commuting travel patterns and statistics for commuter trips to work, school or college, including:

- 35.74% of commuters leave home between 7:30am and 8:30am.
- 47.05% of commuters have journey times of less than 30 minutes.

The 'time leaving home' and 'journey time' information for those travelling to work, school or college is shown in Figure 4-3 and Figure 4-4, respectively.

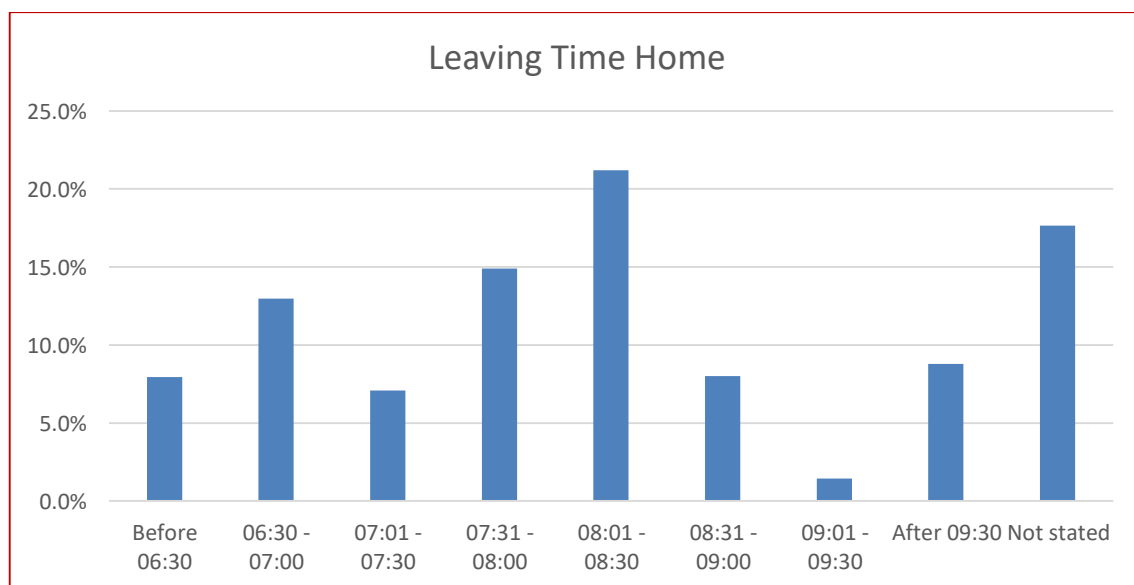


FIGURE 4-3 : TIME LEAVING HOME FOR COMMUTERS IN SELECTED SMALL AREAS (2022 CSO)

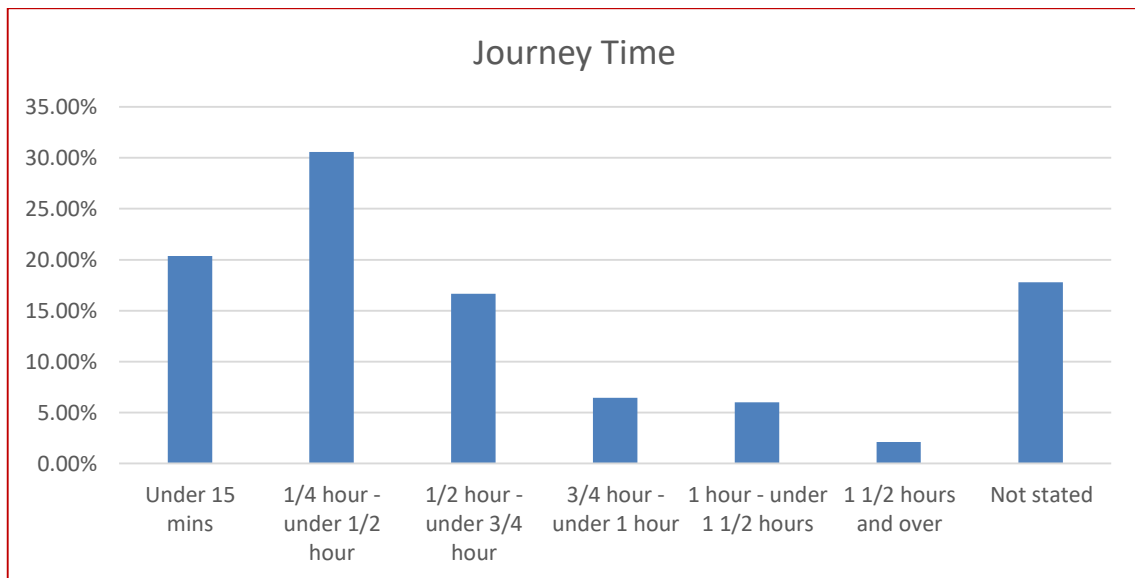


FIGURE 4-4 : JOURNEY TIME FOR COMMUTERS IN SELECTED SMALL AREAS (2022 CSO DATA)

The 2022 CSO Commuting Data highlights the potential for the proposed development to set both realistic and optimistic future Mode of Travel Targets (Modal Split) as part of this MMP and reduce the reliance on private car trips to and from the site.

5 Residential Development Accessibility

The proposed development site is located in an urban area surrounded by a road network with high quality facilities and infrastructure for vulnerable road users and public transport users.

5.1 Walking & Pedestrian Facilities

Pedestrian access to the proposed development will be provided from the eastern side of the L1026 Ninth Lock Road. The surrounding road network in the vicinity of the site includes footpaths on both sides of the street, providing safe, continuous and accessible pedestrian connectivity throughout the area.

The development will be integrated with the existing footpath network in the area. To the north, pedestrian routes link to the R134 New Nangor Road, which provides connectivity to the east and west.

Figure 5-1 highlights the available bus stops in the vicinity of the proposed development.

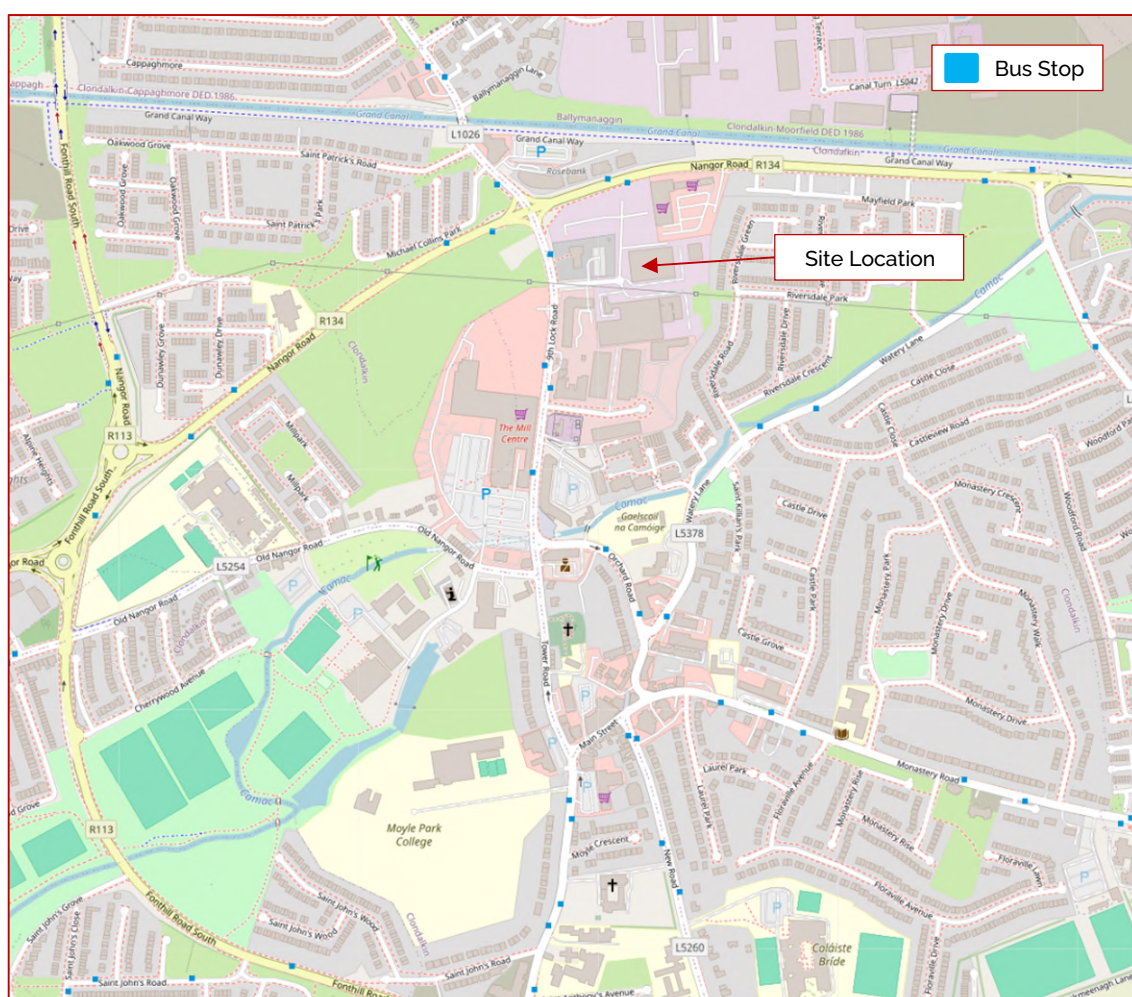


FIGURE 5-1: EXISTING PEDESTRIAN FACILITIES (SOURCE: WWW.OPENSTREETMAP.ORG)

The proposed development is located in proximity to several existing bus stops, with the nearest stops situated within a 1 to 5-minute walk from the site. These bus stops are served by the following routes operating along L1026 Ninth Lock Road.

- Routes 60, 68, L54 and W2

These services provide frequent and direct connections to key destinations, including Dublin City Centre, Liffey Valley Shopping Centre, and surrounding residential and commercial areas.

Typical walking distance for sample times and average speeds are outlined in Table 5-1 below:

Walking Time	Avg. Distance (Adult)	Avg. Distance (Commuter)
Time Speed	5km/h or 1.39m/s	6km/h or 1.65m/s
5 minutes	417m	495m (~0.5km)
10 minutes	834m	990m (~1km)
20 minutes	1,668m (~1.7km)	1,980m (~2km)
30 minutes	2,502m (~2.5km)	2,970m (~3km)

TABLE 5-1: AVERAGE WALK TIMES AND DISTANCES

An isochrones diagram shows how far the average Adult (1.39m/s or 5km/h) can walk in 15 and 30 minutes from the site, as illustrated in Figure 5-2. This diagram, in addition to the use of travel planning websites and apps such as Google Maps or the Transport for Ireland Journey planner, will help residents estimate how long it would take to walk to work, school or Clondalkin Town Centre from the proposed residential development site.

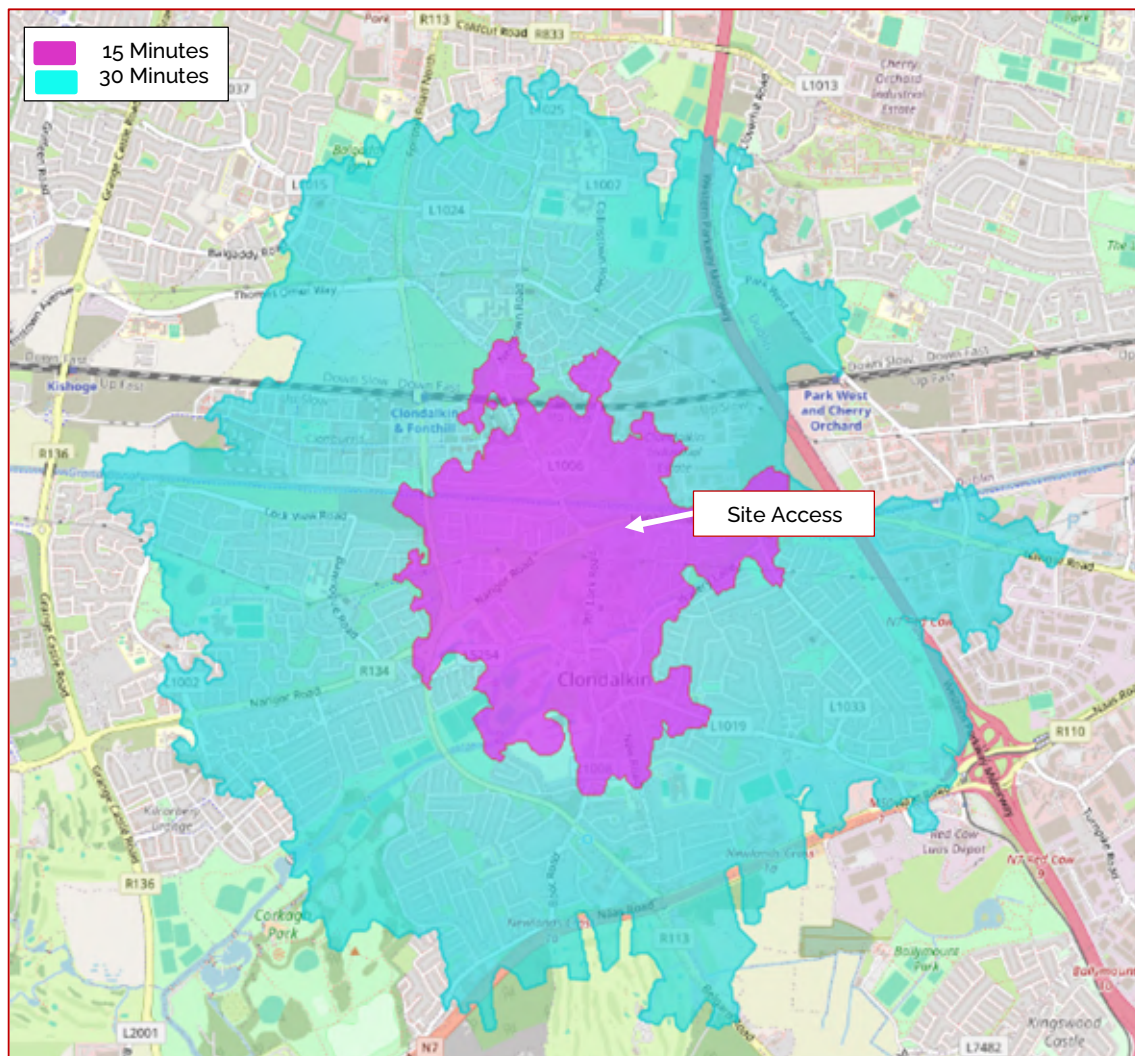


FIGURE 5-2: APPROXIMATE WALKING TIME ISOCHRONES DIAGRAM

5.2 Cycle Facilities

The proposed development includes bicycle parking provision, which shall support the objective of encouraging sustainable travel to and from the development, thus reducing residents reliance on the private car. The South Dublin County Development Plan – Cycle South Dublin identifies a number of

cycling and active travel projects for implementation over the next five years, including improvements to existing cycle infrastructure and the delivery of new cycle routes in the wider area, which will further support cycling accessibility to and from the site.

Figure 5-3 illustrates the existing cycling infrastructure and network surrounding the proposed development site and Figure 5-4 shows the proposed active travel routes within the development area, including current, upcoming, and future projects, and how they will connect to the BusConnects network.

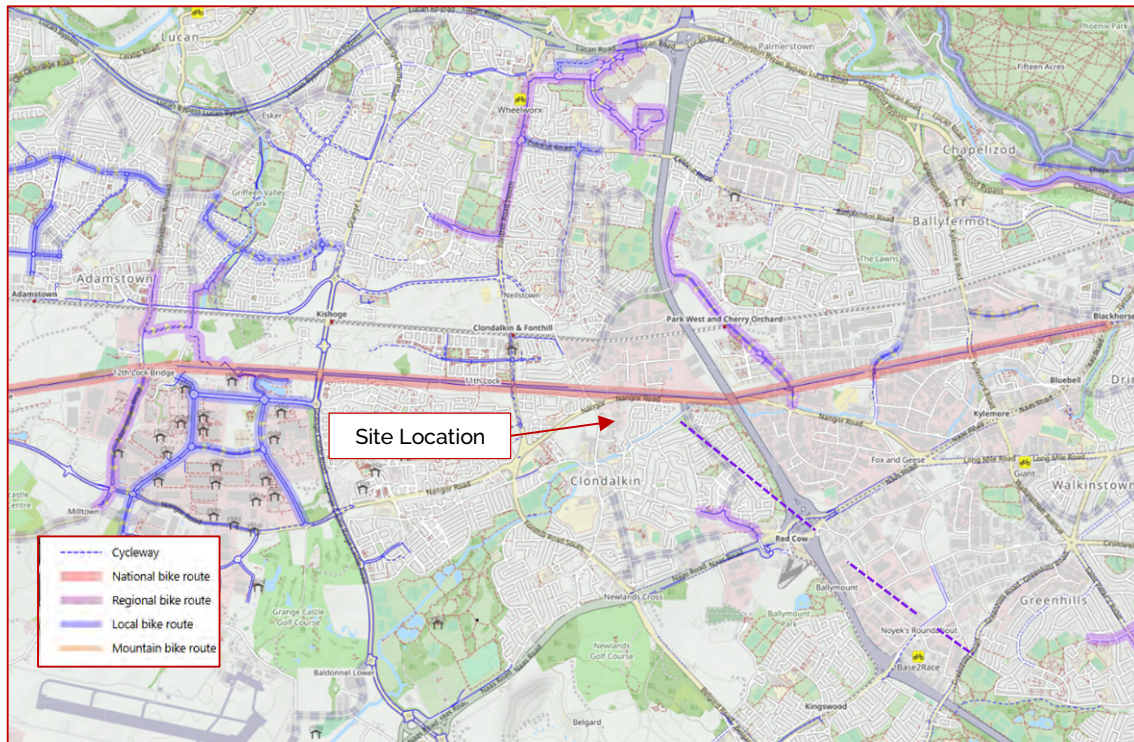


FIGURE 5-3: CYCLING INFRASTRUCTURE NETWORK (SOURCE: WWW.OPENSTREETMAP.ORG)

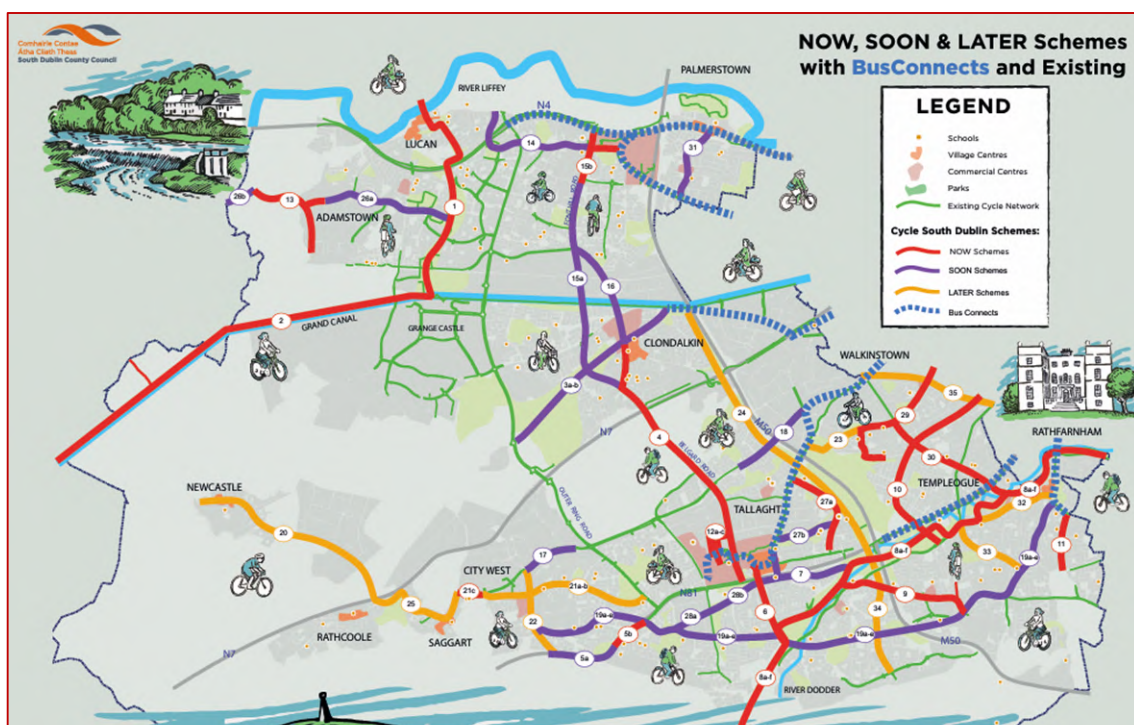


FIGURE 5-4: SDCC -PROPOSED ACTIVE TRAVEL (SOURCE: SDCC.IE)

The development supports sustainable and active travel by offering residents a flexible and convenient option for cycling to destinations such as South Dublin City Centre and nearby amenities.

The availability of dockless bike-sharing enhances overall mobility and reduces dependence on private car use, aligning with national and local transport sustainability objectives.

Typical cycling times are outlined below (see Table 5-2).

- Typical cycling speed for adults and 14yrs+ is 16.1km/h or 4.47m per second
- Typical commuting cycling speed is 24km/h or 6.7m per second

Cycling Time	Avg Distance (Adult)	Avg Distance (Commuter)
Time Speed	16km/h or 4.5m/s	24km/h or 6.7m/s
5 minutes	1,341m (1.34km)	2,010m (2.01km)
10 minutes	2,682m (2.68km)	4,020m (4.02km)
20 minutes	5,364m (5.36km)	8,040m (8.04km)
30 minutes	8,046m (8.05km)	12,060m (12.06km)

TABLE 5-2: AVERAGE CYCLE TIMES AND DISTANCES

The above cycle times and distances can be used to create Cycle Time Maps (see Figure 5-5) for the promotion of cycling. In addition, the use of travel planning websites and apps such as Google Maps or the Transport for Ireland Journey planner, will help residents estimate how long it would take to cycle to the development site from their homes, where applicable.

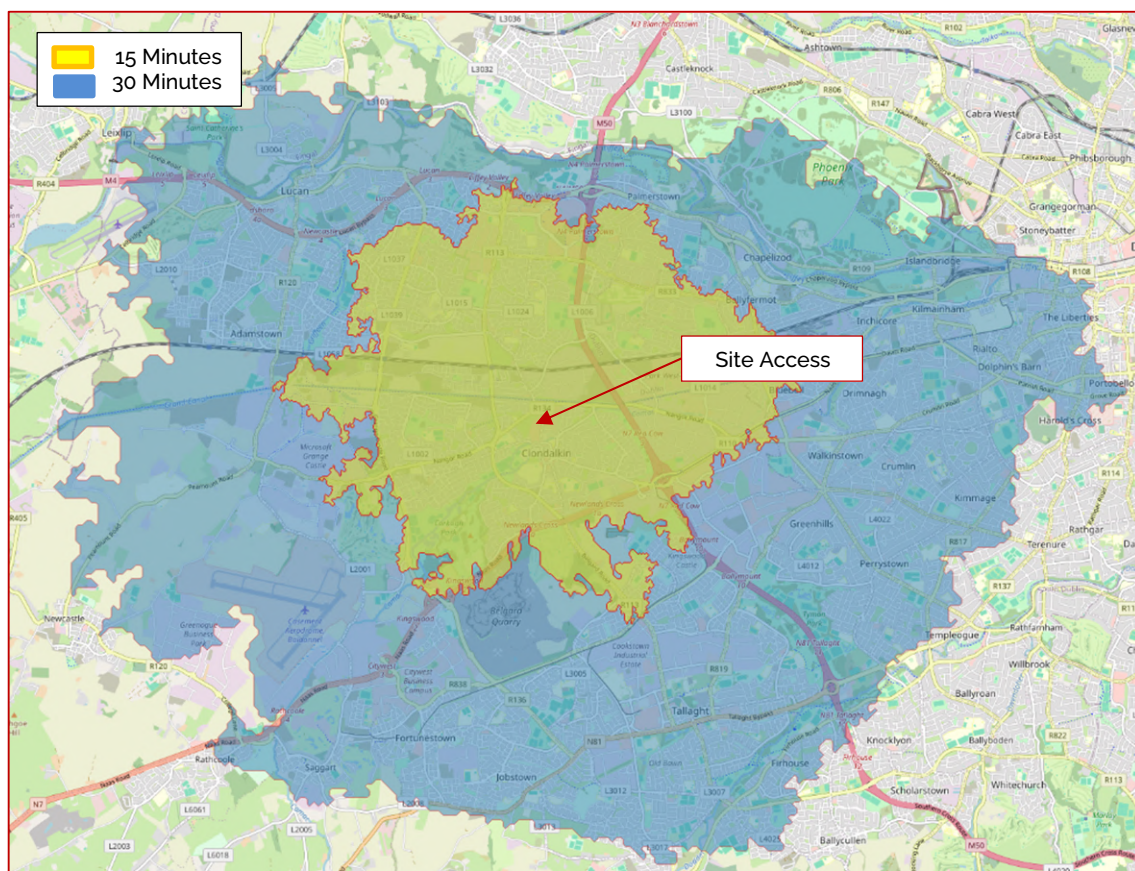


FIGURE 5-5: APPROX. CYCLING TIME ISOCHRONES DIAGRAM

5.3 Public Transport – Bus Network

Bus stops are located adjacent to the L1026 (Ninth Lock Road) providing direct access to the local bus network. The nearest bus stop on the L1026 (Ninth Lock Road) is near a signal-controlled crossing, allowing residents to safely cross the road to access bus services in both directions.

The closest bus stops to the proposed development are listed in Table 5-3 including the bus routes and frequency, serving these stops, and Figure 5-6 illustrates the location of the nearest bus stops to the development.

Route	From/To	Stop	Frequency		
			Mon-Fri	Sat	Sun
L54	River Forest – Red Cow Luas	2115/ 2158/ 2114	30 min	60 min	60 min
W2	Liffey Valley SC		20 min	30 min	30 min
68	Newcastle – Greenogue Business Park		30 min	40 min	40 min
60	John Rogerson's Quay – Red Cow Luas		30 min	60 min	60 min
Route	Ninth Lock Road	Stop	Frequency		
			Mon-Fri	Sat	Sun
60	John Rogerson's Quay – Red Cow Luas	7875	30 min	60 min	60 min
W2	Ballineaspig Beg to Mahon		60 min	-	-
Route	New Nangor Road	Stop	Frequency		
			Mon-Fri	Sat	Sun
151	Docklands (East Road) – Foxborough	6143/ 6242	30 min	60 min	60 min
Route	Ninth Lock Road	Stop	Frequency		
			Mon-Fri	Sat	Sun
68	Newcastle – Greenogue Business Park	6014/ 6011	30 min	40 min	40 min
151	Docklands (East Road) – Foxborough		30 min	60 min	60 min
L54	River Forest – Red Cow Luas		30 min	60 min	60 min

TABLE 5-3 : BUS SERVICE DETAILS

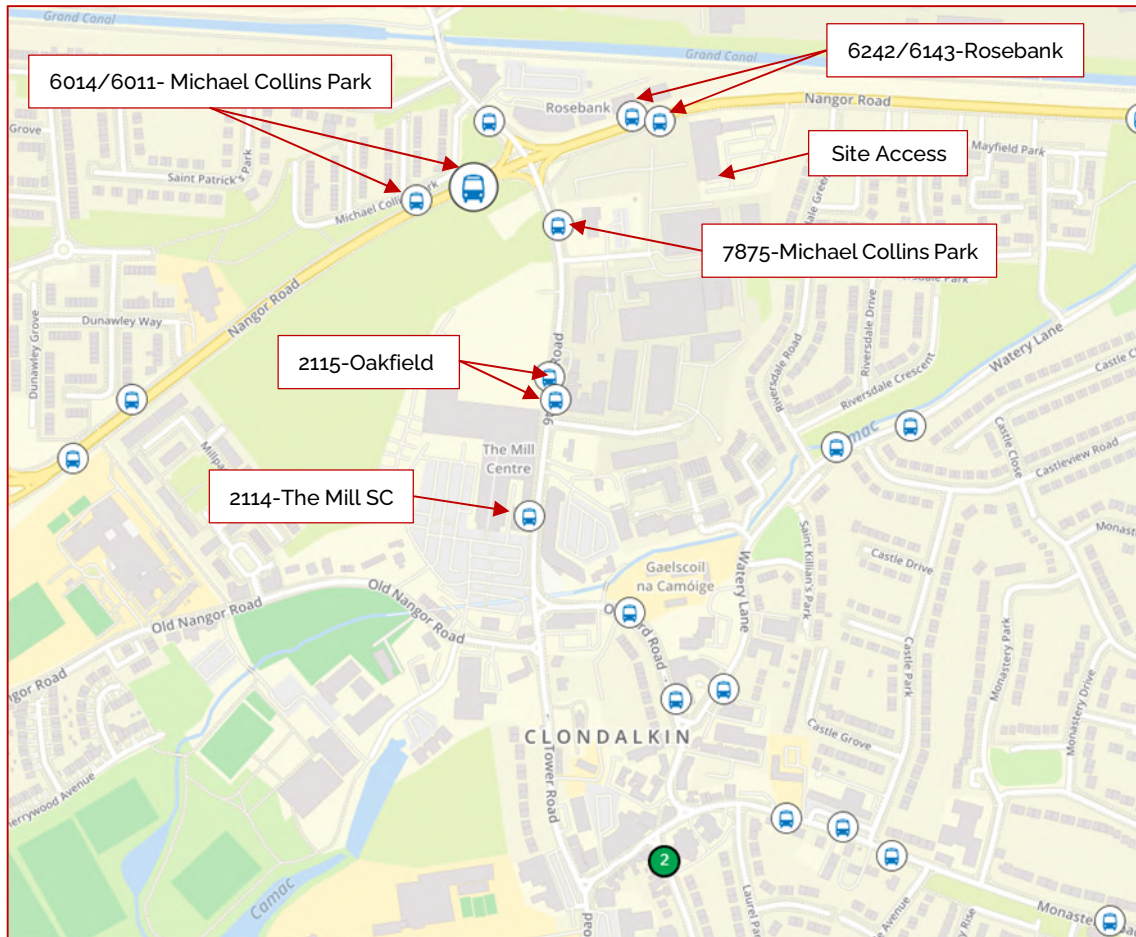


FIGURE 5-6: NEARBY BUS STOPS (SOURCE: WWW.TRANSPORTFORIRELAND.IE)

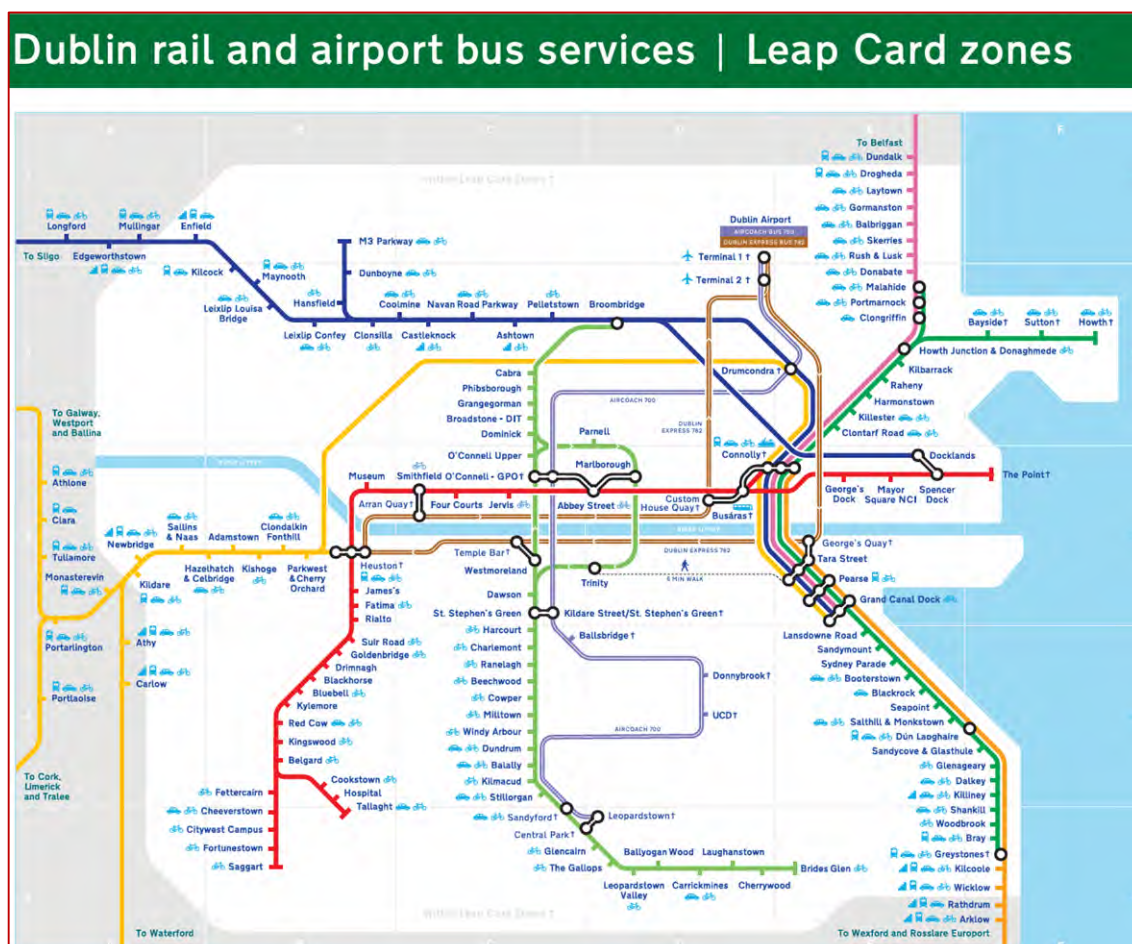


FIGURE 5-7: DUBLIN CITY BUS AND TRAIN SERVICES (SOURCE: BUSEIREANN.IE)

5.4 Public Transport – Rail Network

Clondalkin Fonthill Train Station is located on the R113 road approximately 1.8 km north of the proposed development, west of Clondalkin, between Ronanstown and Nangor Road. The station serves the Clondalkin and Fonthill areas and forms part of the South Western Commuter rail network. This represents a travel time of approximately 26 minutes on foot or 7 minutes by bicycle from the development.

Clondalkin Fonthill Station is accessible from the proposed development and provides residents with a practical connection to commuter and intercity rail services. The station forms part of the Kildare Route Project, which involved the upgrade of the main line between Heuston and Hazelhatch to four tracks. The station is equipped with stairs and lifts, with lift and stair access provided to the platforms.

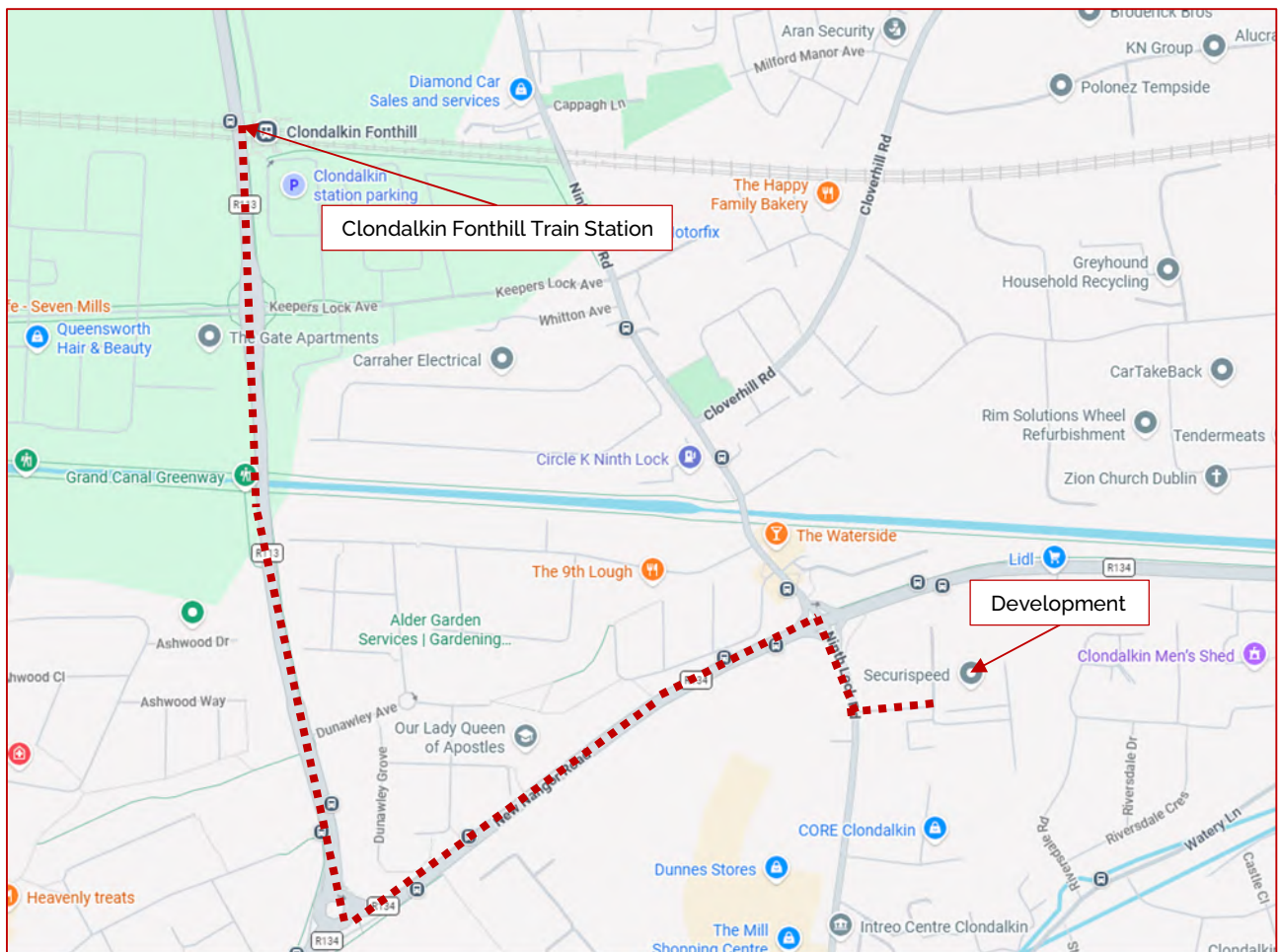


FIGURE 5-8: RAIL ACCESS FROM THE DEVELOPMENT

5.5 Public Transport – Luas Network

The Red Cow Luas stop is located approximately 2km south of the proposed development and provides convenient access to the wider Luas network. This represents a travel time of approximately 36 minutes on foot or 12 minutes by bicycle from the site.

The stop is served by the Red Line, which operates between The Point/Connolly in Dublin City Centre and Tallaght/Saggart, thereby offering residents a direct light rail connection to the city centre and to key destinations within the wider metropolitan area. The route to the stop benefits from dropped kerbs at crossing points, which assists accessibility for people with reduced mobility and supports more inclusive access to public transport.

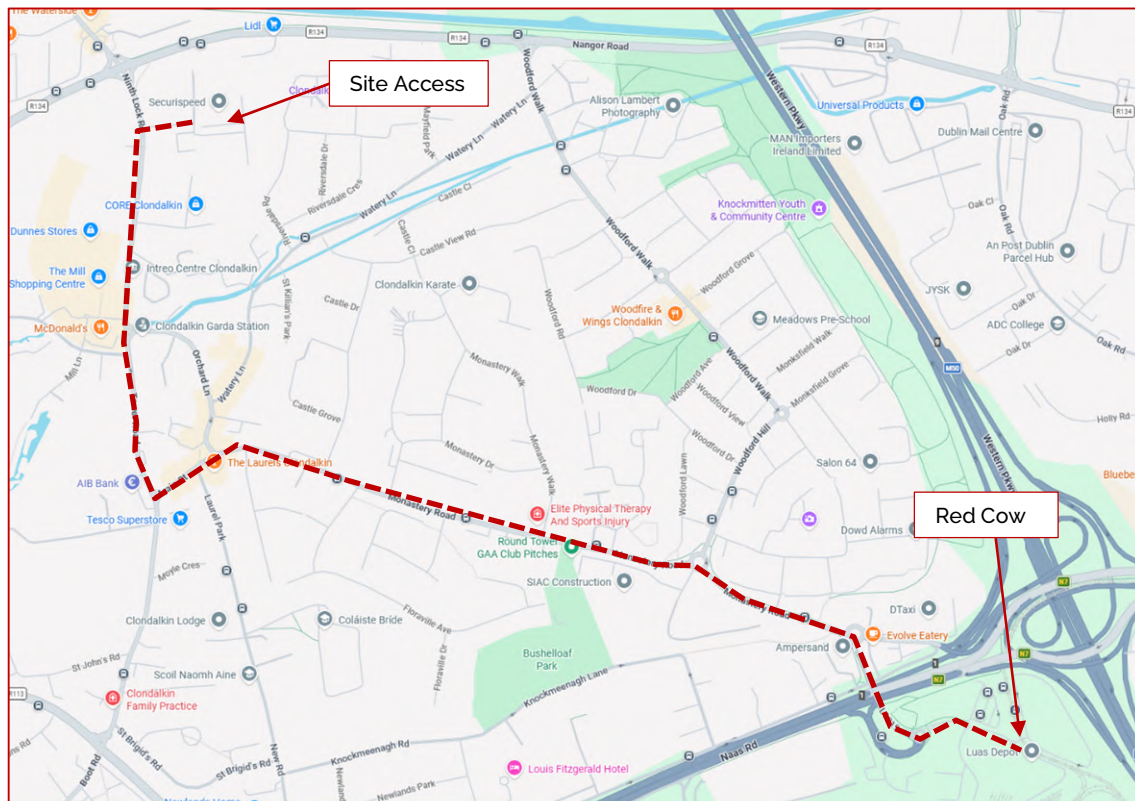


FIGURE 5-9: LUAS ACCESS FROM THE DEVELOPMENT

5.6 Rental Car – GoCar

GoCar is a car and van sharing service that provides users with a practical and flexible mobility option, allowing access to a vehicle only when required without the costs and commitment associated with private car ownership. This can support more sustainable travel patterns by reducing the need for a second household car while still providing convenient access for occasional trips, shopping, leisure and other journeys.

Within the Clondalkin area, several GoCar parking locations are available in proximity to the proposed development, as shown in Figure 5-9, which further enhances accessibility and offers residents an easy and convenient shared mobility alternative. The nearest parking location is at The Mill Shopping Centre, approximately 600m from the proposed development, representing an average walking time of around 8 minutes.



6 Future Schemes

6.1 Pedestrian Infrastructure

Walking represents an important mode of travel within Dublin and the wider Greater Dublin Area (GDA), accounting for 18% of trips to work and education across the GDA in 2016 and 13% of trips to work in Dublin. In addition, most journeys involve a pedestrian element at some point in the journey, which highlights the importance of providing safe, coherent, direct, attractive and comfortable walking infrastructure. The Design Manual for Urban Roads and Streets (DMURS) sets out the principles for designing roads and streets to better serve pedestrian needs. In this context, the future transport strategy for Dublin seeks to build on these principles through the delivery of measures by the National Transport Authority, in conjunction with the local authorities, to improve pedestrian infrastructure and support a higher quality walking network across the GDA.

According to the Greater Dublin Area Transport Strategy 2022–2042, footpaths should be designed to provide sufficient width, continuity and quality to accommodate expected pedestrian demand and support safe, comfortable and accessible movement. Their design should also allow for street furniture, planting, lighting and other streetscape elements, while ensuring that obstructions do not compromise pedestrian priority.

Future pedestrian-focused interventions may also include changes in street function through the introduction of modal restrictions, where appropriate. Depending on the context, this can range from the removal of private car traffic to create streets that prioritise public transport, walking and cycling, through to the restriction of all motorised traffic or, in some locations, full pedestrianisation. Any such change would require careful consideration of access arrangements, including servicing and deliveries, as well as the provision of safe and convenient alternative routes for cyclists and public transport where relevant. Clear signing, physical measures and, where appropriate, trial or pilot pedestrianisation schemes may also form part of the implementation approach.

6.2 Cycle Infrastructure

The Dublin City Development Plan 2022–2028, the Greater Dublin Area Transport Strategy 2022–2042 and South Dublin County Council place significant emphasis on the delivery of a coherent, safe and accessible cycling network as part of the wider transition towards sustainable mobility. In this context, future cycling infrastructure is intended to support a greater proportion of everyday trips by bicycle, while reducing reliance on private car travel and improving overall connectivity between residential areas, employment centres, schools, local services and public transport nodes.

The strategic approach for Dublin supports the development of high-quality cycle routes that are direct, continuous and legible, and that cater for users of different ages and abilities. This includes the expansion of the Greater Dublin Area Cycle Network and the delivery of the Active Travel Network, together with complementary measures such as improved junction treatments, cycle parking, permeability enhancements and stronger integration with bus and rail services. Such interventions are intended to make cycling a more attractive and practical option for both commuter and local journeys.

In addition, South Dublin County Council has identified a proposed cycling scheme along Ninth Lock Road as part of its Cycle South Dublin programme, with delivery envisaged within the next five years. This proposal includes an approximate 2km cycle route and would further enhance cycling connectivity in the vicinity of the proposed development by improving links to surrounding residential areas, local amenities and the wider active travel network.

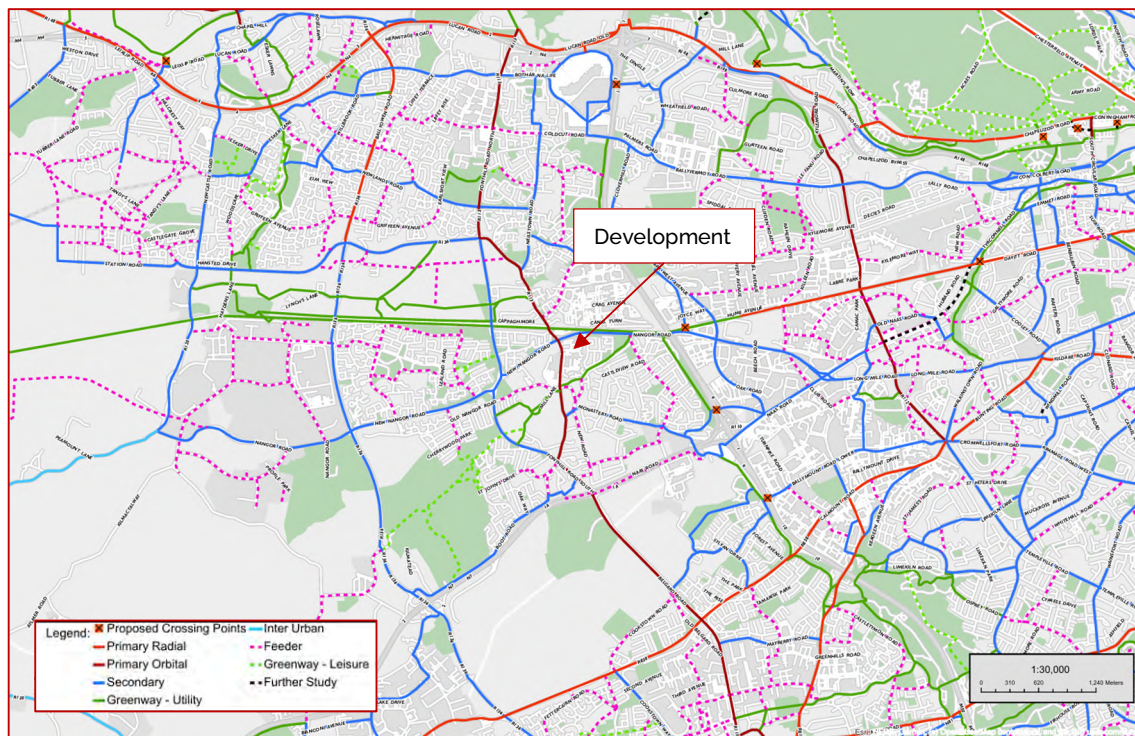


FIGURE 6-1: PROPOSED DUBLIN CYCLE NETWORK PLAN (SOURCE: NATIONALTRANSPORT.IE)

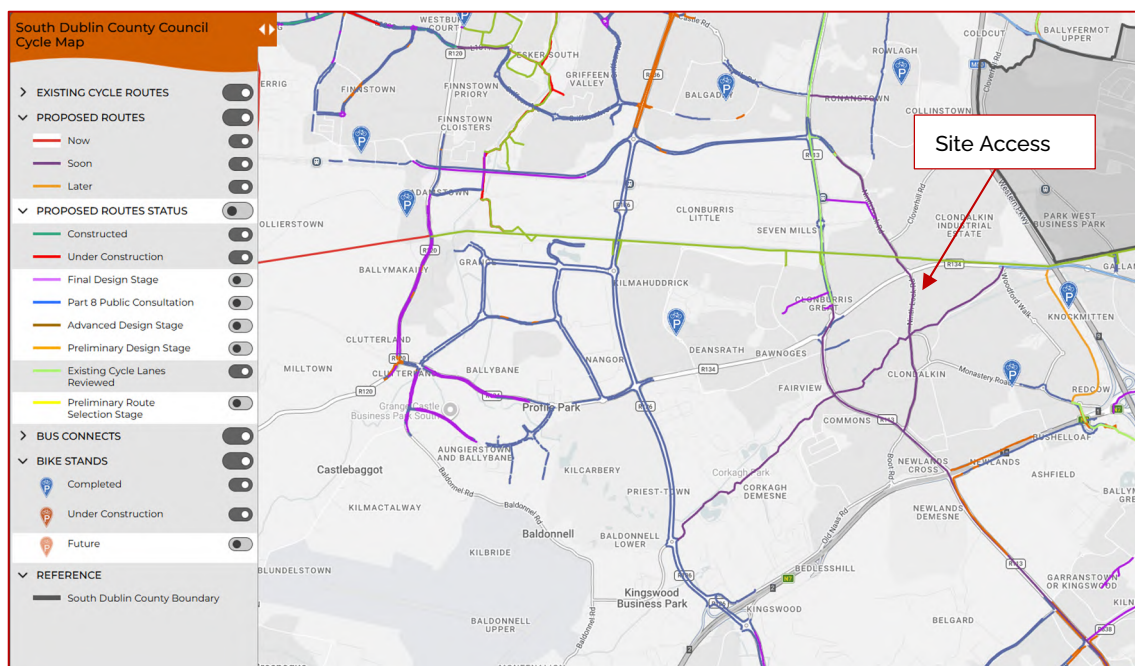


FIGURE 6-2: PROPOSED SDCC CYCLE MAP (SOURCE: ACTIVETRAVELMAP/SOUTHDUBLIN)

6.3 BusConnects

BusConnects is the National Transport Authority's programme to improve bus services in Irish cities and forms a key part of Government policy to enhance public transport and support the response to climate change in Dublin and other urban centres across Ireland. In this regard, the programme is aligned with, and contributes to the delivery of, a number of national and regional policy documents, including the National Development Plan 2021–2030, the Climate Action Plan 2023, the National Planning Framework 2040 and the Greater Dublin Area Transport Strategy 2022–2042.

The principal objectives of Core Bus Corridor Schemes are to improve bus journey times, reliability and punctuality, while also enhancing the wider sustainable transport network. In addition to supporting a

more efficient and lower-carbon public transport system, the programme seeks to improve accessibility to employment, education and other key destinations, facilitate compact growth and regeneration, and ensure that streets and public spaces are designed to better accommodate walking, cycling and high-quality public realm improvements.

Through the Core Bus Corridors programme, approximately 230 kilometres of dedicated bus lanes and 200 kilometres of cycle tracks are to be delivered across 12 separate schemes in five local authority areas.

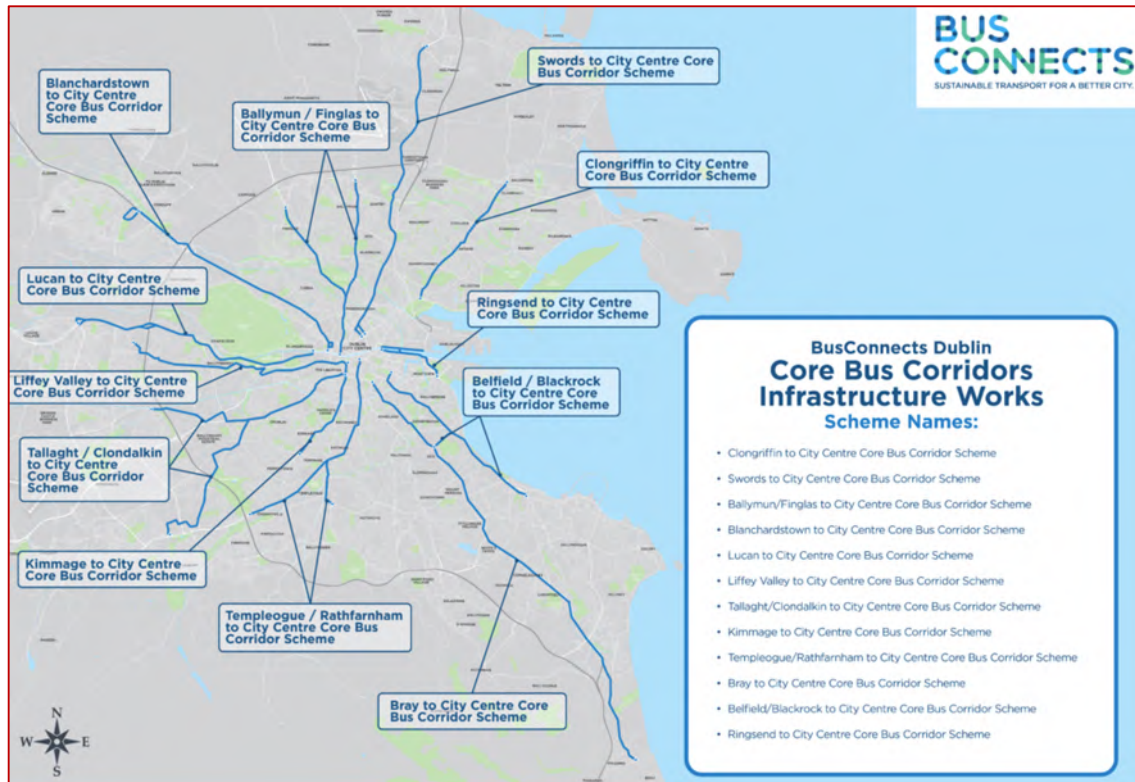


FIGURE 6-3: BUSCONNECTS ROUTE MAP (SOURCE: BUSCONNECTS.IE)

7 Objectives and Targets

7.1 General

The overall aim of this MMP is to provide awareness of alternatives and sustainable mode of travel to demonstrate that the proposed development can operate in a sustainable manner.

These overall objectives for the L1026 Ninth Lock Road development are as follows:

- Reduction in car dependency as a means of travel for residents.
- Increased walking and cycling as an alternative sustainable mode of transport.
- Increased use of public transport as an alternative sustainable mode of transport.
- Increased car occupancy (car sharing/pooling).
- Increased awareness and encouragement of the use of sustainable travel modes.
- Increased awareness of healthy lifestyles and exercise.
- Improved accessibility to, from and within the development.
- Provision of travel information.

It is recommended that an annual Travel Survey be undertaken as part of this Mobility Management Plan to monitor the mode of travel results against the Model Split statistics published by the CSO and also against the suggested modal split targets outlined below.

7.2 MMP Targets

When determining the most realistic measures and optimistic travel mode targets for a residential setting, a number of unique demographic, geographical (see Figure 1-1, Figure 1-2 and Figure 1-3), and operational characteristics need to be considered.

Taking into account the site location, local public transport facilities, local pedestrian and cycling facilities, planned future infrastructure improvements, and the implementation of a wide range of positive measures and initiatives, the preliminary Year 1 Mode of Travel targets for residents is outlined in Table 7-1.

Travel Mode	Action	Year 1 Targets
On Foot	7%	13%
Bicycle	2%	11%
Bus, minibus, coach	19%	26%
Train, DART or LUAS	2%	18%
Motorcycle or scooter	1%	3%
Car Driver	41%	24%
Car passenger	3%	5%
Van	5%	N/A
Other (incl. lorry)	0%	N/A
Work mainly at home	17%	N/A
Not stated	3%	N/A
Total	100%	100%

TABLE 7-1: MODAL OF TRAVEL – PRELIMINARY YEAR 1 TARGETS

Although the overall aim is to reduce the number of trips made by private car, the key objective of the MMP is to introduce and promote a range of measures through an Action Plan that encourages greater

use of more sustainable modes of transport such as walking, cycling, public transport and car sharing in order to help achieve these preliminary targets.

However, more realistic travel targets may be set after completing the first Travel Survey and for subsequent years, based on Travel Survey results for each year.

8 Action Plan

In order to achieve the objectives and targets previously set out in this report, the proposed Action Plan outlined in Table 8-1 contains a number of measures for consideration.

These measures could help reduce, where possible, a reliance on private car usage, encourage more sustainable and alternative modes of transport such as walking, cycling and public transport, and improve overall site accessibility.

The MMP report is a live document which will be continually updated throughout the lifetime of the plan.

	Category	Action	Year
1	Soft	Display travel information for walking, cycling and public transport (Maps, etc) in a prominent location within the development.	1
2	Soft	Provide and display travel information and locations for both nearby bike and car sharing services in a prominent location within the development.	1
3	Soft	Provide and display information about the locations and most convenient routes to / from local services (e.g. shops, banks, doctors, dentist, pharmacy, laundry, café, schools etc.).	1
4	Soft	Transport for Ireland (TFI) provide information, useful tools and services online and in print. https://www.transportforireland.ie/available-apps/ .	1
5	Soft	If required, provide residents with cost comparison of using public transport or car and bike sharing services compared to purchasing, taxing, insuring, fuel, parking costs and maintaining a private vehicle on an annual basis.	1
6	Soft	Promote 'working from home' to residents with the availability of high-speed internet access from each residential unit, therefore potentially reducing work & college trips.	1
7	Soft	Display information about Public Transport Tax Saver Tickets.	1
8	Soft	Provide a number of shared umbrellas for residents at appropriate location using an honesty system to encourage walking even during poor weather.	1
9	Soft	Provide cycle parking information to all new residents.	1
10	Soft	Use Cycle Time Travel Maps (isochrones diagrams) to illustrate cycle times to the Centre from various surrounding locations.	1
11	Soft	Organise bike maintenance training to those interested residents.	1
12	Soft	Display information about Cycle to Work Tax Saver Scheme in a prominent location within the building.	1
13	Soft	Promote participation in National Bike Week for day for residents.	1
14	Soft	Support the establishment of a Bicycle Users Group (BUG) where cyclists can work together to encourage cycling and improve facilities for cyclists in the local area.	1
15	Hard	Create a bike repair and maintenance area/base within the development cycle parking area, stock with the required tools and make it available to all residents.	2

16	Hard	Review cycle parking demand within the site and provide additional facilities if required.	2
17	Hard	Where required, review and continue to improve accessibility and connectivity for the mobility impaired or sensory impaired residents between the existing footpaths and crossing points on the adjacent road network and the site entrance.	2
18	Hard	Where required, review and continue to improve public street lighting on the road network surrounding the site.	2
19	Soft	Consider promoting Safe Cycling, where staff learn about safe cycling, wearing helmets, and bike maintenance through a series of workshops. Consider guest speakers from the Local Authority, the local Garda, bike shops, cycle groups, road safety authority and more.	1/2
20	Soft	Display Bus route timetables and route maps. Although printed visual displays are important, the use of mobile online devices, apps and online sources of information is also critical. Bus route timetables for nearby services, together with relevant website and app links, should be displayed in a prominent location within the development to encourage residents to consider public transport as an option for day-to-day journeys. Information can be found online here: www.journeyplanner.transportforireland.ie www.irishrail.ie www.buseireann.ie www.google.com/maps	1

TABLE 8-1: MOBILITY MANAGEMENT PLAN STATEMENT – ACTION PLAN

9 Monitoring and Review

It is recommended that the Travel Survey be undertaken 12 months after the completion and occupation of the proposed development to allow time for travel patterns to settle. Continue surveys in the same manner to include for all future phases.

Appendix C contains a blank Travel Survey Questionnaire from NTA (**Household Travel Survey - 2023**) which can be used annually. Upon completion of the questionnaire, the appointed Travel Plan Co-ordinator can monitor results and update this report using the template below.

The annually updated Travel Plan should include the following items:

- Summary of results from the annual Travel Survey for residents.
- Details of any initiatives carried out during the year (i.e. Walktober, etc).
- Indicate if 'soft' and/or 'hard' measures have been considered, omitted, commenced, or implemented over the previous year and if they have been considered successful or unsuccessful.
- Details of any promotional material used, displayed, or created to promote sustainable travel.

A 'blank' Monitoring Report Template is contained below which can be filled out each year.

TABLE 9-1: ANNUAL MONITORING TEMPLATE – MODAL SHARE - RESIDENTS

Modal Share	Baseline 2026	MMP Targets	Year 1 Survey	Change +/-	Year 2 Survey	Change +/-	Year 3 Survey	Change +/-
On foot	7%	32%	%		%		%	
Cycling	2%	15%	%		%		%	
Public Transport	21%	25%	%		%		%	
Car passenger	3%	4%	%		%		%	
Car driver	41%	24%	%		%		%	

Question 2 & 3	Ped	Cycle	Bike Share	Bus	Taxi	DART Luas	Motor Bike	Car	Car Share	Car Pass	Work from home
Q2 Year 1	%										
Q2 Year 2	%										
Q2 Year 3	%										
Q3 Year 1	%										

Q3 Year 2	%										
Q3 Year 3	%										

Question 4	<1km	1-2km	2-4km	5-10k	10-20	20+	Average	Min	Max
Q4 Year 1	%								
Q4 Year 2	%								
Q4 Year 3	%								

Question 5	Own a Car	Do Not Own a Car	Why? Do not require a car	No Parking available	Cost	Park nearby	Consider	
							Car Share	Bike Share
Q5 Year 1	%							
Q5 Year 2	%							
Q5 Year 3	%							

Question 6 to 14	Action Plan Measure Number	Well Implemented %	Implemented %	More Info Required %	Not Aware of Measure %
Q6					
Q7					
Q8					
Q9					
Q10					
Q11					
Q12					
Q13					

Q14					
Q15					

General	Baseline	Year 1	Year 2	Year 2
Number of Residents				
Members of GoCar, etc				
Average Monthly Use (Hours)				
Members of Bike Share				
Average Monthly Use (Hours)				
No. of Bicycle Spaces				
Average Daily Occupancy				

Item B	Year 1	Year 2	Year 3
Incentives Carried Out	Notes:	Notes:	Notes:

TABLE 9-2: ANNUAL MONITORING TEMPLATE – ACTION PLAN

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
1						

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						

	Tick Box and Enter year					
Action No.	Considered	Commenced	Implemented	Omit	Successful	Not Successful
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						

TABLE 9-3: ANNUAL MONITORING TEMPLATE – PROMOTIONAL MATERIAL

Promotion Material Used, Displayed or Created – Description	
1	
2	

3	
4	
5	
Extend when required	
ADD or ATTACH ANY MATERIAL USED TO APPENDIX C Each Year	

10 Mobility Management Plan (MMP) Statement Co-ordinator

The following person has been nominated as the Mobility Management Plan (MMP) Co-ordinator. The MMP Travel Co-ordinator will be responsible for considering each of the proposed measures over the lifetime of the plan and if required, monitoring the results through an annual Travel Survey and working with relevant sections of the Local Authority. This can be amended at any time.

Name	
Position	
Address	
Phone	
Email	

11 Conclusions

This Mobility Management Plan has been compiled to demonstrate that the proposed development at Elmfield can operate in a sustainable manner.

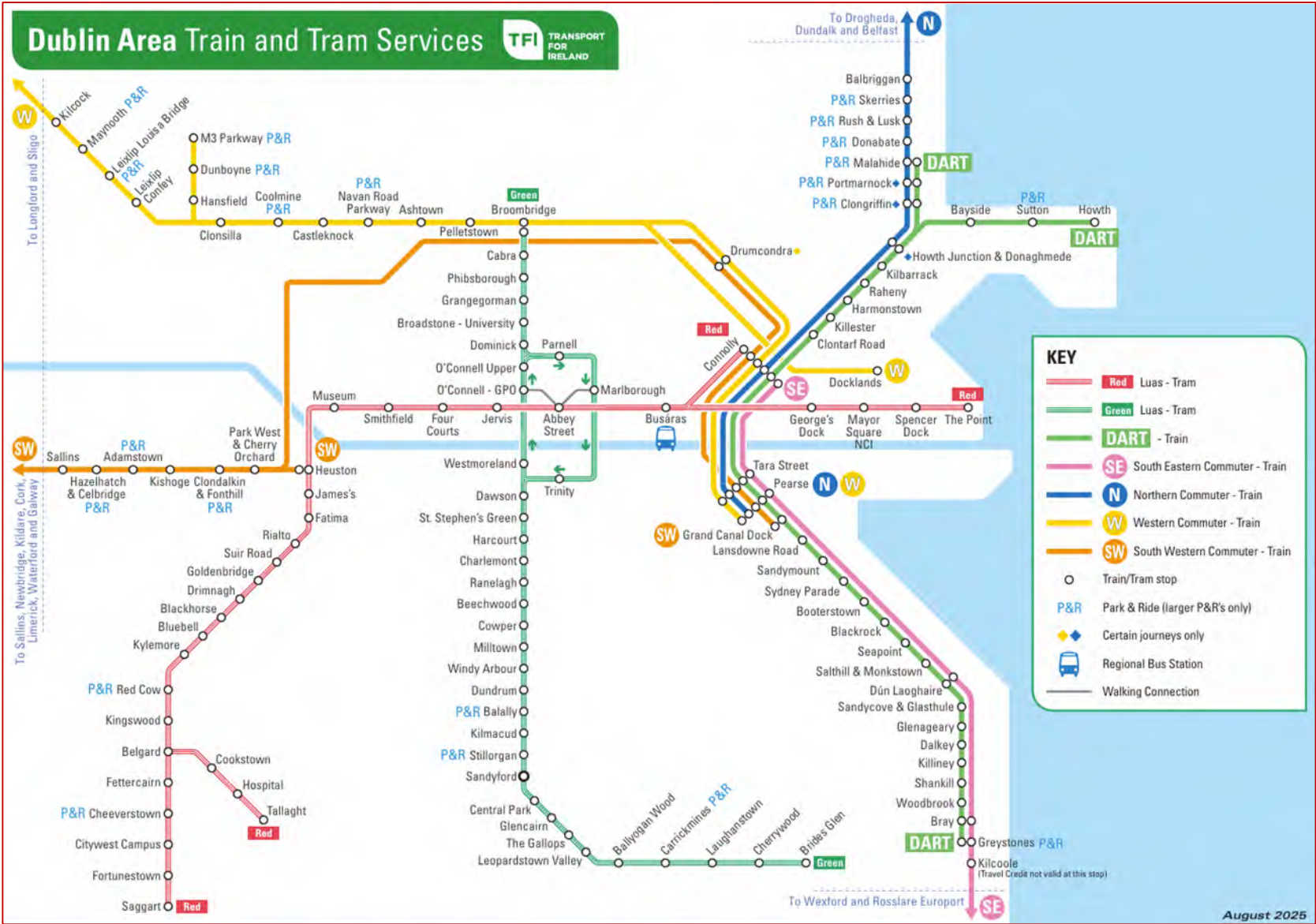
The development's strategic location relative to the city centre and Clondalkin Town, along with its balanced mix of houses and apartments, is complemented by a high level of accessibility to a wide range of bus services, high-quality local infrastructure, and dedicated pedestrian and cycling facilities. In addition, nearby access to services such as bicycle-sharing schemes further supports the use of sustainable travel modes by future residents. The inclusion of 112 bicycle parking spaces at basement level, along with 30 bicycle spaces at ground level near the entrance, ensures that active travel is both convenient and encouraged.

The proposed development aligns with key objectives and criteria set out in the relevant Development Plan, particularly those relating to sustainable mobility and active travel.

This is a live document that should be continually updated and monitored.

Appendix A : Drawings and Other Information





Appendix B : Travel Survey Questionnaires



Tionscatal Éireann
Project Ireland
2040



In association with



Household ID:
(Office use only)

Household Questionnaire

Please confirm that you are 16 years or older and consent to provide information for The National Household Travel Survey on behalf of the household.

Name (BLOCK CAPITALS)

Sign here

YOU AND YOUR HOUSEHOLD

Q1. What gender is given on your birth cert?

☐ Male ☐ Female ☐ Prefer not to say

Q2. How many people (including yourself and any children) are living in this household?

Q3. How many people in each of these age groups are living in this household, including yourself?

3 and under		41-45 years	
4-10 years		46-50 years	
11-15 years		51-55 years	
16-20 years		56-60 years	
21-25 years		61-65 years	
26-30 years		66-70 years	
31-35 years		71 and over	
36-40 years			

VEHICLE OWNERSHIP

Q4. How many cars or vans are owned or are available for use by one or more members of your household? *Write '0' if none*

Q5. How many, if any, of the vehicles in your household are company owned cars or vans?

Write '0' if none

Q6. Where are your household vehicles normally parked when the driver is at this address?

Tick all that apply

- ☐ On street (free)
- ☐ On street (with a parking permit)
- ☐ In driveway
- ☐ In garage
- ☐ In a parking bay
- ☐ In a car park
- ☐ Other (please specify).....
- ☐ No cars/vans in household

Q7. How many bicycles are available for use by members of your household? Please exclude bikes for children aged 0-3 years and hire bikes (e.g. Dublin Bikes)?

Write '0' if none

Q8. Which, if any, of the following is located within a 15-minute walk of your home?

Tick all that apply

- ☐ A shop where I could buy basic foodstuffs such as bread and milk
- ☐ Post office
- ☐ Pub or restaurant
- ☐ Doctor's surgery
- ☐ Chemist/pharmacy
- ☐ Bus stop
- ☐ Supermarket
- ☐ Train station or Luas stop
- ☐ Park/Sports field/Playground/Public leisure centre
- ☐ None of these

Q9 Which of these best describes your own household situation?

Tick one

- ☐ Living with family members (all aged 16 or older)
- ☐ Living on your own
- ☐ Sharing a house/apartment/flat with others
- ☐ Living as a couple
- ☐ Living as a family unit (including children aged 15 and under)
- ☐ Other, please specify.....

Q10. How many years have you personally lived at this address?

Write '0' if less than one year

Q11. What type of home do you live in?

Tick one

- ☐ Detached house (two or more floors)
- ☐ Semi-detached house (two or more floors)
- ☐ Terraced House (one or more floors)
- ☐ Detached bungalow
- ☐ Semi-detached bungalow
- ☐ Apartment/flat
- ☐ Other, please specify.....

Q12. Do you or anyone in your household have access to the internet in your home?
(any device e.g. mobile phone, desktop, laptop, palmtop)

- ☐ Yes, in home
- ☐ Not in home, but have internet access at work/education/other
- ☐ No internet access

Q13. What types of internet connections are used at home?

Tick all that apply

- ☐ Fixed broadband connections e.g. cable, fibre optic
- ☐ Mobile broadband connections (via mobile phone network that is at least 3G)
- ☐ Other, narrowband connections (less than 3G, GPRS e.g. dial-up access over older type telephone)
- ☐ No internet connections at home
- ☐ Other:.....

Q14. Are you the Chief Income Earner in this household?

(Chief Income Earner is the person in the household with the largest income, whether yourself or someone else)

- ☐ Yes - Chief Income Earner
- ☐ No - Not Chief Income Earner

Q15. Please indicate to which occupational group, if any, the Chief Income Earner in your household belongs, or which group fits best.

Tick one

If the Chief Income Earner is retired and has an occupational pension please answer for their most recent occupation. If the Chief Income Earner is not in paid employment but has been out of work for less than 6 months, please answer for their most recent occupation.

- ☐ Farmer or agricultural worker
- ☐ Semi or unskilled manual work (e.g. manual workers, all apprentices to be skilled trades, caretaker, park keeper, non-HGV driver, shop assistant)
- ☐ Skilled manual worker (e.g. skilled bricklayer, carpenter, plumber, painter, bus/ambulance driver, HGV driver, AA patrol man, pub/bar worker, etc.)
- ☐ Supervisory or clerical/ junior managerial/ professional/ administrative (e.g. office worker, student doctor, foreman with 25+ employees, salesperson, etc.)
- ☐ Intermediate managerial/ professional/ administrative e.g. newly qualified (under 3 years) doctor, solicitor, board director (small organisation, middle manager in large organisation, principle officer in civil service/local government)
- ☐ Higher managerial/ professional/ administrative (e.g. established doctor, solicitor, board director in a large organisation (200+ employees, top level civil servant/public service employee)
- ☐ Student
- ☐ Casual worker - not in permanent employment
- ☐ Housewife/ Home-maker
- ☐ Retired and living on state pension
- ☐ Unemployed for more than 6 months
- ☐ Not working due to long-term sickness
- ☐ Full-time carer of other household member
- ☐ Other

Q16. If employed, what is the occupation of the Chief Income Earner in your household?
(If Chief Income Earner is retired write in details of previous occupation)

Please give as much detail as possible.....

Q17. If employed, which of the industry sectors below best fits the sector in which the Chief Income Earner is employed? Tick one

- ☐ Agriculture, Forestry and Fishing
- ☐ Mining and Quarrying
- ☐ Manufacturing
- ☐ Electricity, Gas, Steam and Air Conditioning Supply
- ☐ Water Supply; Sewerage, Waste Management and Remediation Activities
- ☐ Construction
- ☐ Wholesale and Retail Trade; Repair of motor vehicles and motorcycles
- ☐ Transportation and Storage
- ☐ Accommodation and Food Service Activities
- ☐ Information and Communication
- ☐ Financial and Insurance Activities
- ☐ Real Estate Activities
- ☐ Professional, Scientific and Technical Activities
- ☐ Administrative and Support Service Activities
- ☐ Public Administration and Defence; Compulsory Social Security Activity
- ☐ Education
- ☐ Human Health and Social Work Activities
- ☐ Arts, Entertainment and Recreation
- ☐ Other Service Activities
- ☐ Activities of Households As Employers - Undifferentiated Goods-and Services-Producing Activities of Households for Own Use
- ☐ Activities of Extra Territorial Organisations and Bodies
- ☐ Other, please provide details:

Q18. Please indicate from this list which range indicates your total household income (combining everyone in the household) before tax?

☐ Under	€10,000	☐ Between	€60,000 - €64,999
☐ Between	€10,000 – €14,999	☐ Between	€65,000 - €69,999
☐ Between	€15,000 – €19,999	☐ Between	€70,000 - €74,999
☐ Between	€20,000 - €24,999	☐ Between	€75,000 - €79,999
☐ Between	€25,000 – €29,999	☐ Between	€80,000 - €84,999
☐ Between	€30,000 – €34,999	☐ Between	€85,000 - €89,999
☐ Between	€35,000 – €39,999	☐ Between	€90,000 - €94,999
☐ Between	€40,000 – €44,999	☐ Between	€95,000 - €99,999
☐ Between	€45,000 – €49,999	☐	€100,000 and above
☐ Between	€50,000 - €54,999	☐	Don't know
☐ Between	€55,000 - €59,999	☐	Prefer not to say

Q19. Are you willing to be re-interviewed on a similar two-day survey in the future?

- ☐ Yes
- ☐ No

Thank you. Please now place in pre-paid envelope with completed diaries