Rathcoole Housing

Mobility Management Plan

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Quality information

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1. Introduction

1.1 Context

AECOM were commissioned by South Dublin County Council (SDCC) to compile a Mobility Management Plan (MMP) for a proposed residential development on a site located to the south and southeast of Rathcoole Village, Co. Dublin.

The proposed development will consist of the construction of 130 residential dwelling units which will include a mix of social and affordable units to include apartments, duplex and dwelling houses and 2No. senior and 1No. junior grass pitches on SDCC-owned lands at Rathcoole.

This MMP should be read in conjunction with the accompanying Traffic and Transportation Assessment (TTA) Report. The MMP has been prepared to guide the delivery and management of several coordinated initiatives which ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed development.

It should be noted that whilst sustainable travel will be promoted and associated infrastructure provided at the proposed sports pitches, this cannot not be effectively managed with an MMP as users will vary day-to-day. Therefore, this MMP relates primarily to the proposed residential elements of the development.

This framework document aims to inform three distinct audiences as follows:

- The appointed Mobility Manager (MM) who will be responsible for implementing and managing the MMP. The preliminary MMP targets and measures introduced in Chapter 6 and Chapter 7 will be coordinated, administered and updated by the appointed MM.
- The Local Authority Officers who will be eager to ensure that the MMP initiatives are appropriately ambitious, deliverable and implemented fully. The officers, who will be very familiar with the MMP process, will be predominately interested in the proposed MMP Targets (Chapter 6) and associated measures (Chapter 7).
- The eventual Residents based within the proposed development who may not have a full understanding of the MMP process and objectives. Accordingly, the process and context information outlined in the MMP will assist them in gaining an understanding of MMPs.

1.2 Background

This MMP has been prepared to guide the delivery and management of a package of integrated initiatives which seek to encourage sustainable travel practises at the proposed residential development located at Rathcoole, Co. Dublin. This document aims to expand the awareness of and increase travel options for the residents of the site. The Plan will be used primarily by the appointed MM who will be responsible for implementing and managing the MMP for the benefits of the residents who may be interested in reading this document to see how it directly affects them.

This Framework MMP has been prepared to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents travelling to/from the proposed residential development at Rathcoole, Co. Dublin.

The purpose of the MMP is to:

- Provide a ‘manual’ and record for the MM who will be appointed to oversee the implementation and development of the measures set out in the document,
- A formal record for the local authority in regard to the type, scale and number of initiatives that the MMP initially proposes and subsequently their level of success in subsequent versions of the MMP which remains a ‘live’ document to be updated at least initially every 2 to 3 years following its implementation, and
- The MMP will seek to provide a long-term strategy for encouraging residents, staff and visitors to reduce their dependency on travelling by car in favour of more sustainable modes of travel.
- The aims of the strategy are:

(a) To increase the awareness of residents to all the transport options available to them and to the potential for travel by more sustainable modes, and

(b) To introduce a package of both 'hard' (physical) and 'soft' (behavioural) measures that will facilitate travel by sustainable modes of travel to/ from the subject development.

1.3 Site Overview

The subject site is located in Rathcoole approximately 15km to the southwest of Dublin City Centre and is bounded by Coolamber Drive / Beechwood Lawns to the northwest, residential developments to the east, Rathcoole Park to the north and Four Districts Woodlands to the south and west.

The general location of the subject site in relation to the surrounding road network is illustrated in Figure 1-1.



Figure 1-1 Site Location

Source: https://www.openstreetmap.org/ © OpenStreetMap contributors

1.4 MMP Context

This MMP document seeks to address aims for three distinct user groups as follows: -

- MM – The MM/MMP coordinator will be responsible for implementing and managing this MMP, and subsequent future revisions of the MMP.
- Residents – the residents of the proposed development who may be unfamiliar with the MMP process will find the information contained in the MMP invaluable.
- South Dublin County Council (SDCC) – SDCC Active Travel Officers who will be eager to ensure that the proposed MMP initiatives are appropriately ambitious, deliverable, and implemented fully.

1.5 MMP Objectives & Scope

This MMP contains a set of policies and initiatives specific to the proposed residential development aimed at promoting sustainable modes of transport. This MMP includes a range of policies, initiatives, and targets to reduce the impact travel, whilst also bringing a number of benefits for the development as a whole.

This MMP will aim to encourage and support more sustainable travel patterns for residents and visitors.

The MMP has the following objectives:

- To implement a sustainable transport strategy.
- To encourage behavioural and attitude changes toward healthy and sustainable travel.
- Improve awareness of the facilities and transport options that are available for walking, cycling and public transport.
- To optimise use of existing and planned future public transport infrastructure.
- To reduce car dependency and therefore the environmental effects associated with car use such as increased traffic congestion, parking impacts, longer journey times, and noise and air pollution.
- To set and work towards achievable modal split targets based on a package of integrated measures to facilitate travel by sustainable modes.

1.6 Report Structure

The structure of the report responds to the various stages of this exercise including the key tasks summarised below:

- Chapter 2 describes the receiving environment within and surrounding the proposed residential development.
- Chapter 3 contains Transportation Policies that influence the preparation of this MMP.
- Chapter 4 summarises the proposed development.
- Chapter 5 sets out the MMP context in terms of existing local travel trends.
- Chapter 6 sets out the objectives and targets of the MMP.
- Chapter 7 provides measures and initiatives to be considered.
- Chapter 8 describes how the MMP will be managed, monitored, and evaluated.
- Chapter 9 sets out the Action Plan.
- Chapter 10 provides a summary of the main conclusions of the MMP.

2. Receiving Environment

2.1 Introduction

This chapter reviews the existing transport conditions within the vicinity of the proposed development including walking and cycling infrastructure, public transport facilities and the surrounding highway network.

2.2 Location

The subject site is a brownfield site consisting of 17.78 ha of lands which is divided between two ownerships, comprising SDCC (c.15.93ha) and the Department of Education (c.18.5ha) in Rathcoole, County Dublin. The subject site is bounded by Coolamber Drive / Beechwood Lawns to the northwest, residential developments to the east, Rathcoole Park to the north and Four Districts Woodlands to the south and west.

2.3 Existing Transport Infrastructure

2.3.1 Road Network

2.3.1.1 Mullally's Lane

Mullally's Lane is a two-way single lane cul-de-sac, which starts at the Peyton Roundabout and serves three residential properties. No footways are present along the carriageway. There is an uncontrolled pedestrian crossing located on the Peyton Roundabout at the Mullally's Lane arm.

2.3.1.2 Greenogue Drive

Greenogue Drive is a two-way single lane carriageway accessed via Peyton Roundabout serving multiple residential dwellings. A footway is present on the western side of the carriageway along the entire length, with the footway on the eastern side serving the length of the residential units. There is an uncontrolled pedestrian crossing located on the Peyton Roundabout at the Greenogue Drive arm.

2.3.1.3 Stoney Lane

Stoney Lane is a local road which connects to Stoney Hill Road at the Peyton Roundabout and forms a give way priority T-junction with Main Street. Footpaths are provided along both sides of the carriageway. Dropped kerbs and tactile paving are provided across local accesses.

2.3.1.4 Main Street

Main Street is the primary street running through Rathcoole and connects with Stoney Lane at a stop-controlled T-junction. It provides access to surrounding residential properties and local businesses in the settlement. Footpaths and public street lighting are provided along both sides of Main Street enabling pedestrian movement in the area. A posted speed limit of 50 km/hr applies along this section of road, with on-street parking provided at various locations on both sides of the carriageway.

2.3.1.5 N7

The N7 Naas Road is a national route located approximately 0.5 km north of the Site and is the nearest major road serving the area. The route forms a key connection within the region, providing links to Dublin, Naas, Portlaoise and the wider national road network. Roadway lighting is provided along both sides of the carriageway, and the road is subject to a posted speed limit of 100 km/hr. The Naas Road would also facilitate construction traffic accessing the Site due to the good existing operational conditions of the road.

As part of the Proposed Development there will be a new access route to the Site from Peyton Roundabout via a new three arm priority junction on Greenogue Drive connecting to the existing Mulally's lane. The existing Mullally's Lane access from Peyton Roundabout will be closed to vehicles and repurposed into an active travel link.

2.3.2 Pedestrian and Cycling Facilities

The existing pedestrian infrastructure and environment in proximity of the site that will be used by prospective residents, employees and visitors is described below.

- The site is situated in an urban area, where provision for pedestrian movement is generally good. Locally, footways are provided on both sides of the carriageway and range from 1.5m to 2.5m in width.
- Within Beechwood Lawns footways are provided in front of residential properties.
- Connections to the site can be made from Main Street through Stoney Lane, Greenogue Drive via the new access road, Coolamber Drive and Coolamber Road. Footways are provided along all these routes.

- There are no footways provided along Mullally's Lane.
- An uncontrolled pedestrian crossing with dropped kerbs and tactile paving is provided across the Mullally's Lane and Greenogue Drive arms of the Peyton Roundabout.

2.3.3 Public Transport Network

2.3.3.1 Bus Transport

Figure 2-1 illustrates the location of bus stops in relation to the site the closest of which is within 300m. It demonstrates that the site benefits from a good bus transport connection, operated by Dublin Bus and Go Ahead Ireland.

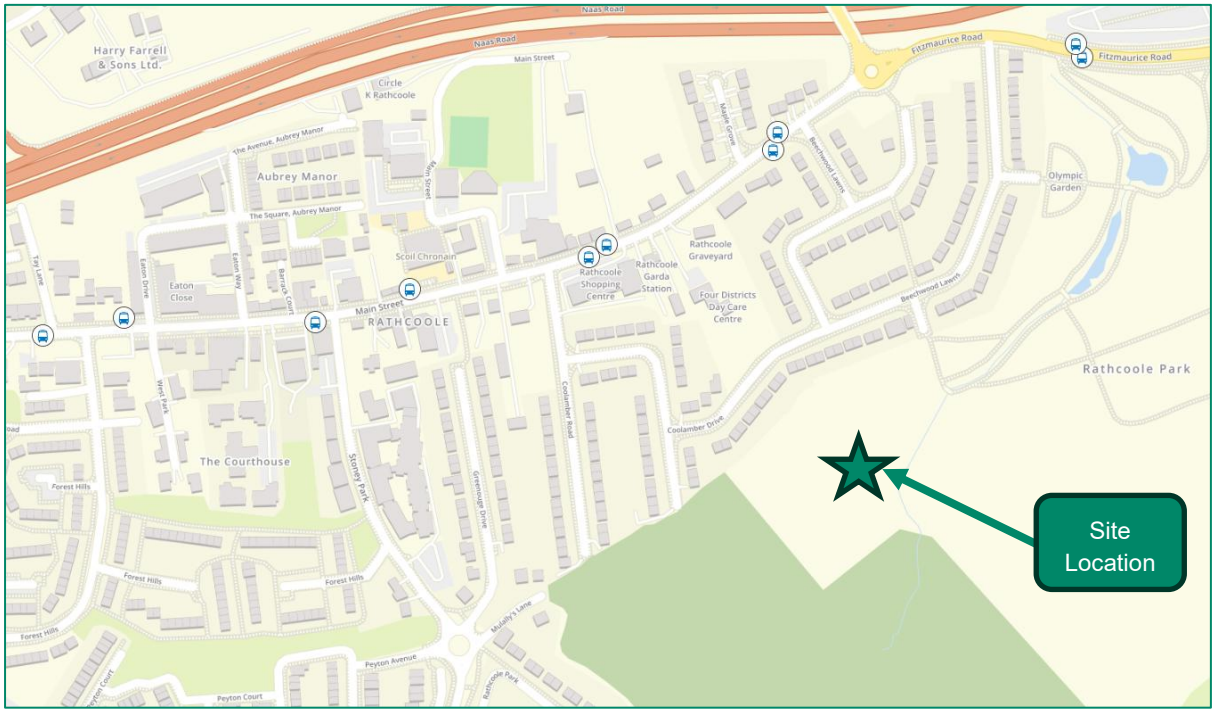


Figure 2-1 Existing Bus Stop Locations

Source: https://www.transportforireland.ie/ © OpenStreetMap contributors

Dublin Bus operates two routes (one of which is an express route) that serve the subject site locale including the number 69 and 69x (Rathcoole – Clondalkin Village Towards Dublin City Centre). These routes provide links from Rathcoole to the city centre and intermediate destinations.

Go Ahead Ireland operates another route within the vicinity of the site that runs from Maynooth to Tallaght. The associated bus stops are all within convenient walking distance (approx. 550m) of the subject site. The scheduled frequency for buses to and from the city centre are outlined in Table 2-1.

Table 2-1 Existing Bus Services

Bus Route	Weekdays		Saturdays		Sundays/ Bank Holidays	
	To City Centre	From City Centre	To City Centre	From City Centre	To City Centre	From City Centre
69	20	18	21	18	12	12
69x	1	1	-	-	-	-
69n	-	-	-	3	-	-
	To Tallaght	To Maynooth	To Tallaght	To Maynooth	To Tallaght	To Maynooth
W6	36	36	34	34	30	30

Source: https://www.transportforireland.ie/

2.3.3.2 Rail Services / LUAS

The subject development site is located approximately 8.5km away from the Hazelhatch and Celbridge rail station where services between Dublin City Centre and various destinations including Portlaoise, Kilkenny, Carlow and Waterford. The Hazelhatch and Celbridge rail station benefits from a Park & Ride facility incorporating 400 no. car parking spaces, making travel by rail a feasible alternative to future residents of the subject development. In addition, 30 no. sheltered cycle parking spaces are available as well as bike lockers.

Furthermore, the Saggart LUAS station and Cheeverstown LUAS Park & Ride station are located approximately 3km and 6km respectively to the northeast of the subject site providing access to LUAS Red Line services operating between Saggart and Connolly Station / The Point via Dublin City Centre.

A summary of the average LUAS frequency by day of the week is presented in Table 2-2.

Table 2-2 LUAS Red Line Service Frequency (minutes)

Time	Monday-Friday	Saturday	Sunday
Earlier than 07:00	7	-	-
07:00-10:00	4	9	9-12
10:00-16:00	4	6	
16:00-19:00	4	6	
Later than 19:00	11	11	11

2.3.4 Car Share / Car Club

There is an existing GoCar hire station located on Main Street, 600m from the site as shown in Figure 2-2, which is considered to be sufficient to serve and accommodate potential demand generated from the proposed development site. According to GoCar, each vehicle can replace up to 20 private cars.

Car club/car share cars provide an alternative means of travel for existing and prospective residents, encouraging car-free and/or car-lite lifestyles.

Car club members can book cars online or via an app for durations of as little as an hour. They then unlock the car with their phone or a membership Card; the keys are in the car, with fuel, insurance and city parking all included.

The benefits of such car sharing services include:

- Aids the reduction of cars on the road and therefore traffic congestion, noise and air pollution.
- Has the potential to free up land traditionally used for private parking spaces.
- Encourages and potentially increases use of public transport, walking and cycling as the need for car ownership is reduced.
- Car sharing allows those who cannot afford a car the opportunity to drive, encouraging social inclusivity.
- Car club replaces approximately 20 private car parking spaces.

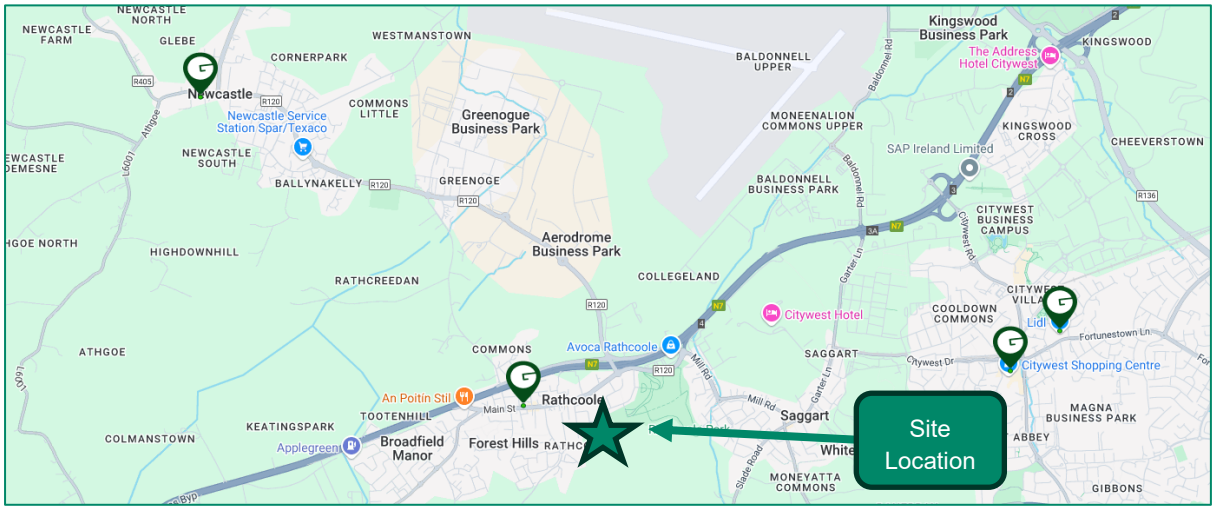


Figure 2-2 Existing Go Car Provisions

Source: https://www.gocar.ie/locations/

2.4 Existing Site Accessibility

2.4.1 Walking

Figure 2-3 illustrates the significant area that can be reached within a 20-minute walk of the development site. Residents and visitors of the site can access supermarkets such as Spar and Centra, cafes, restaurants and bars, recreational and leisure uses within a 20-minute walk of the site.

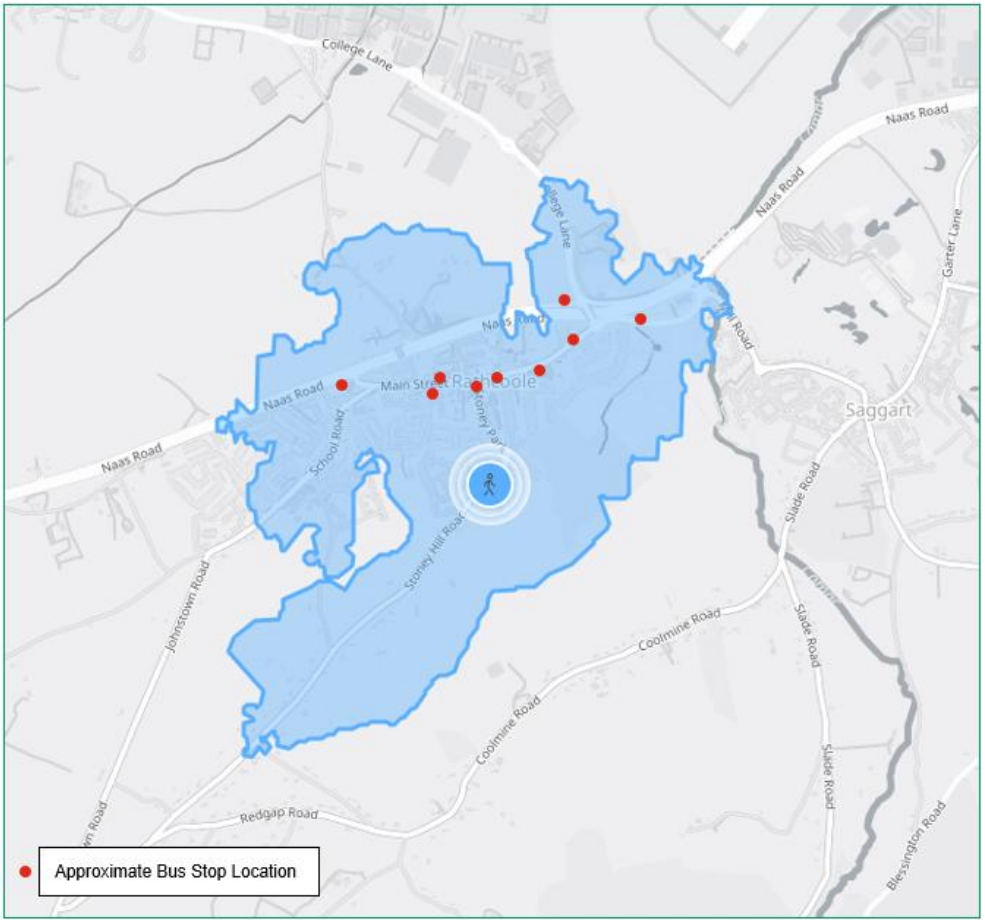


Figure 2-3 Walking Catchment - 20 Minute Isochrone

Source: https://app.traveltime.com/ © OpenStreetMap contributors

Taking into consideration the number of local amenities and facilities that be accessed on foot within a short walk of the site, there is the propensity for users of the site to travel on foot instead of driving/car trips.

2.4.2 Cycling

Figure 2-4 demonstrates that it is possible to access a significant catchment within a 15 to 30-minute cycle from the site. With Saggart, Newcastle and Fortunestown an approximate 15-minute cycle and Clondalkin, Tallaght and Celbridge within an approximate 30-minute cycle.

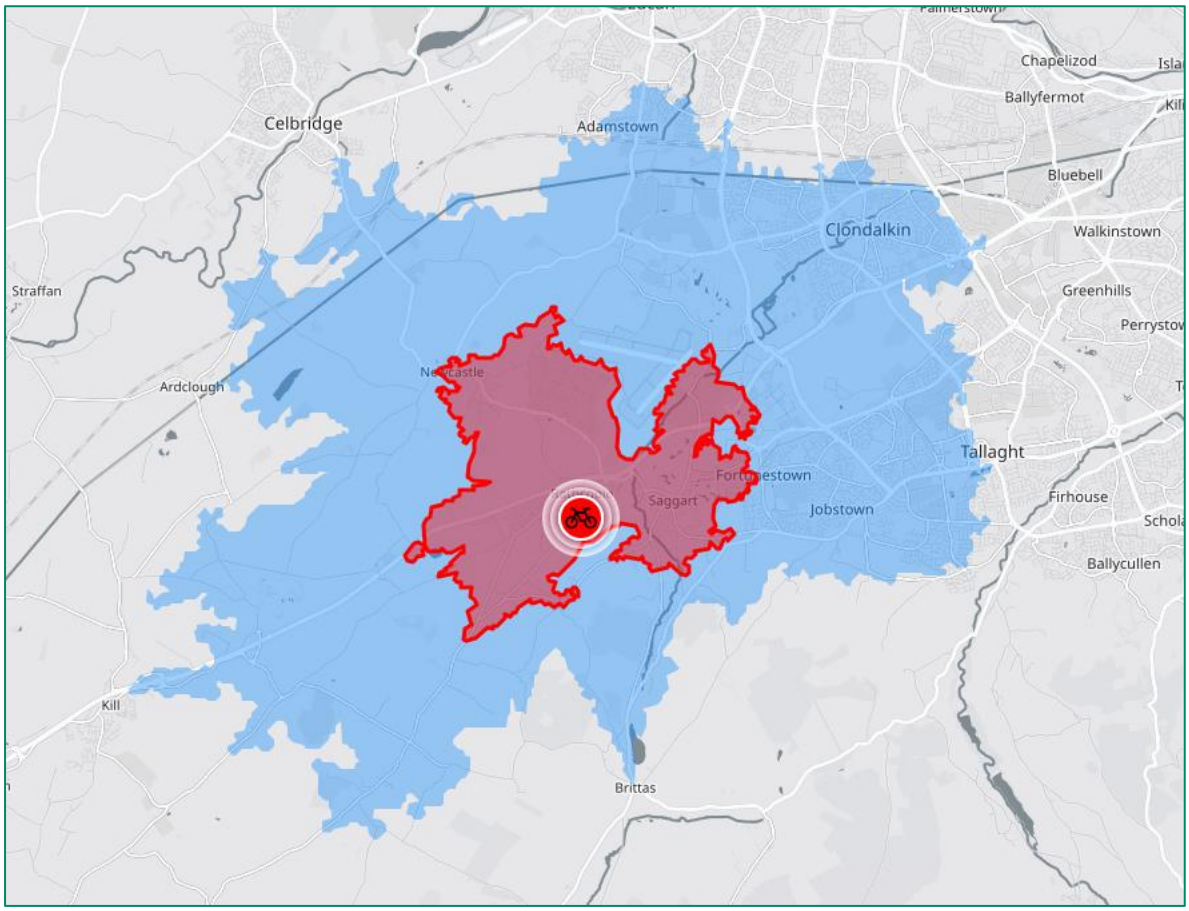


Figure 2-4 Cycling Catchment - 15 and 30 Minute Cycling Isochrone (c. 5km)

Source: https://app.traveltime.com/ © OpenStreetMap contributors

2.4.3 Public Transport

Figure 2-5 indicates a 30 to 60-minute public transport journey time catchment from the site, during the morning weekday peak hour (0800-0900). Both Newcastle and Kill are within a 30-min journey time in the AM peak, expanding to Naas, Celbridge and Clondalkin within a 60-min journey time.

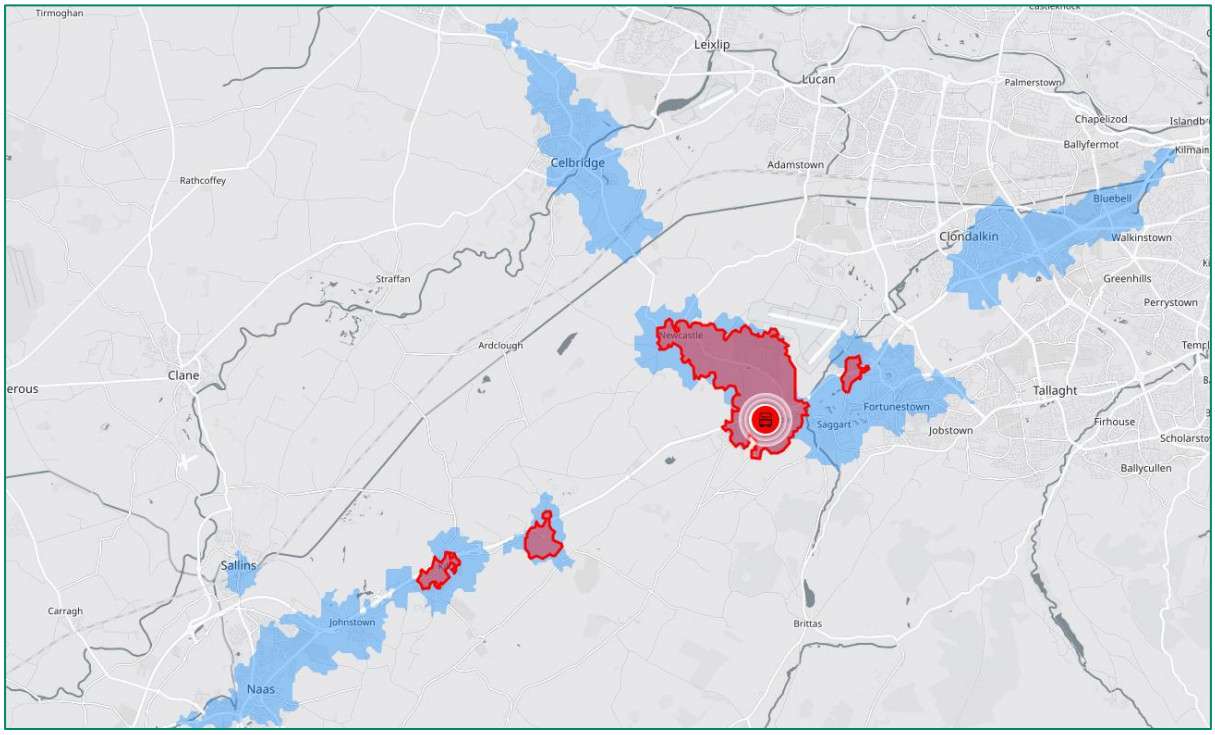


Figure 2-5 Public Transport Catchment - 30 and 60 Minute Isochrone

Source: https://app.traveltime.com/ © OpenStreetMap contributors

2.5 Emerging Transport Infrastructure

2.5.1 Cycle Network Proposals

The 2022 GDA Cycle Network Plan presents a comprehensive framework for cycling infrastructure across the region, including rural areas such as Rathcoole. Within this plan, a Secondary inter-urban cycle route 'D5' is proposed along the R120/Main Street, passing through Rathcoole and providing direct connections to Newcastle to the north and Kill to the south, as well as linking to the broader Cycle Network. The development of inter-urban and greenway routes is designed to enhance connectivity between urban centres and rural communities, offering significant benefits to both Rathcoole and the proposed site by improving accessibility and promoting sustainable travel option. Figure 2-6 illustrates the proposed cycle network in relation to the site.

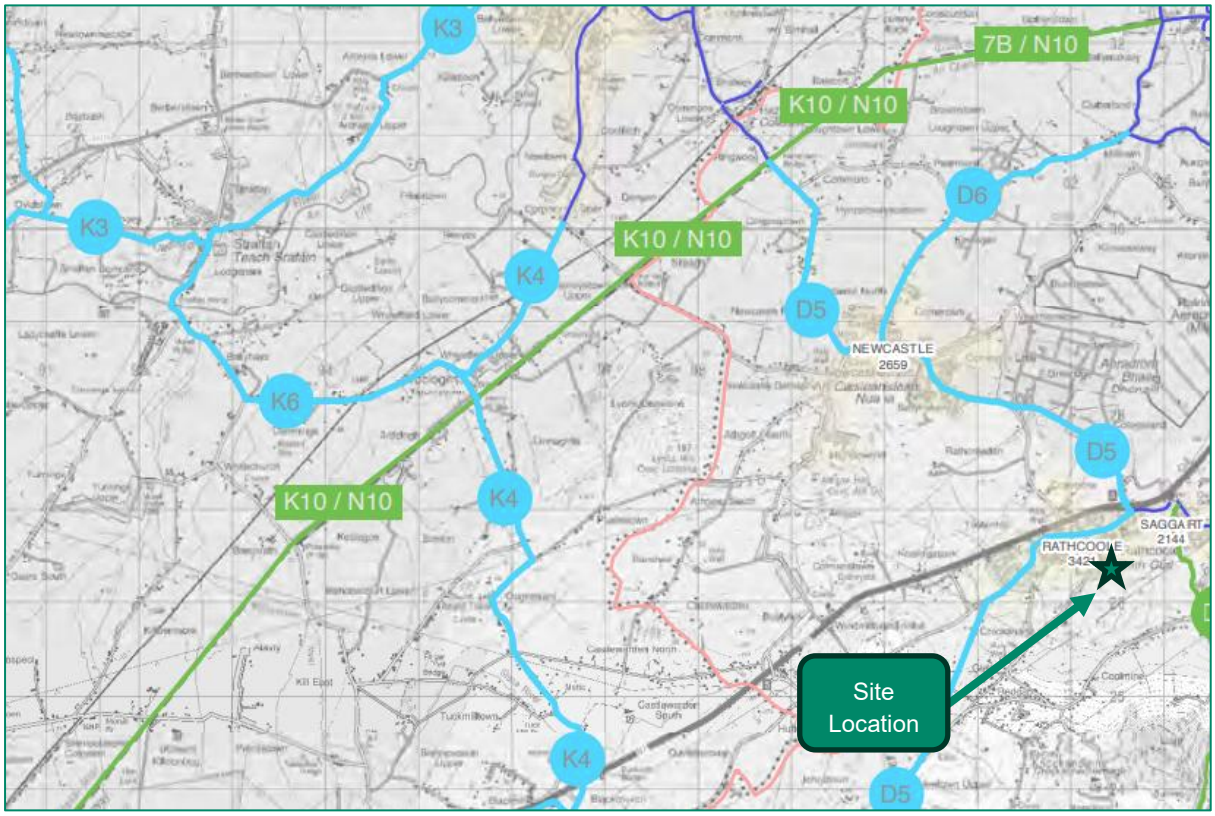


Figure 2-6 GDA Network Plan

Source: https://www.nationaltransport.ie/wp-content/uploads/2021/02/English_04d_Proposed_Network_Rural.pdf

2.5.2 BusConnects

BusConnects is an initiative launched by the National Transport Authority with the aim of overhauling the bus system in the Dublin Region. This initiative includes review of bus services, the definition core bus network which comprises radial, orbital and regional core bus corridors. It also includes enhancements to ticketing and fare systems as well as transition to a new low emission vehicle fleet.

This initiative proposes to implement a redesign of the existing bus network. The fundamental changes to the network expected would be as follows:

- Increasing the overall amount of bus services. Providing new and frequent orbital services connecting more outer parts of the city together.
- Simplifying the bus services on the key radial into “spines” where all buses will operate under a common letter system and buses will run very frequently and be more evenly spaced.
- Increasing the number of routes where buses will come every 15 minutes or less all day.
- The frequent network would become a web-shaped grid, with many interchange opportunities to reach more destinations. Everywhere that two frequent routes cross, a fast interchange is possible.
- Additional service would be provided at peak hours to limit overcrowding.

The BusConnects project will improve connectivity to Rathcoole by introducing the express service ‘X58,’ which will operate between Rathcoole and Dublin City Centre during peak hours. This service will run twice per hour in the morning peak and once per hour in the evening peak. The existing service will be replaced by the ‘58,’ an hourly route linking Rathcoole to both Dublin City Centre and City Port.

Additionally, the new orbital service ‘W6’ will connect Maynooth, Celbridge, Citywest, and Tallaght with a frequency of two buses per hour. The nearest stop will be within a 15-minute walk from the proposed site on Fitzmaurice Road. Figure 2-7 illustrates the proposed BusConnects routes in relation to Rathcoole and the development site. These enhancements will significantly improve public transport accessibility for the proposed development.



Figure 2-7 BusConnects Rathcoole

Source: https://busconnects.ie/wp-content/uploads/2021/01/saggart-area-map.pdf

The Bus Network Redesign is the first step in a series of transformative changes to Dublin's bus network over the coming years. However, the next steps in this initiative are the improvements to the infrastructure and operation of the proposed bus network which include:

- Building a network of "next generation" bus corridors on the busiest bus lines to make bus journeys faster, predictable and reliable;
- Developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- Implementing a cashless payment system to vastly speed up passenger boarding times;
- A simpler fare structure, allowing seamless movement between different bus services without financial penalty; and
- New bus stops with better signage and information and increasing the provision of additional bus shelters; and transitioning to a new bus fleet using low-emission vehicle technologies.

3. Policy Framework

3.1 Introduction

The MMP for the proposed Rathcoole housing development is supported by comprehensive transport policy hierarchy in addition to being influenced directly / indirectly by other policy themes (e.g. environmental, health etc.) This section summarises the relevant national, regional and local policies and demonstrates a firm policy basis for the need to necessitate a change in existing travel behaviour.

3.2 National Policy

3.2.1 Project Ireland 2040: The National Planning Framework and the National Development Plan

The National Planning Framework (NPF), published in February 2018, is the Government's high-level strategic plan for shaping future growth and development in the country to 2040.

The core aim of the NPF is to avoid the pressure that urban sprawl places on the environment and the negative impacts it can have on the delivery and maintenance of key infrastructure and facilities. The NPF encourages the development of compact, higher density infill and brownfield sites that are well served by existing facilities, amenities, and public transport services.

As a part of Project Ireland 2040, the NPF is accompanied by a 10-year National Development Plan which sets the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local County and City Development Plans in a manner that will ensure national, regional, and local plans align.

The National Strategic Outcomes (NSOs) of the NPF are:

- **NSO 1** - Compact Growth.
- **NSO 2** - Enhanced Regional Accessibility.
- **NSO 3** - Strengthened Rural Economies and Communities.
- **NSO 4** - Sustainable Mobility.
- **NSO 5** - A Strong Economy supported by Enterprise, Innovation and Skills.
- **NSO 6** – High-Quality International Connectivity.
- **NSO 7** – Enhanced Amenity and Heritage.
- **NSO 8** - Transition to a Low-Carbon and Climate Resilient Society.
- **NSO 9** – Sustainable Management of Water, waste and Other Environmental Resources.
- **NSO 10** – Access to Quality Childcare Education and Health Services.

3.2.1.1 National Planning Framework – First Revision, April 2025

The NPF has recently undergone a revision process, resulting in the publication of a revised NPF on 8 April 2025 (following a draft publication published in July 2024). The draft aims to update the original NPF published in 2018, to better align with current government policies and address changes in societal and environmental contexts. The key changes are summarised as follows:

- Climate Transition: The revised NPF has been updated to reflect the latest Climate Action Plan 2023. This includes ambitious targets for reducing carbon emissions and enhancing sustainability practices across all sectors.
- Regional Development: The revised NPF impresses the importance of balanced regional development, aiming to reduce the concentration of growth in Dublin and spread economic activities more evenly across the country. This involves updated strategies for supporting regional cities and towns.

- Demographic Changes: The revised NPF considers latest demographic data, including the impacts of COVID-19 on commuting patterns and the rise of blended working arrangements. It also incorporates findings from the 2022 Census to update housing demand and supply targets.
- Digitalisations: The revised NPF highlights the importance of digital infrastructure to support remote work and economic development, recognising the rapid advancements in digital technologies since 2018.
- Investment and Prioritisation: The revised NPF includes a more detailed framework for investment prioritisation, ensuring that infrastructure projects are better aligned with the revised spatial and economic strategies.
- Implementation and Monitoring: The revised NPF includes enhanced mechanisms for monitoring and implementing the NPF.

3.2.2 Climate Action Plan (2025) & National Sustainable Mobility Policy (2022)

Transport was responsible for 21.4% of Ireland's greenhouse gas emissions in 2023 and was second only to agriculture in terms of emission share by sector. Road transport accounted for the majority of these emissions, with private cars accounting for 40%. Heavy Goods Vehicles (HGVs) for 18% and Light Goods Vehicles (LGV) for 6.2%.

The Climate Action Plan 2024 (CAP25) sets out an ambitious course of action for each sector within Ireland to achieve the targets needed to adhere to the Paris Agreement. For the transport sector, the target is to reduce transport related emissions by 45-50% by 2030, with a significant reduction expected in the latter half of the decade.

As set out in the Climate Action Plan, this will require a significant modal shift from car to public transport and active travel, as well as a significant uptake of electric vehicles and increased use of biofuels.

The National Sustainable Mobility Policy, Action Plan 2022 - 2025 published in 2022 supersedes the Smarter Travel, A Sustainable Transport Future (STASTF) – A New Transport Policy for Ireland 2009-2020. It recognises the importance of facilitating behavioural shifts in traveller mode choice towards sustainable modes from private vehicles by improving and expanding safe, accessible, and reliable active and public transport infrastructure across the country.

The accompanying 2025 Action Plan seeks to promote utilisation of sustainable mobility options available that enable the efficient, effective, and sustainable movement of people and goods, contributing to the required 51% reduction in carbon emissions by 2030. The policy aims fall under the following key themes:

- Safe and Green Mobility – Expanding infrastructure, zero emissions vehicles and improved safety.
- People Focused Mobility – Improving active and sustainable transport accessibility, reallocating road space to prioritise walking and cycling and reviewing public transport service fare structures.
- Better Integrated Mobility – Increasing linked-journeys between different modes or services with the delivery of better integrated multimodal transport networks.

3.3 Regional Policy

3.3.1 Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly, adopted in June 2019, is the strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the region to 2031.

The RSES acknowledges that the transport sector is one of the main contributors to national Green House Gas (GHG) emissions and emphasises the importance of promoting a modal shift away from a dependence on the private car to more sustainable modes of transport, to facilitate greater efficiency in transport networks thereby addressing the impacts of climate change.

3.3.2 The Greater Dublin Area Transport Strategy 2022 – 2042

The Greater Dublin Area Transport Strategy aims to contribute to the economic, social, and cultural progress of the greater Dublin Area by providing the efficient, effective, and sustainable movement of people and goods – helping to reduce modal share of car-based commuting to a maximum of 45%. To achieve the Strategy's principles, development proposals must:

- Have transport as a key consideration in land use planning – integration of land use and transport to reduce the need to travel, reduce the distance travelled, reduce the time taken to travel, promote walking and cycling especially within development plans.
- Protect the capacity of the strategic road network.
- Ensure a significant reduction in share of trips taken by car.
- Consider all day travel demand from all groups.
- Provide alternate transport modes to reduce the strain on the M50 as current increase in traffic is unsustainable.

3.3.3 The Greater Dublin Area (GDA) Cycle Network Plan 2022

The Greater Dublin Area (GDA) Cycle Network Plan sets out a 20-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the plan is to increase the number of commuters who travel by bicycle the same amount by those that commute via bus. The plan focuses on local routes to better connect the GDA towns and improve infrastructure for trips of less than 10km in distance.

3.3.4 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (Department of Housing, Local Government and Heritage, 2024) provide essential context for the preparation of this Traffic and Transport Assessment. The Guidelines emphasise the delivery of compact, accessible, and sustainable settlements through the prioritisation of infill and brownfield development, integration with public transport, and the creation of walkable 10–15-minute neighbourhoods. These principles directly inform the transport planning approach for the proposed development, supporting modal shift away from private car use and aligning with national policy objectives on climate action, sustainable mobility, and placemaking. Accordingly, this assessment has been guided by the need to facilitate efficient movement for all users, promote active travel, and ensure that the development supports a well-connected, low-carbon urban environment.

It is important to note that the guidelines Specific Planning Policy Requirements (SPPRs) take precedence over Local Development Plans in terms of both car and cycle parking.

3.4 Local Policy

3.4.1 South Dublin County Development Plan 2022-2028

The South Dublin County Development Plan was adopted in August 2022 and is the key strategy document which structures the planning of sustainable development of land use across the County of South Dublin. The Core Strategy of the Development Plan is centred on the following key principals: - the places we live, the places we work, and how we interact and move between these places while protecting our environment. The aim is to progress to a more sustainable development pattern for South Dublin in the immediate and long-term future up to 2040 and beyond.

Chapter 7 of the South Dublin County Development Plan is the Sustainable Movement section which aims to promote and facilitate the ease of movement within and through County South Dublin, by increasing the number of people walking, cycling and using public transport and reducing the need for car journeys, resulting in:

- More active and healthy communities.
- More attractive public realm.
- Safer streets.
- Less congestion.

- Reduced carbon emissions.
- Better air quality.
- Quieter neighbourhoods.
- Positive climate impact.

SDCC shows the need for sustainable movement, in Chapter 7, as “Existing Mode Share”, illustrated in Figure 3-1, which shows the dominant usage of cars and little use of active modes. Transition to public transport will be enhanced by improvements such as the roll-out of BusConnects, introducing six new dedicated bus routes for a more efficient network with high-frequency spines, new orbital routes, and increased services. Significant upgrades to heavy rail services, including the DART+ project, will increase train frequency on the Heuston to Hazelhatch line, adding stops at Adamstown, Clonburris, Park West, and opening the Kishogue station. Capacity increases are also planned for the Luas lines to Tallaght and Saggart, along with potential new lines to Lucan and southern County areas.

To promote sustainable transport, the Council aims to increase walking, cycling, and public transport usage while reducing private vehicle journeys during the County Development Plan period. These targets include expanding the Cycle South Dublin network and fostering compact development in areas like Tallaght, City Edge, Clonburris, and Adamstown Strategic Development Zones (SDZs). The targets project walking to rise from 13% to 15%, cycling to double from 5% to 10%, bus mode share to grow from 17% to 20%, and rail mode share from 3% to 5% whilst reducing private car use from 62% to 50%.

As noted above in section 2.4.4, the Sustainable Residential Development and Compact Settlements (DHLGH) supersede the SDCC Development Plan’s cycle and car parking policy requirements. Please refer to the Sustainable Residential Development and Compact Settlements section above for policy guidance on the requirements for the subject site.

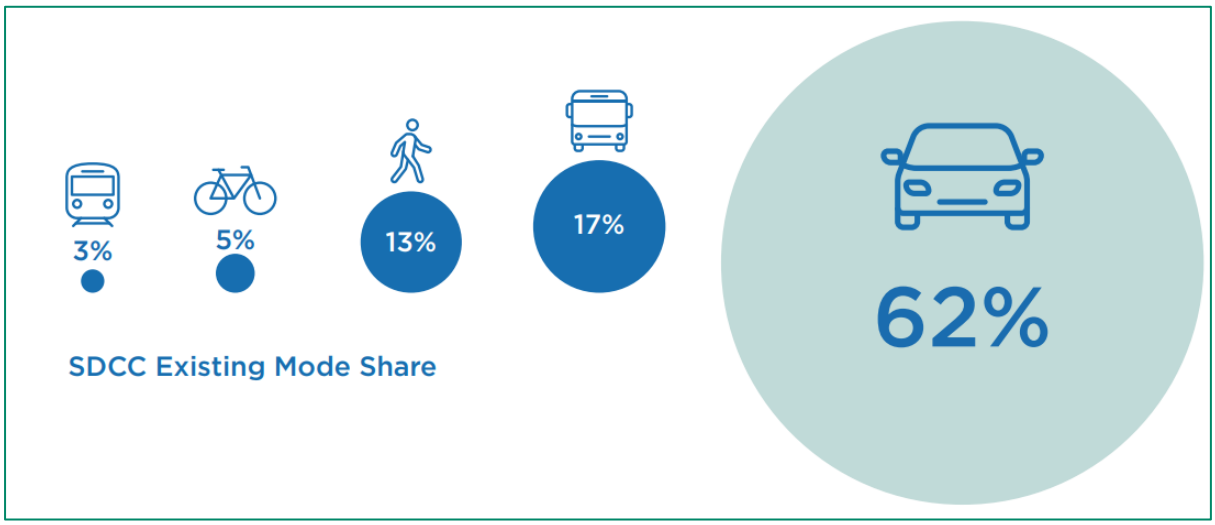


Figure 3-1 Existing Travel Modes

Source: South Dublin County Council Development Plan 2022-2028, Chapter 7, Page 254

4. Proposed Development

4.1 Introduction

This chapter details the proposed development with regard to the transportation elements which includes the internal roads layout, proposed pedestrian/cycling infrastructure and parking provisions within the development area.

4.2 Proposed Development

The subject proposals seek planning permission for the construction of 130 residential dwelling units which will include a mix of social and affordable units to include apartments, duplex and dwelling houses and 2 no. senior and 1 no. junior grass pitches on SDCC-owned lands at Rathcoole.

The proposed site layout is shown in Figure 4-1 below.

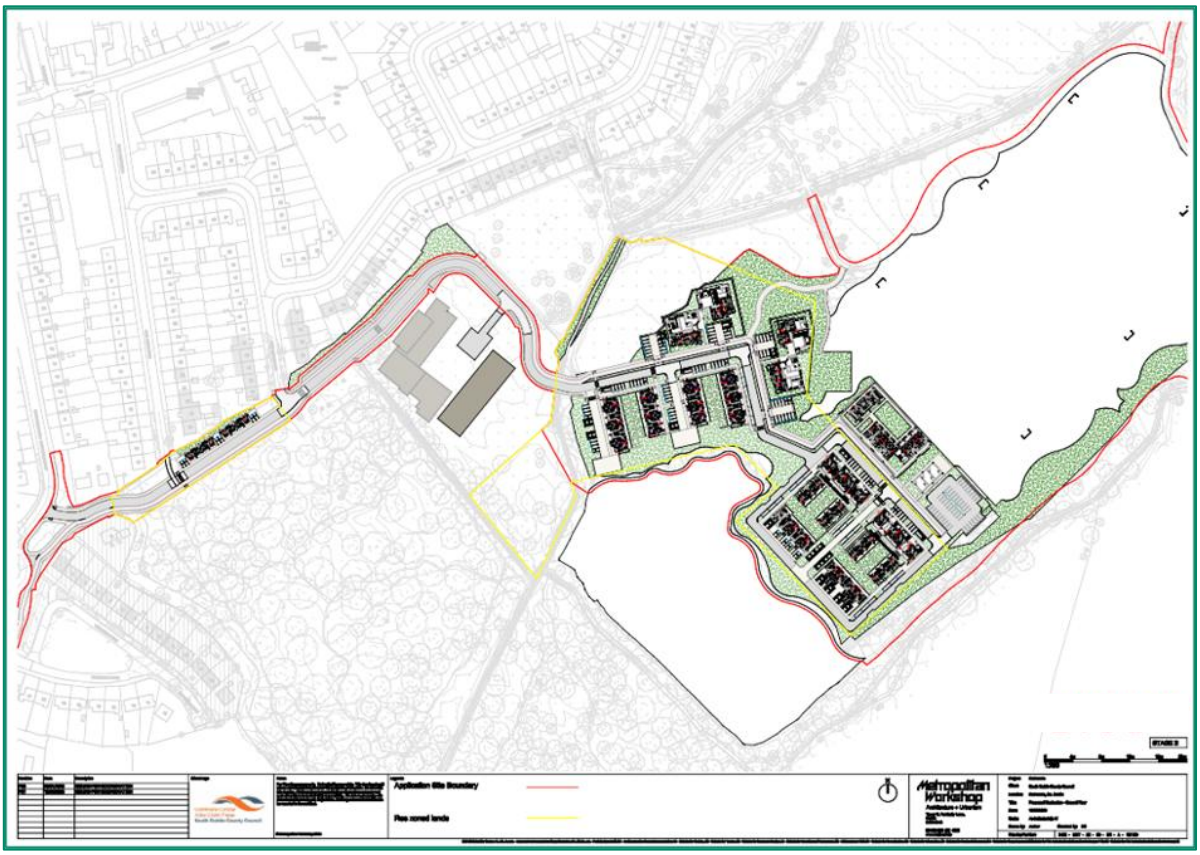


Figure 4-1 Proposed Site Layout

Source: Metropolitan Workshop drawing, 2430-MET-ZZ-XX-DR-A-100022

4.3 Site Access

4.3.1 Vehicles

It is proposed that a new vehicular entrance and access road will be provided including widening works along Mullaly's Lane to include SDCC held lands and third-party lands (subject to a separate statutory process). The new vehicular entrance will comprise of a three-arm priority junction on Greenogue Drive and associated upgrade of access to Peyton Roundabout including upgrade and modification of the existing roundabout to reduce the number of vehicular arms from five to four as shown in Figure 4-2. The revised vehicular access will be shared with the consented access for the primary school (ref: SD23A/0336).

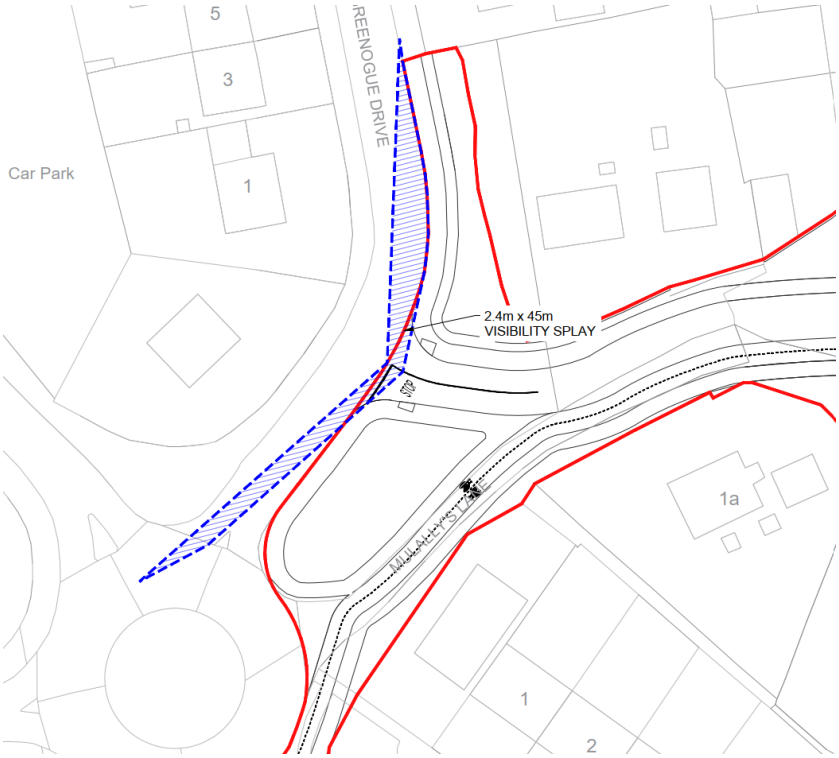


Figure 4-2 Proposed Reconfiguration of Mullaly's Lane

4.3.2 Pedestrian / Cycle Access and Permeability

The proposed development site will be highly accessible to pedestrians and cyclists from Coolamber Road and Coolamber Drive. Furthermore, the reconfiguration of Peyton Roundabout enables the provision of a new pedestrian and cycle access from Mullaly's Lane. A cycle path will be provided from the entrance of the development connecting to the existing cycle lane at Stoney Park.

Pedestrians and cyclists will be given priority within the internal site layout to ensure desire lines within the site are accommodated, therefore providing a good level of service and ensuring the risk of vehicle/pedestrian conflict with vehicles is minimised. Footways are provided throughout the internal site, with dropped kerbs and tactile paving provided at each internal junction.

4.3.3 Car Parking

The 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' supersede any conflicting standards in the SDCC Development Plan. According to Table 3.8 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, the site's location in Rathcoole can be classified as 'Peripheral'.

The maximum car parking provision requirement for the subject site (SPPR3) in a peripheral location is 2no. spaces per dwelling, which would equate to a maximum provision of 260 spaces.

The scheme is proposing 143 residential car parking spaces, which is 117 spaces below the maximum permitted; given the site's accessibility to public transport, the planned BusConnects improvements, and the planned GDA cycle network proposals, the proposed parking provision is considered appropriate. Additionally, a GoCar facility is located on Main Street, approximately 600 meters away, offering a shared mobility option equivalent to 20no. private vehicles.

4.3.4 EV Provision

Section 12.7.5 of the SDCC Development Plan states that residential developments shall provide Electric Vehicle (EV) charging points at a minimum of 20% of all car parking spaces which equates to 29No. EV parking spaces.

The development makes provision for 24 no. EV parking spaces and a further 15 no. EV/accessible parking spaces therefore complying with the required. All car parking spaces will be ducted to ensure that EV charging facilities can be easily retrofitted at a future date.

4.3.5 Cycle Parking

The provision of cycle parking has taken cognisance of the '*South Dublin County Development Plan (2022 – 2028)*' and the '*Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities*' specific planning policy requirement (SPPR) 4 which supersedes any conflicting standards in the aforementioned Development Plan.

A total of 169 no. residential cycle parking spaces is provided, comprising 124 no. secure spaces for residents and 45 no. visitor spaces across the scheme, together with 12 no. spaces serving the GAA pitches.
All houses have access to ground level open space. For the apartment blocks (103 bedrooms), secure cycle parking on the ground floor of the buildings is provided with direct access to a shared private area that links to the road. For duplex units UT04 (8 bedrooms) cycle parking will be located in a secure location behind the units. Dedicated cycle parking is not considered relevant for the age friendly apartments (6 bedrooms). Considering the total of 117no. bedrooms in units without access to ground level open space, the 124no. secure cycle parking spaces provided accords with SPPR4 and is appropriate to meet the needs of residents and visitors for the profile of this future resident community.

5. Commuter Trends

5.1 Introduction

It is important where feasible to establish travel trends and area specific transport needs when initially developing an MMP. The subject site is located within a primarily residential area although there are other land uses nearby within walking distances such as schools, retail, employment and leisure. It is necessary to predict the nature of the proposed traffic to / from the site and investigate whether it is possible to influence the modal split of the commuters from the proposed development.

Varying demographic profiles that have an immediate impact on the traffic network are commuters commuting to / from home as well as other journeys such as school pick up / drop off and shopping trips. These can have their trip patterns influenced. Visitors are more difficult to influence in their trip patterns as they can be unpredictable.

The current modal split for the GDA is illustrated in Figure 5-1.

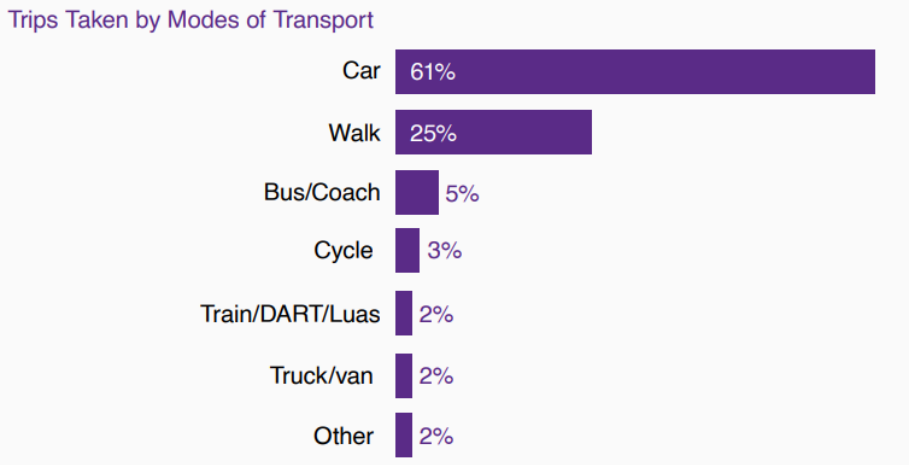


Figure 5-1 Current Modal Split in GDA

Source: National Household Travel Survey 2022

The above modal split data has been investigated further with Figure 5-2 summarising the modal split based on the types of trips undertaken (i.e. shopping, leisure, work, education etc.) by purpose of trip.

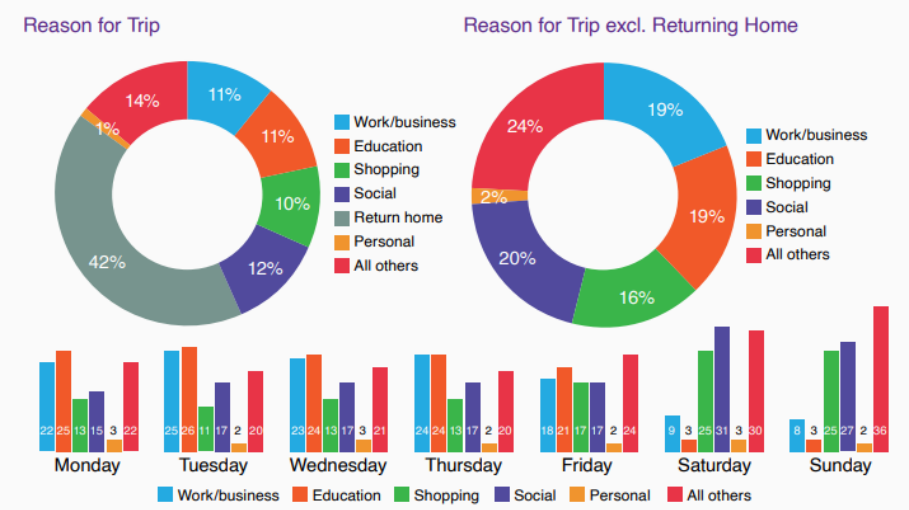


Figure 5-2 Reason for Trip in GDA

Source: National Household Travel Survey 2022

The Central Statistics Office's SAPMAP (Small Areas Population Map) data has also been investigated to determine the travel trends within the local vicinity of the subject development. SAPMAP is an interactive mapping tool that allows users to pinpoint a location on the map and access 2022 census data related to that area.

A number of residential developments close to the subject site were analysed to establish current commuter trends in the area. This analysis will form the basis of the initial travel characteristics that could be generated by the proposed development.

Figure 5-2 illustrates the areas selected for this analysis. These residential sites were selected due to their proximity to the subject site and as such best represents the development's future travel trends.

1) Beechwood Lawns, Rathcoole Park
2) Coolamber, Greenogue Drive, Main Street
3) The Avenue, The Square, Barrack Court, Maple Grove
4) Eaton Drive, Eaton Close
5) Westpark
6) Forest Hills
7) Peyton Avenue, Peyton Court, Peyton Drive
8) Peyton Court
9) Cherry Walk, Forest Hills, Annadal Close
10) Church Rd, Hillview, Johnstown Rd
11) Windmill Close
12) Broadfield Manor
13) Croftwell Square, Rathlawns
14) Blackthorn Hill
15) Green Lane
16) Rathmill, Broadfield Drive
17) Broadfield



Figure 5-3 Residential Areas of Interest for Trend Analysis

Source: CSO

The analysis highlighted the trend in modes used by the residents when travelling to work or school from their homes. The summary of the data for the aforementioned 17 selected sites has been summarised and illustrated in the Figure 5-3.

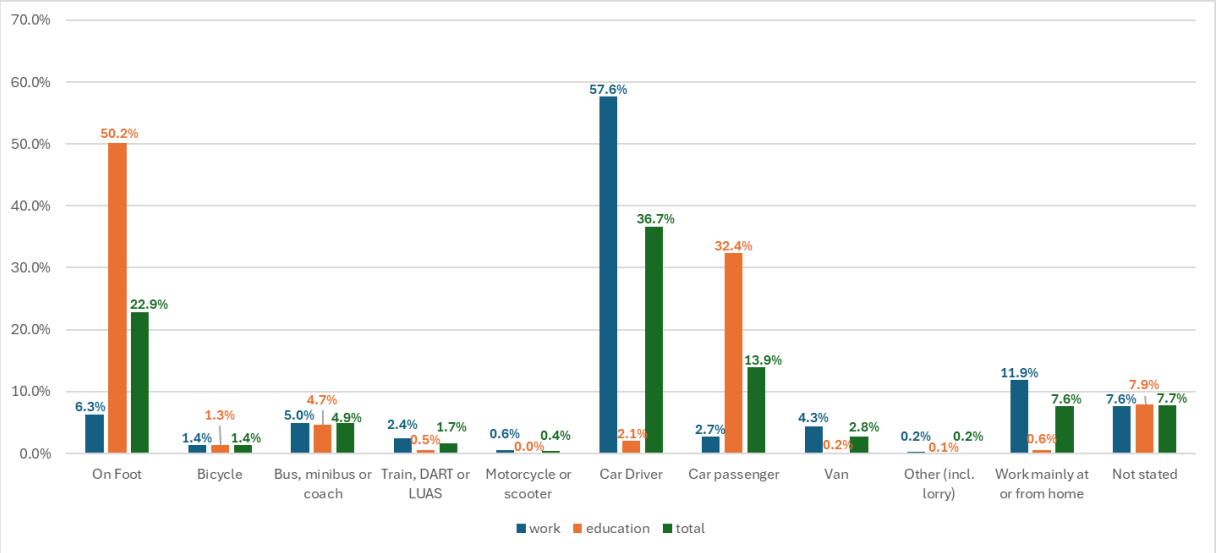


Figure 5-4 Current (2022) Modal Split for Existing Residential Developments (Rathcoole Area)

The above figure indicates that the car was the primary mode of transportation in the study area at approx. 53% (travelling as car/ van driver and car passenger) in 2022. Active modes (i.e. walking and cycling) form the next most utilised mode of travel after car travel, accounting for approx. 24% of all modes. Almost 5% of residents in the adopted study area use the bus services as a mode of transport to travel to/ from school or work. Train based modes (LUAS/DART) accounted for approx. 2% of the modal split.

6. MMP Objectives and Targets

6.1 Introduction

In order to measure the ongoing success of the residential MMP and its various measures, it is important that a series of objectives are set in conjunction with a range of associated targets. The proposed objectives and targets are set out in this section of the MMP.

6.2 MMP Objectives

The overall aim of this MMP is to reduce the dependency on the use of the private car by increasing residents' awareness of the other travel alternatives available to them. To support this principal objective, several sub-objectives have been set out:

- Reduce existing levels of private car use by encouraging people to walk, cycle, use public transport, car share or even reduce the number of trips undertaken / required.
- Make all residents aware of the sustainable transport options available to them.
- Encourage the use of sustainable modes of transport.
- Encourage the most efficient use of cars and other vehicles.
- Reduce any transport impacts of the development on the local community.
- Promote walking and cycling as a health benefit.
- Managing the ongoing development and delivery of the MMP with future residents.
- Promote smarter living and working practices that reduce the need to travel overall.
- Promote healthy lifestyles and sustainable, vibrant local communities.

The above objectives can be achieved through the integrated provision of hard and soft initiatives. Soft measures include the dissemination of important information regarding:

- Routing, timetable and ticketing information for bus services.
- The location and most convenient routes to / from local services (e.g. shops, medical facilities, schools etc.).
- Cost data comparing public transport and private car journeys.
- The health benefits of walking and cycling to include safety advice.

Without such information, residents may choose the easiest option available to them which is often perceived to be the car, even if from a cost and duration of journey perspective this may not always be the case. Similarly, if an individual is unaware of the availability of service and proximity local shops and facilities, they may choose to travel a greater distance than necessary in order to access a service. Accordingly, the objectives of this MMP can therefore be summarised as follows:

- Considers the needs of residents in relation to accessing facilities for employment, education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances;
- Develop good urban design by ensuring permeability of the development to neighbouring areas and provision of cycle facilities including storage.

6.3 Targets

Targets are important as they give the MMP direction from its inception, providing measurable goals. When setting site-specific targets, it is important that they are 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound) in order that the outcome can be quantified and an assessment of what the MMP has or will achieve can be made.

Since the overall aim of the MMP is to reduce reliance upon the private car, it is appropriate to set targets which relates to this objective and aligns with the GDA Transport Strategy (GDATS) 2022 – 2042 to reduce transport emissions by 50%. Within the GDATS the model share which can be achieved through the implementation of the strategy is listed as:

- Car – 48.6%.
- Public Transport – 17.5%.
- Walk – 22.4%.
- Cycle – 11.5%.

These modal targets should serve as the foundation for the MMP, aimed at facilitating a shift from baseline travel habits. In this context, it is recommended that resident questionnaires be distributed once the site reaches 50% occupancy. The data collected from these questionnaires will establish the baseline travel patterns for the site.

The MMP's principal objectives should therefore include the following:

1) To support the development as a sustainable community;

2) To provide sustainability in all ways including cost, health and environment – reducing the impact on traffic congestion and air quality;

3) To achieve a 95% resident awareness of the MMP and its aims and objectives;

4) To facilitate and encourage greater use of sustainable transport modes (walking, cycling, public transport) in preference to the use of the private car; and

5) Achieve the identified modal split travel targets.

The above objectives will be achieved by introducing an integrated package of measures that focus on promoting travel to and from the development site by sustainable modes of transport as a viable alternative to the private car. These means and supporting strategies will seek to encourage residents to consider lower carbon travel alternatives in everyday journeys.

7. Measures and Initiatives

7.1 Approach

The section outlines the potential measures and initiatives to encourage sustainable travel among residents and visitors to achieve the objectives set out in this MMP.

The key to the development of an appropriate Mobility Management Strategy is the employment of a two-pronged approach incorporating soft and hard measures:

- Soft measures incorporate the promotion/marketing of sustainable travel initiatives/ facilities/ improvements to sustainable modes of travel, effectively opening up transport options for travel to/from the proposed residential development.
- Hard measures incorporate provision of infrastructure such as cycle parking, showers, changing facilities, lockers, car parking management and other parking arrangements.

Both elements of this approach are required to achieve a successful result.

7.2 Measures & Initiatives

7.2.1 Reducing the need to Travel

Reducing the environmental impact of travel can be done by reducing the need to travel altogether. The proposed residential development will adopt practices which will encourage staff to consider the need to travel before promoting sustainable alternatives to the private car.

7.2.2 Active Travel

The key to pedestrian accessibility is short, convenient, and safe links. Walking is the most widely used form of transport; nearly all journeys involve some walking; therefore, better pedestrian facilities can have a wide impact.

As a main method of travel, a distance of up to 4 km is considered reasonable for walking and a distance of up to 10km is considered reasonable for cycling however, these distances are only indicative but can help to define target groups.

Furthermore, walking may be combined with car sharing or use of public transport for distances of 2.5 km or more.

7.2.3 Public Transport

The following measures would encourage further use of public transport.

- Publicise details of public transport facilities (e.g. stops / routes, walking distances) online as well as throughout the development.
- Publicise Real Time Passenger Information apps and websites.

7.2.4 Car Sharing/ Car Club

Car sharing is also known as lift-sharing or car-pooling. Car sharing offers people a cost effective and a more sustainable way of travelling by car when other forms of transport are not viable.

Car sharing schemes encourage individuals to share private vehicles for particular journeys. Car sharing can be both formal and informal. Informal car sharing operates between individuals and residents, and formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.

Car sharing has the aim of reducing the number of car trips made and participants have the opportunity to meet other members in the community. A National Car Sharing database is now available at www.carsharing.ie. It is an all-island service for the public and is free of charge to use.

The benefits of car sharing are as follows:

- Reduces transport costs.

- Reduces the number of cars on the road which results in less pollution, less congestion and fewer parking issues.
- Reduces the need for a private car.

The proposed residential development website would have a section dedicated to the car share scheme and the residents would have an option to register. To encourage take up of the car sharing, the MMP Coordinator would host events to introduce prospective car sharers to each other and would help ‘break the ice’ as it is always more likely that people will share, with somebody that they have met rather than a complete stranger.

7.2.5 Website

Information regarding public transport accessibility will be provided via the journey planner website.

8. Management, Implementation & Monitoring

8.1 Introduction

This section outlines details about the MM and how the MMP will be implemented, monitored, and evaluated.

8.2 Management

A MM will be appointed prior to first occupation of the site. The MM will be employed full-time and therefore be available full-time, but their role as a MM will be part-time (i.e. he / she will be employed for other work in addition to mobility management). Their role will include leading the implementation, monitoring and review of the Plan.

A MMP needs to be monitored, co-ordinated and marketed on a regular basis to ensure that it meets its objectives, and its targets are achievable and realistic. The MM is appointed to ensure the success of this plan. The primary duties of the MM are:

- To develop and oversee the implementation of the initiatives outlined in the plan;
- To monitor progress of the plan;
- To promote and market the plan;
- To manage public transport discount fare schemes, cycle promotion schemes and events; and
- To provide “travel advice and information” to residents.

To promote and manage the shift towards high level, public transport use, the MMP should be monitored, developed, promoted and managed by the MM. The MM should encourage and promote the measures mentioned within this report to the commuters of the development.

As the development approaches full occupation; residents of the development will be invited to form a Residents Group.

8.3 Implementation

This MMP seeks to ensure that sustainability is at the heart of travel provision and travel behaviour of residents and visitors at the proposed residential development. The degree to which the measures and initiatives contained within this MMP influence travel behaviour will be determined by how it is implemented. These are a number of areas which can be targeted in order to maximise the impact.

Travel behaviours are determined at an early stage and once people settle into a routine it is difficult to alter. Therefore, it is imperative that every effort is made to alter people’s decisions at the earliest possible opportunity.

New residents will be provided with induction packs including travel information, as well as information provided online and around the development.

An implementation date will be agreed once the MMP has been approved.

8.4 Monitoring

Baseline conditions will be established as early as possible following the first occupations of the development. Following the baseline survey, the targets set out in this MPP should be reviewed and revised as necessary with annual surveys undertaken until the development is fully occupied. By this time, it is expected that the travel patterns will have been established. A review of the trends in the MMP results would then be used to identify whether further monitoring is required.

The MM will be responsible for undertaking the monitoring, the processing of results and the production of the reports with the results of the findings. The monitoring will take place in the form of Travel Surveys. These will be carried out on the same day every year. It is recommended that the timing of the Travel Survey should take place in a neutral time of year i.e. Spring or Autumn. The survey would be in the form of a questionnaire that residents would complete.

Communication of the Travel Survey will be through letters in the post or email. This letter will inform all residents of how to complete the survey online. Residents can also request a paper copy of the survey to be filled out by hand rather than electronically. However, the online method would be the preferred channel. The survey will include questions to allow the monitoring of the particular targets that have been set in the MMP.

It is essential that the residents see the results of the survey and review their own travel patterns against the typical data. Therefore, the results should be available on the community website. The Mobility Manager will be responsible for the preparation of the annual monitoring reports.

The objective of the review will be to assess the success of the MMP and to identify potential for future improvement. An important part of the review would be to revise information relating to public transport, cycling and walking routes to ensure that it is relevant and up to date. This is critical if residents are going to be able to rely on information when making travel choices.

The annual reports will also include a review of where targets are being met and also identify potential changes to the measures implemented by the plan where targets are not being met. Specific short-term targets will be considered and agreed to ensure progress towards the overall target. Targets will also be revised to ensure that they remain appropriate and challenging.

9. Action Plan

9.1 Action Plan

The Action Plan sets out tasks, timescales, and responsibility to ensure that the objectives and targets of this residential MMP are achieved. The Action Plan is shown in Tables 9-1 to 9-4.

Table 9-1 Action Plan – Cycling

Action	Timescales* (*following full occupation of the site)	Responsibility
Set up a 'buddying' scheme to address personal security issues of cycling	Within 3 months	MM
Establish a residents Bike Users Group	Within 1 month	MM
Create a calendar of 'Cycling' Events in the local area and incentives	Within 3 months and ongoing	MM
Undertake route audit and implement a review program to ensure appropriate infrastructure is provided / upgraded to meet cycling requirements for external routes to key off-site destinations	Within 9 months	MM
Provide cycle training	Within 6 months and ongoing	MM
Bike service / maintenance workshops	Within 6 months and ongoing	MM
Private bike-share service for residents of the development	Within 3 months	MM
Including Bicycle Sharing Stands on the Development such as Bleeperbike	Within 9 months	MM

Table 9-2 Action Plan – Walking

Action	Timescales* (*following full occupation of the site)	Responsibility
Develop a 'Walking' Accessibility Sheet for the site	Within 1 month	MM
Promote walking through organised walking events.	Within 6 months and ongoing	MM
Introduce a walking route in the vicinity of the site.	Within 6 months	MM
Participate in an annual Team Walking Event (e.g. Irish Heart Foundation's Step Challenge).	Within 6 months and ongoing	MM
Awareness campaigns (health benefits etc).	Within 3 months and ongoing	MM

Table 9-3 Action Plan – Public Transport

Action	Timescales* (*following full occupation of the site)	Responsibility
Publicise details of public transport facilities (e.g. stops/routes, walking distances).	Immediate effect	MM
Publicise Real Time Passenger Information apps and websites.	Immediate effect	MM
Promote Tax Saver monthly and annual commuter tickets for public transport.	Immediate effect	MM
Publicise the national Journey Planner available on www.transportforireland.ie.	Immediate effect	MM
Publicise LEAP travel cards.	Immediate effect	MM

Table 9-4 Action Plan – Car Sharing

Action	Timescales* (*following full occupation of the site)	Responsibility
Set up and publicise car sharing scheme. (e.g. GoCar sites nearby)	Within 3 months and ongoing	MM
Hold coffee mornings for potential car sharers to find out what is involved	Within 3 months and ongoing	MM

10. Summary and Conclusion

10.1 Summary

This Mobility Management Plan (MMP) has been prepared by AECOM in support of a planning application for a proposed residential development situated in Rathcoole, Co. Dublin. This MMP forms a part of the planning application documentation prepared for the proposed development.

Based upon the information and analysis presented within this MMP, the assessment demonstrates how residents and visitors of the proposed development can be encouraged to use sustainable modes of transport to and from the subject site.

The targets set however, are also very much dependent on planned improvements to transport infrastructure and can only be achieved by their implementation.

10.2 Conclusion

The applicant for the proposed residential development is committed to the implementation and ongoing monitoring of a MMP and will allocate resources to ensure success. This will include appointing a Mobility Management Coordinator (MMC), undertaking travel surveys and implementing measures to reduce single occupancy car dependency.