



Mobility Management Plan

Proposed Large-scale Residential Development Planning
Application-no. 1 at Flemington Lane, Balbriggan, Co. Dublin.

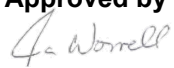
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Comments



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1. Introduction

1.1 Context

This Mobility Management Plan has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development at Flemington, Balbriggan, Co. Dublin.

The proposed large scale residential development (LRD) consists of 146no. dwellings in the form of 120no. houses and 26no. apartments in the following mix – 13no. 1-bed, 29no. 2-bed, 91no. 3-bed and 13no. 4-bed dwellings, and a single-storey childcare facility with play space, car parking and drop off area on Flemington Lane. All housing will be one or two-storey in height. The apartment buildings will be three-storey in height.

Three new vehicular accesses off Flemington Lane are proposed to serve the development. The proposal also provides for public open space including a Multi-Use Games Area (MUGA), communal open space associated with apartments, landscaping, boundary treatments, public lighting, car parking, motorcycle parking and bicycle parking and structures including an active travel hub and cycle route, bin storage structures, works to Flemington Lane itself including two pedestrian crossing points, undergrounding of ESB overhead lines, 2no. ESB substations, infrastructure services and all other associated site development works.

The schedule of accommodation is shown in the table below:

Typology	1 Bed	2 Bed	3 Bed	4 Bed	Total	GFA
House		16	91	13	120	
Duplex	13	13			26	
Crèche						382
Total	13	29	91	13	146	382

Table 1 | Schedule of Accommodation

The proposed development is part of the Flemington LAP lands which is divided in 4 areas, as detailed in **Section 2.3.2** below. To ensure a comprehensive and robust evaluation, this report will assess the traffic impact of the entire Flemington LAP lands.

1.2 Programme

For the purposes of the traffic assessment, it is assumed that the proposed site will be constructed and fully occupied by 2030. Furthermore, it is assumed that the entire Flemington LAP will be completed within the Opening Year and Opening Year + 5 assessment scenarios.

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

1.3 Scope

This Mobility Management Plan will be a key operational feature for the Proposed Residential Development on lands at Flemington, Balbriggan, Co. Dublin. The objective of this plan is to assess, examine, and manage the typical traffic that the site will attract.

1.4 Report Structure

The report is structured with the following sections.

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

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

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

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

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

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

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

Finally, section 8 presents the conclusions of the report.

2. Site Description

2.1 Location of Development

The subject site is located within the Flemington LAP lands in Balbriggan. The Flemington LAP lands are presently comprised of a number of parcels of agricultural land measuring a total area of c.17.4 hectares. The subject site has gross site area of 4.1 hectares.

The town of Balbriggan is located c.18 km north of Swords, with good access off the M1 Motorway. It is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. Dublin Airport is situated c. a 20-minute drive from Balbriggan.

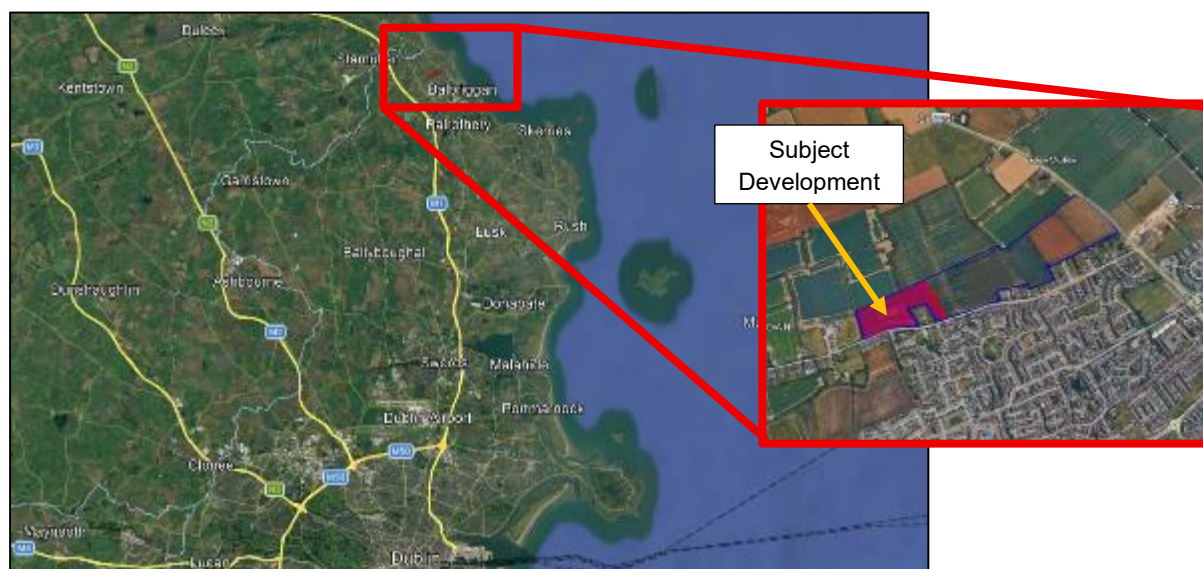


Figure 1 | Site location Map

2.2 Site Characteristics

According to the Fingal Development Plan 2023–2029 (FDP), the subject development is located within an area zoned with the objective “RA – Residential Area: to provide for new residential communities, subject to the provision of the necessary social and physical infrastructure”. In addition, the Plan indicates that further detail should be obtained from the relevant Local Area Plan. **Figure 2** below is taken from Balbriggan - Sheet No. 4 of the Fingal Development Plan 2023 - 2029.

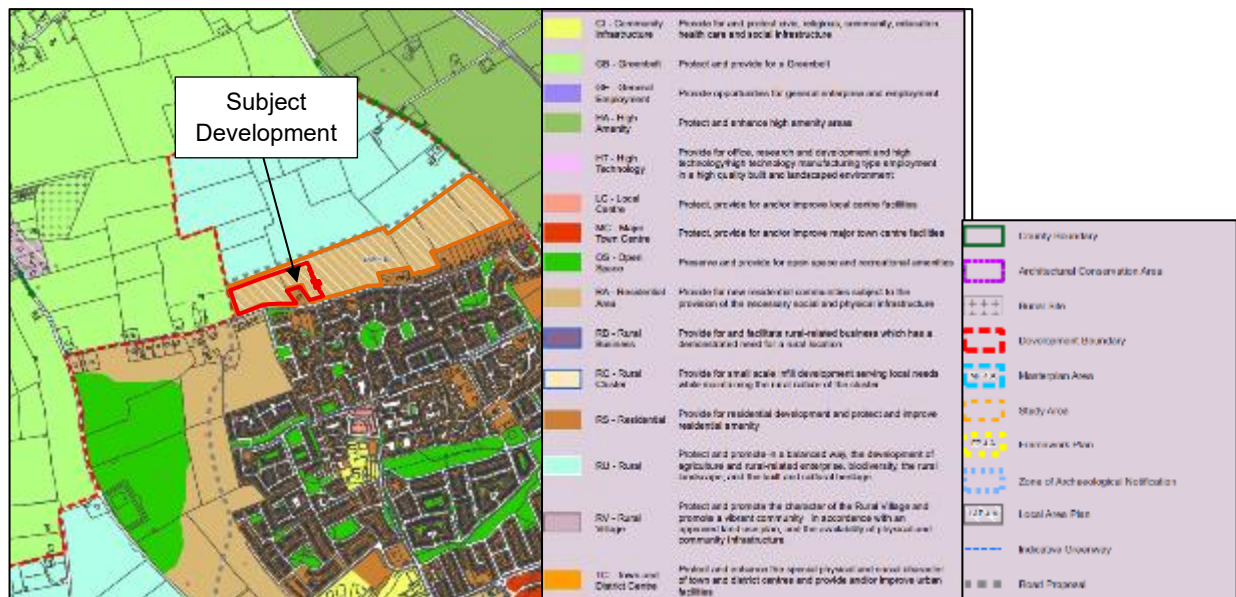


Figure 2 | Site Location and Zoning

(Source: Sheet No. 4 of the FDP 2023-2029)

3. Site Accessibility

3.1 Pedestrian Infrastructure and Walking Accessibility

The footpaths along Flemington Lane near, Dún Saithne View, Bremore Cottages towards the R132 are sporadically laid out and various parts of the road have differing levels of infrastructure provision. Pinch points cut into the available space on these footpaths including overgrown hedgerows, lamp posts, and worn pavement, along Flemington Lane towards Bridgefoot Road (L1130).

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

To provide an indication of the catchment areas associated with the Subject Site, reference from the “*Guidelines for Providing for Journeys on Foot*” published by the *Institution of Highways & Transportation* in 2000 have been taken. This guideline indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual’s fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 2** below provides a summary of these suggestions.

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

Table 2 | Ideal Walking Distances

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

Figure 3 below illustrates the considerable extent of the pedestrian catchment areas accessible from the subject development, for different walking times: 10 minutes, 15 minutes, and 25 minutes.

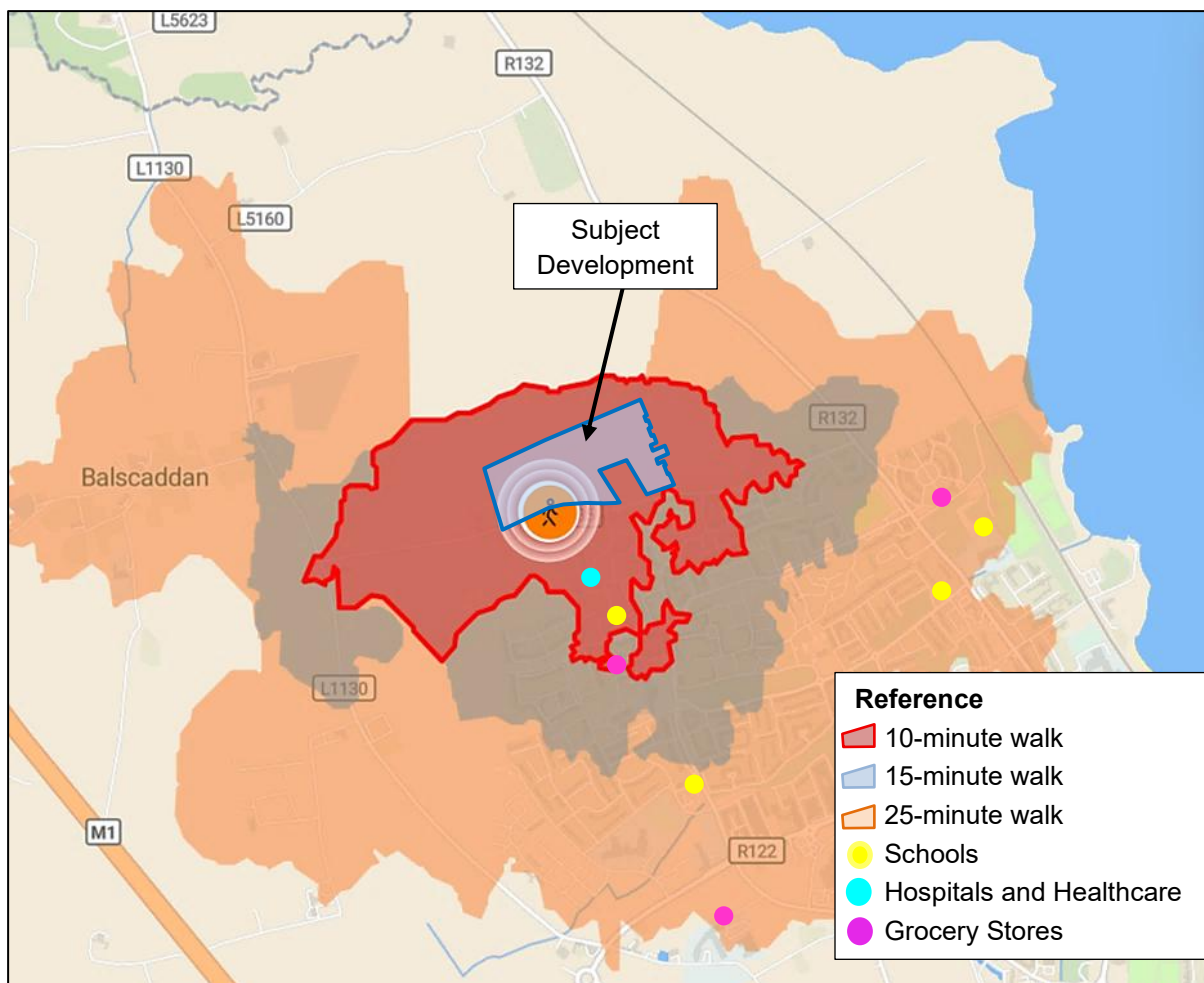


Figure 3 | Site Accessibility – Isochrone map indicating walking accessibility
(Source: Travel Time)

As presented in **Figure 3** above, within a 25-minute walking catchment, the subject development benefits from close proximity to schools such as St. Mologa's National School and St. George's National School, as well as medical facilities including Castemill Family Medical Centre. Everyday needs are also well served by nearby shopping centres such as Castemill Shopping Centre and Millfield Shopping Centre, all located within the walkable catchment area.

3.2 Cycle Infrastructure and Cycling Accessibility

There is currently no cycle infrastructure located along Flemington Lane. A two-way segregated cycle track exists along the eastern side of the R132 route immediately south of the subject site. This cycle track is narrow and lacks continuity.

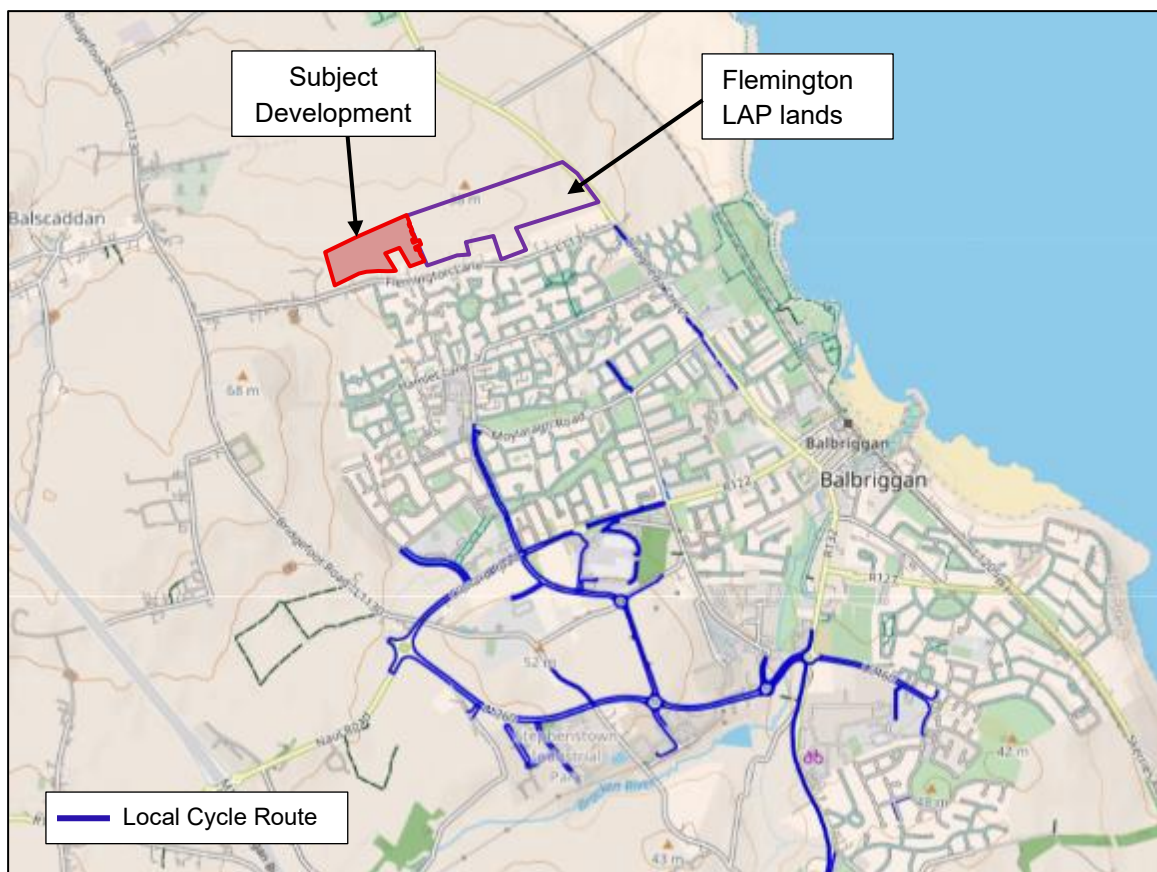


Figure 4 | Existing Cycle facilities
(Source: OpenStreetMap)

A similar catchment exercise has been conducted for the cycling mode of transport, in accordance with the methodology previously employed for walking. The average cycling speed was calculated to be 3.3m/s (equivalent to 15 kilometres per hour).

Figure 5 below illustrates the cycling catchment areas accessible from the subject development for 10 and 15-minute cycle times.

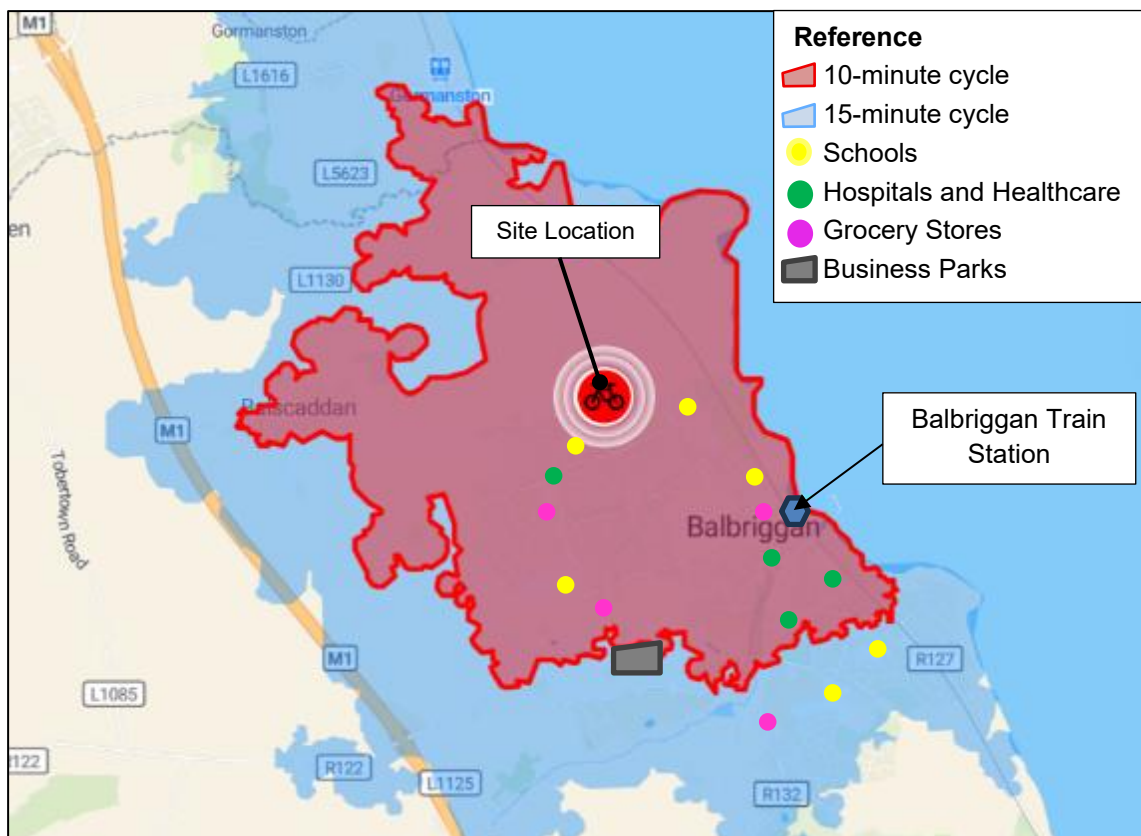


Figure 5 | Site Accessibility – Isochrone map indicating cycling accessibility
(Source: Travel Time)

As presented in **Figure 5** above, the entirety of Balbriggan Town is reachable in a 15-minute cycle. Balbriggan Train Station is located within a 6 minute-cycle from the subject development. The subject site benefits from close proximity to schools such as St. Mologa's National School, St. George's National School and Loreto Secondary School, as well as medical facilities including Castemill Family Medical Centre and Balbriggan Medical Centre. Everyday needs are also well served by nearby shopping centres such as Castemill Shopping Centre and Millfield Shopping Centre, all located within the cycling catchment area. In addition, Stephenstown Industrial Estate is located within the 15-minute cycling catchment south of the subject site.

3.3 Existing Roads

The Subject Site has road access off Flemington Lane to the south of the development.

Flemington Lane is a single carriageway road that runs in an east-west direction and forming a part of the southern boundary of the subject site. Pedestrian facilities are located along the southern side of the road between Flemington Park and the R132. There is pedestrian facility along the northern side along 400 metres from the R132. Flemington Lane is subject to a speed limit of 50 km/h between the R132 and Flemington Park.

Clonard Rd. / Bridgefoot Road (L1130) is characterised as a rural access road. It extends from its junction with the R122 Regional Road (Harry Reynolds Road) and runs through the Flemington residential area, serving local housing developments and connecting with a network of internal estate roads.

The **R132** is situated east of the Subject Site. The R132 is a regional distributor road and forms the spine of Balbriggan Town Centre. It travels from Dundalk in the north to Dublin City in the south. The R132 is subject to a speed limit of 50 km/h in Balbriggan Town Centre area.

The **R122** is a regional Road in Balbriggan serving the western and southern parts of the town. It facilitates connectivity towards Naul to the south and links with other strategic routes, including access towards the M1 Motorway. The road is typically characterised by a two-lane carriageway with footpaths and, in places, cycle facilities.

Hamlet Lane is a two-way road that runs in an east-west alignment from the R132 through a residential neighbourhood. It runs for ca. 1.6 kilometres in length and connects to the R132 via a priority-controlled junction. Its carriageway width is c.6 metres. Footpaths and cycle tracks are provided on both sides of the carriageway. A 50 km/h speed limit is in operation on this road and public street lighting is present.

The **M1 Motorway** provides key road access to Dublin City and Belfast, as well as several other large settlements located along Dublin – Belfast Economic Corridor.

Figure 6 below shows the main roads around the subject development.

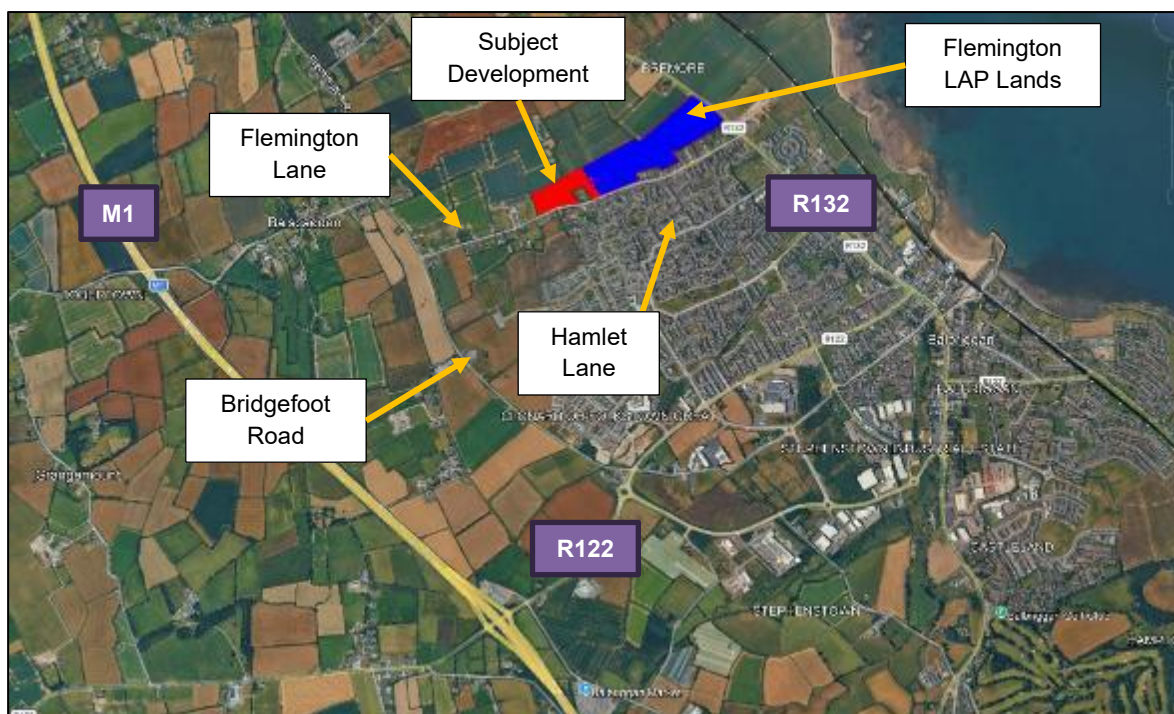


Figure 6 | Site Location and Surrounding Roads

3.4 Existing Bus Network

The nearest bus stop is located along the Hamlet Lane approximately 700 metres from the Subject Development (around a 10-minute walk) as shown in **Figure 7** below. The bus stop is served by the route B1.

In addition, approximately 1.3km from the Subject Development (around a 16-minute walk) there is a bus stop which is located at the junction of R132 and Flemington Lane. The bus routes served by this stop are 101 and 101X. Further south along the R132 at Balbriggan station, approximately 2.6km from the Subject Site (a 34-minute walk), the bus stop serves routes 191, 192, 195 and B1.

Route 191 is a coach hiring service by Carolan Coach Hire that runs between Dublin, Balbriggan and Stamullen.

A summary of the frequency of the remaining bus routes is given in **Table 3** below.

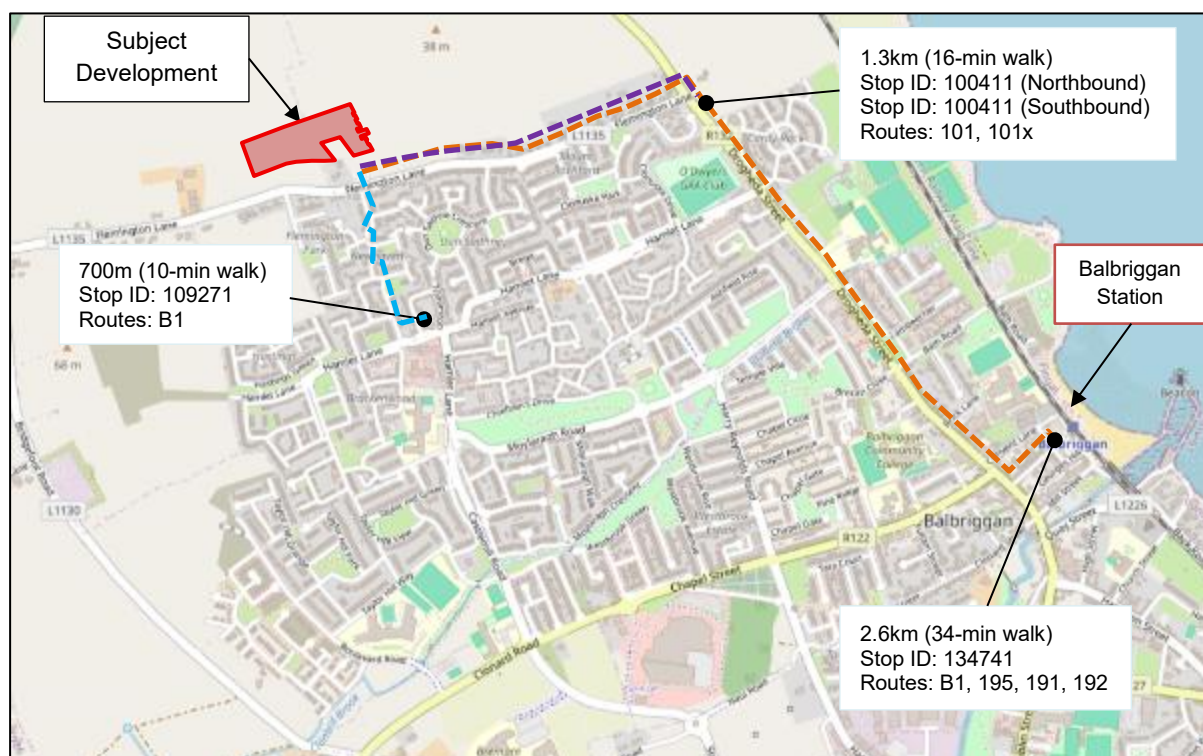


Figure 7 | Bus Network – Walking distance from development to Bus Stops

A summary of the frequency of these bus routes is shown in **Table 3** below, where the hours indicate the time when the buses pass at the mentioned bus stop.

Route	From	To	Weekday Frequency	Saturday Frequency	Sunday Frequency
101	Dublin	Drogheda	Every hour between 04:29 and 06:29 Every 20-30 minutes from 06:29 and 21:41 Every hour between 21:41 and 03:20	Every hour between 04:26 and 06:26 Every 20-30 minutes from 06:26 and 21:38 Every hour between 21:38 and 03:24	Every hour between 04:25 and 11:39 Every 30 minutes from 11:39 and 21:36 Every hour between 21:36 and 03:18
	Drogheda	Dublin	Every hour between 02:21 and 05:21 Every 20-30 minutes from 05:21 and 20:21 Every hour between 20:21 and 01:17	Every hour between 02:21 and 05:20 Every 20-30 minutes from 05:20 and 20:22 Every hour between 20:22 and 01:16	Every hour between 02:21 and 09:21 Every 30 minutes from 09:21 and 19:23 Every hour between 19:23 and 01:17
101x	Dublin	Drogheda	4 services 17:13, 17:53, 18:22, 18:42	No service	No service
	Drogheda	Dublin	5 services 06:17, 06:45, 07:06, 07:28, 07:43	No service	No service
B1	Hastings Green Roundabout	Millfield Shopping Centre	Every 30 minutes between 06:31 and 19:31 Every hour between 19:31 and 23:41	Every 30 minutes between 06:31 and 19:31 Every hour between 19:31 and 23:41	Every hour between 08:01 and 23:01

	Millfield Shopping Centre	Hastings Green Roundabout	Every 30 minutes between 06:47 and 20:18 Every hour between 20:18 and 23:17	Every 30 minutes between 06:46 and 20:17 Every hour between 20:17 and 23:16	Every hour between 07:43 and 23:43
192	Balbriggan	Swords	10 services Every 1 to 2 hours between 06:20 and 22:35	10 services Every 1 to 2 hours between 06:20 and 22:35	10 services Every 1 to 2 hours between 06:20 and 22:35
	Swords	Balbriggan	10 services Every 1 to 2 hours between 06:00 and 23:00	10 services Every 1 to 2 hours between 06:00 and 23:00	10 services Every 1 to 2 hours between 06:00 and 23:00
195	Ashbourne	Balbriggan	5 services Every 2 to 3 hours between 08:30 and 19:45	5 services Every 2 to 3 hours between 08:30 and 19:45	5 services Every 2 to 3 hours between 08:30 and 19:45
	Balbriggan	Ashbourne	5 services Every 2 to 3 hours between 08:45 and 20:25	5 services Every 2 to 3 hours between 08:45 and 20:25	5 services Every 2 to 3 hours between 08:45 and 20:25

Table 3 | Local Bus Routes and Frequencies

(Source: Transport for Ireland)

3.5 Rail Network

The nearest rail station to the subject site is the Balbriggan Station, located approximately 2.6km to the southeast of the site. This distance can be reached in 34-minute walking or c. 8-minute cycling. It is also possible to take the B1 Bus to Balbriggan Station, which is a 7-minute bus ride. This reduces travel time to the station.

The location of Balbriggan Station and the routes to the station are shown in the figure below.

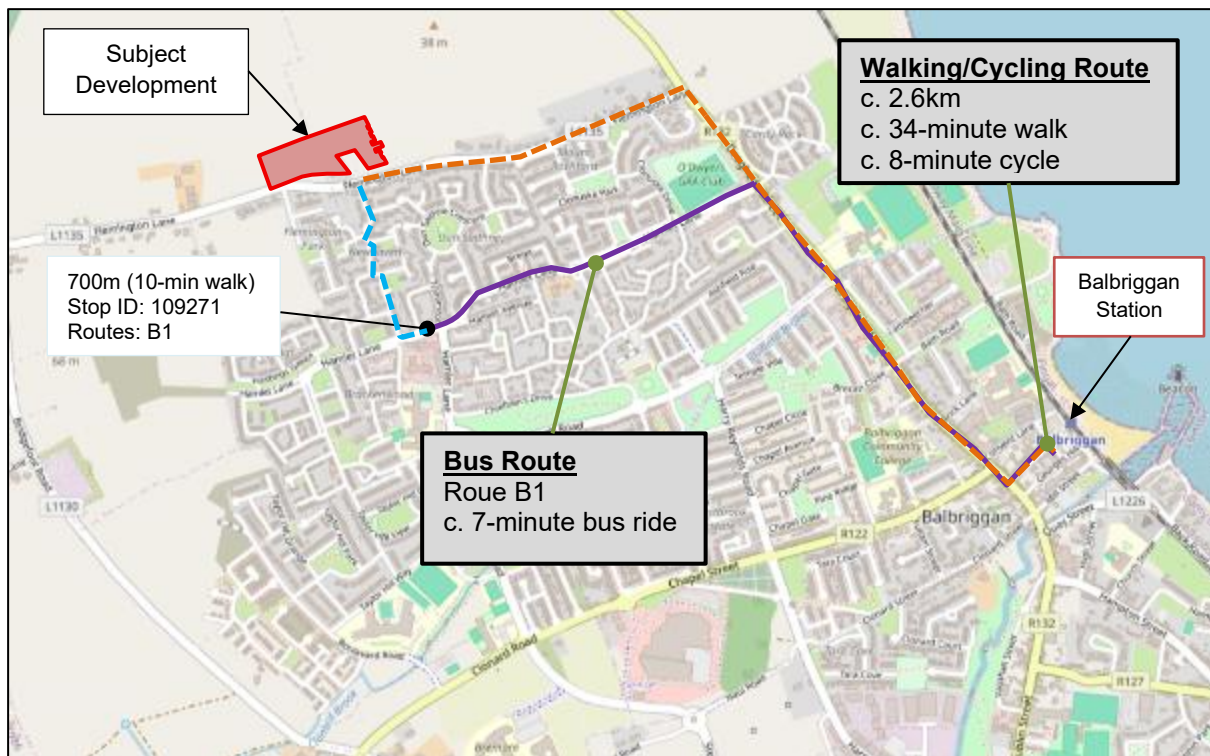


Figure 8 | Location of Balbriggan Station and Routes from the Site

This station provides access to several locations in the northern and southern regions.

The rail route serving Balbriggan Station is the Dublin - Dundalk Commuter. The frequency of the rail route is shown below.

Route Name	Frequency
Dublin - Dundalk Commuter	Monday to Friday: From 06:48 to 00:35, every 20-40 min (roughly every 10–20 minutes in peak periods) Saturday: From 08:01 to 00:33, every hour Sunday: From 09:56 to 00:30, every hour

Table 4 | Irish Rail Frequencies
(Source: Irish Rail)

4. Transportation Improvements

4.1 DART+ Coastal North

Balbriggan Station, located approximately 1.9km southeast of the proposed development site, is part of the coastal north route of the DART railway network.

The DART+ Programme aims to improve current rail services across Dublin City and Greater Dublin, by modernising and providing an electrified, more frequent and reliable rail service thus enhancing capacity on the rail corridors.

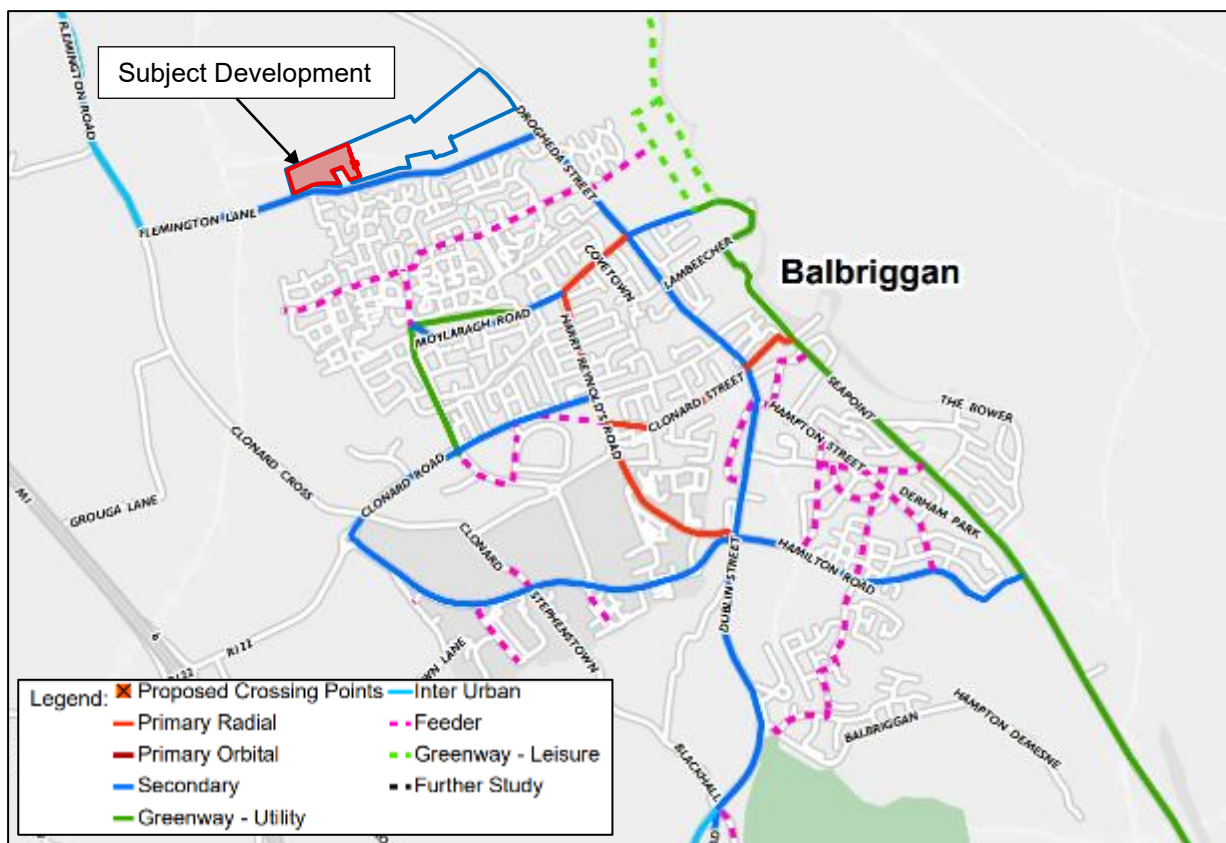
The following improvements – extracted from the DART+ website, are included as part of the DART+ Coastal North programme:

- *“Increase peak passenger capacity and increase train frequency between Dublin City Centre and Drogheda MacBride Station – inclusive of Howth Branch – facilitating frequent and reliable transport to the surrounding communities.*
- *Enhance public transport opportunities for work, education, and leisure purposes.*
- *Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that the DART+ Coastal North project will deliver.*
- *Help alleviate road congestion.*
- *Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.*
- *Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient, and safer public transport network.*
- *Improve multi-modal transport connectivity through the development of the wider DART+ Programme.*
- *Improve journey time reliability.”*

The latest update on according to the Dart+ website is that An Coimisiún Pleanála approved the Railway Order application for DART+ Coastal North on 19th August 2025. The procurement process will now commence for design and build contractors. Once the contractors have been appointed, a period of detailed design will commence followed by construction. Subject to funding being allocated it is anticipated that construction will be in the region of three years.

4.2 GDA Cycle Network Plan – NTA, 2022

The NTA published a 2022 version of the updated GDA Cycle Network Plan which supersedes the 2013 version. The proposed development site lies within the Balbriggan and Skerries area as outlined in the 2022 Plan. An extract of the updated cycle network is reproduced in the figure below.



The future local cycle network as shown in **Figure 9** above, includes a secondary route along the Flemington Lane. A secondary route is also proposed along the R132. An inter Urban route is proposed along Flemington Road northbound towards Gormanston.

The cycle network also includes a greenway along Seapoint (R127) and several feeder routes in the surrounding neighbourhoods in the vicinity of the subject site.

4.3 Local Network Improvements

4.3.1 Road Proposal on northern boundary of Flemington LAP lands

The Fingal Development Plan includes an objective for a new road proposal indicatively located adjacent to the northern boundary of the Flemington LAP lands. The road proposal objective that commences at the roundabout in close proximity to the junction of Clonard Road and Naul Road to the south, then travelling northwards and linking with Flemington Lane (adjacent to the south west corner of the LAP lands), and continuing along the northern boundary of the LAP lands and tying in with the R132 Route to the east. The section of the road proposal objective within the LAP lands will provide the opportunity to deliver a new link street that will integrate with the internal street network.

4.3.2 Balbriggan Ring Road

The Balbriggan (North-Western) Relief Road, also referred to as the C-Ring Road, is a transport scheme proposed in the Fingal Development Plan 2023–2029. It is a single-carriageway distributor road that will connect the existing R122 / Balbriggan (South-Western) Ring Road roundabout to the R132 in north Balbriggan.

The Balbriggan Ring Road begins at the R122 / L1360 roundabout, runs in a northerly direction crossing Flemington Lane, and then turns eastwards before terminating at its junction with the R132 to the north of Balbriggan.

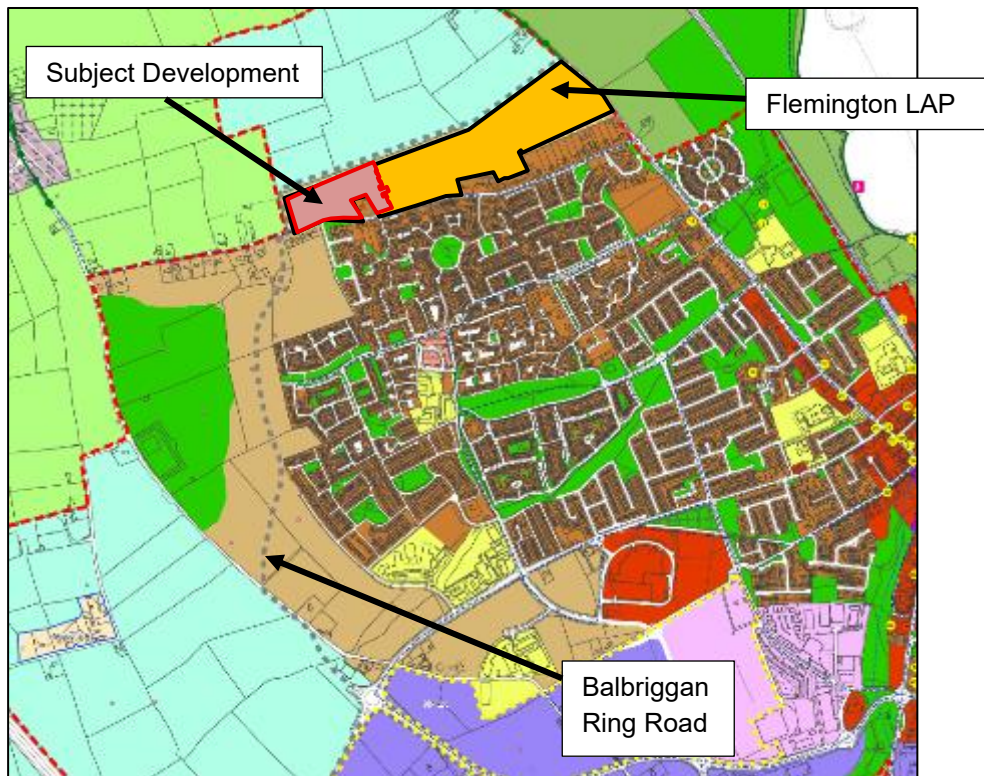


Figure 10 | Proposed Balbriggan Ring Road

(Source: Sheet No. 4 of the FDP 2023-2029)

As can be seen in **Figure 10** above, the proposed road will bypass existing built-up and zoned lands within urban Balbriggan.

The section of the proposed scheme between the R122 / L1360 roundabout and Flemington Lane will be delivered as part of the potential future development at Flemington South LRD (Reg. Ref. LRD0069/S3E), as illustrated in **Figure 11** below. Further details in relation to the Flemington South LRD are provided in **Section 7.2.2** below.

It is noted that, following completion of the Flemington South LRD, Bridgefoot Road will be severed, with a new junction provided at its intersection with the Balbriggan C Ring Road. As a result, Bridgefoot Road will link Flemington Lane to the north with the Balbriggan C Ring Road to the south.

In addition, Boulevard Road will benefit from a new junction at its intersection with the Ring Road, thereby providing a potential secondary access for residents of the surrounding area

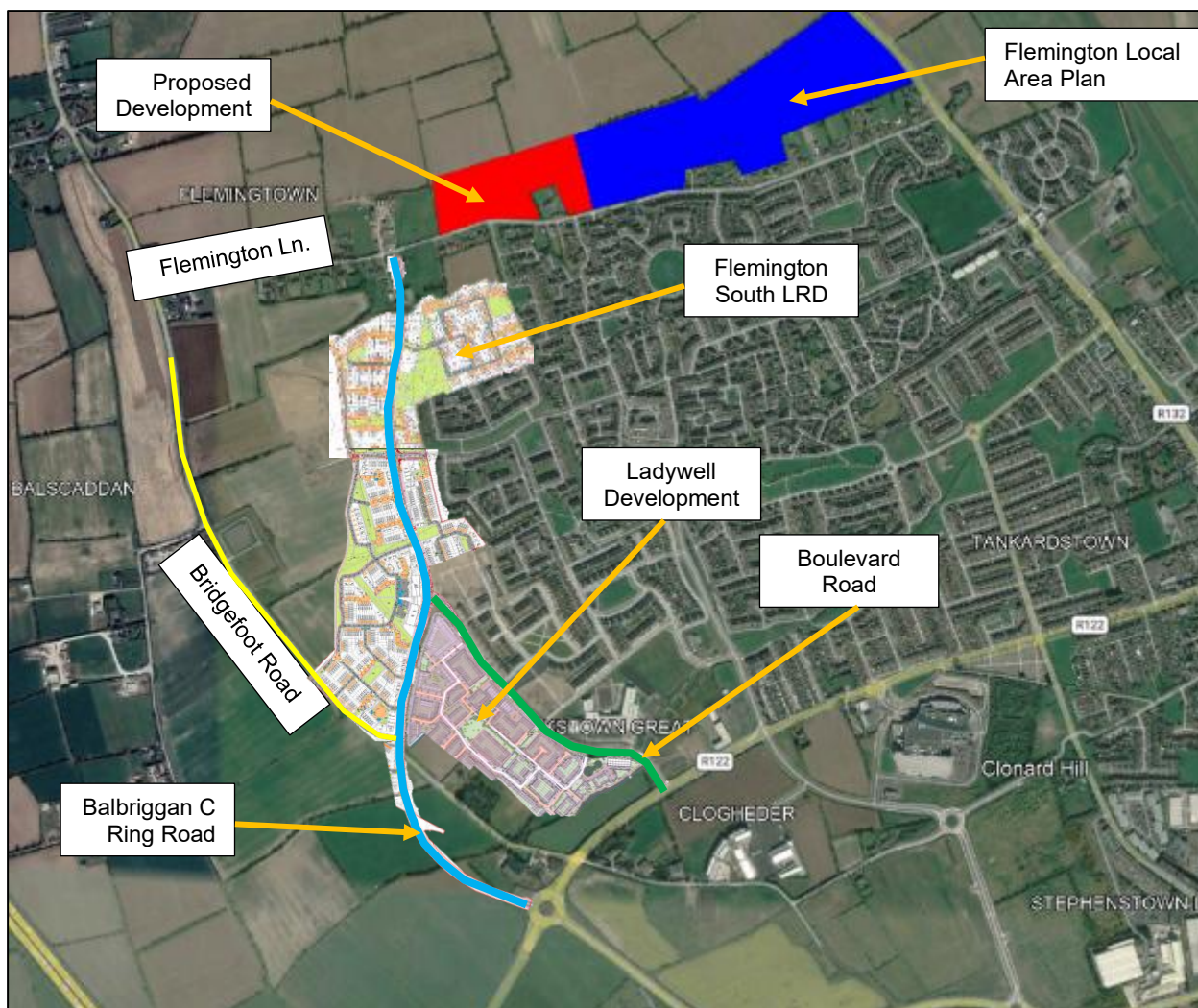


Figure 11 | Proposed Balbriggan Ring Road

(Source: Google Earth, Road Layout Sheet 1 to 3 Pln. Apl. Reg. Ref. No. LRD0069/S3E & Road Layout Pln. Apl. Reg. Ref. No. F21A/0055)

4.3.3 R122 / Boulevard Road Junction Upgrade

According to the Traffic and Transport Assessment report submitted as part of the planning application Reg Ref. ACP LH06F.321437, Boulevard Road Junction is in the process of being upgraded as part of Phase 4 Ladywell development. The junction upgrade should be delivered in the first phase of the development construction and will involve signalisation of the junction, as well as provision of flared two-lane approaches at all arms.

The upgrades will involve widening of the western and northern approaches to provide two approach lanes at each junction arm. In addition, the junction is to be fully signalised, with formal pedestrian and cyclist facilities being provided throughout.

The proposed layout is shown in the figure below.



Figure 12 | R122 / Boulevard Road Junction Upgrade
 (Source: TTA as part of planning application Reg Ref. ACP LH06F.321437)

5. Proposed Development

5.1 Development Description

The proposed large scale residential development (LRD) consists of 146no. dwellings in the form of 120no. houses and 26no. apartments in the following mix – 13no. 1-bed, 29no. 2-bed, 91no. 3-bed and 13no. 4-bed dwellings, and a single-storey childcare facility with play space, car parking and drop off area on Flemington Lane. All housing will be one or two-storey in height. The apartment buildings will be three-storey in height.

Three new vehicular accesses off Flemington Lane are proposed to serve the development. The proposal also provides for public open space including a Multi-Use Games Area (MUGA), communal open space associated with apartments, landscaping, boundary treatments, public lighting, car parking, motorcycle parking and bicycle parking and structures including an active travel hub and cycle route, bin storage structures, works to Flemington Lane itself including two pedestrian crossing points, undergrounding of ESB overhead lines, 2no. ESB substations, infrastructure services and all other associated site development works.

5.2 Access Points and Internal Road Layout

The site will be provided with three vehicular/pedestrian/cyclist accesses from Flemington Lane to the south of the proposed site. In addition, a shared pedestrian/cycle access point is proposed next to the Crèche from Flemington Lane, which also provide access from the proposed Active Travel Link.

The proposed access roads are shown in **Figure 13** below.



Figure 13 | Proposed Site Layout

A new Link Street is proposed from Flemington Lane to provide vehicular access, with a design speed of 30 km/h and a width of 6.5 metres. Internal local streets, designed as shared surface environments for pedestrians and vehicles, are proposed to provide access to residential properties. All internal roads within the proposed development have been designed with a 30 km/h speed limit to promote safe operation. All internal junctions within the site are proposed as priority junctions.

The visibility splays of all junctions have been designed in accordance with the requirements set out in the DMURS, which recommends visibility splays of 23m x 2.4m on roads without bus routes and a speed limit of up to 30km/h, and 45m x 2.4m on roads with a speed limit of 50km/h. The proposed sightlines for subject site can be found in Waterman Moylan Drawing No. *FLE-WMC-CA4-ZZ-DR-C-P0115 Proposed Visibility Splays & FLE-WMC-CA4-ZZ-DR-C-P0120 - Visibility Splays on R132*.

The local streets have been designed primarily to meet the needs of pedestrians, cyclists, children and residents. In accordance with the recommendations of Section 4.3.4 of DMURS, these streets are proposed as shared surfaces, incorporating a vehicular ramp at each access. The streets comprise a 6.0 m wide carriageway with a material and finish distinct from that of the Link Street, as well as fully embedded kerbs are also incorporated within the street surface.

Further details regarding the internal road layout can be found in Waterman Moylan Drawings No. *FLE-WMC-CA4-ZZ-DR-C-P0111-P0113 Proposed Levels & Kerbing Layout Sheets*.

The proposed development will be accessed via a priority-controlled T-junction between Flemington Lane and the new Link Street, as shown in the figure below. The junction will provide vehicular access to the proposed residential development.

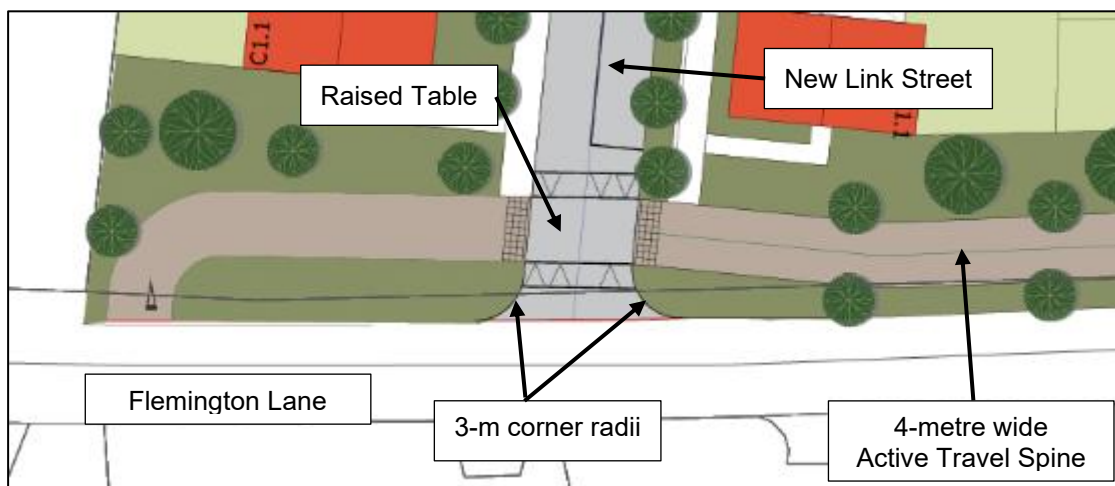


Figure 14 | Proposed Road upgrade – Western Access Road

In addition, the site layout has been specifically redesigned in response to the received LRD Opinion, which stated that the proposed Active Travel Spine should be relocated to provide additional space for the future widening of Flemington Lane.

Furthermore, the junction area has been designed to accommodate a future upgrade of the junction in accordance with the road hierarchy established under the Flemington LAP. The upgrade is intended to be delivered upon completion of the new Link Street, which will provide a connection between Flemington Lane and the R132. The upgraded junction will facilitate vehicular access to the Link Street in accordance with the Flemington LAP objectives, under which Flemington Lane is intended to function as a local access road only.

The junction has been designed to accommodate a future public transport service operating along the Link Street.

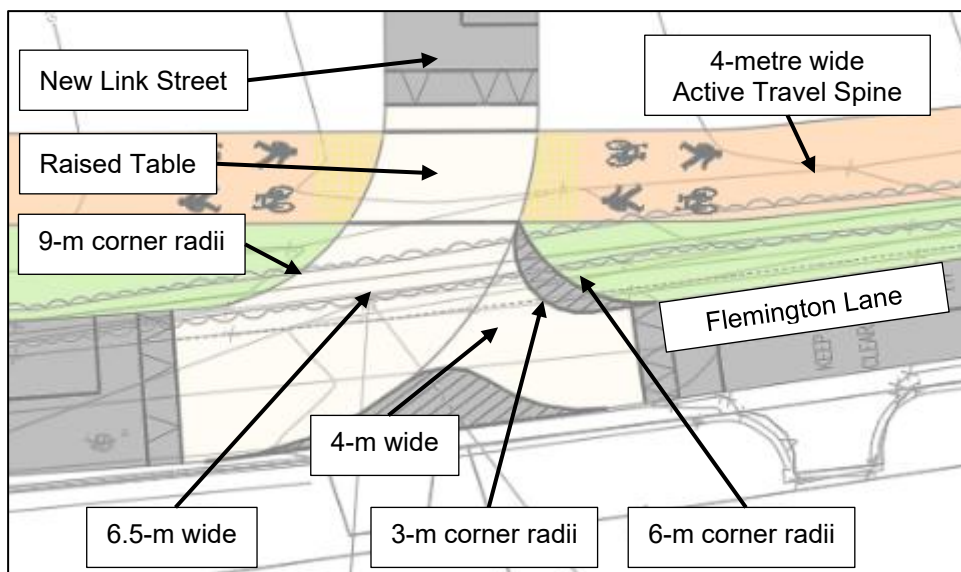


Figure 15 | Proposed Road upgrade – Western Access Road

As shown in the figure above, the corner radii have been increased to accommodate vehicular movements, and an extended raised table has been incorporated to reduce vehicle speeds. The eastern access to Flemington Lane has been reduced to 4.0 m in width to limit vehicular use and reinforce its function as access streets for residents along its extension.

5.3 Cycle Facilities and Pedestrian Crossings

The proposed development has been designed to facilitate pedestrian and cyclist movement throughout the site.

The development includes a 4.0 m wide shared Active Travel Spine in accordance with the Flemington Local Area Plan. This facility begins at Flemington Lane, to the west of the Flemington Lane/New Link Street junction and extends across the site in a west-east direction. In line with the Flemington LAP, the Active Travel Spine will be extended towards the R132 with the future extension of the residential developments along the LAP, forming part of the principal pedestrian and cycle route through the LAP lands.

In addition, an Active Travel Hub is proposed which will enhance the public realm and serve as a focal point for both residents of the proposed development and the surrounding area.

The proposed development includes cycle parking facilities for both residents and visitors at multiple locations throughout the site.

Pedestrian footpaths are provided throughout the development on both sides of the Link Street, connecting all residential units to communal open spaces and the wider pedestrian network. These footpaths have been designed with a minimum width of 2.0 m in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS).

Several pedestrian crossing facilities are proposed along the Link Street at key desire-line locations to facilitate pedestrian movement throughout the site. These crossings are provided on raised tables, which will assist in maintaining low vehicle speeds and improving pedestrian safety.

Furthermore, in response to the LRD Opinion, which identified the need for improvements along Flemington Lane to enhance walking and cycling connectivity through the provision of controlled crossing facilities and appropriate traffic-calming measures, the proposed development includes raised tables at two locations along Flemington Lane: adjacent to the proposed crèche and close to the eastern access. These raised

tables serve a dual function, acting as traffic-calming measures while also providing safe and convenient pedestrian crossing points.

Figure 16 below illustrates the Active Travel Spine, the Active Travel Hub, the pedestrian footpath network, and the proposed raised tables throughout the site.

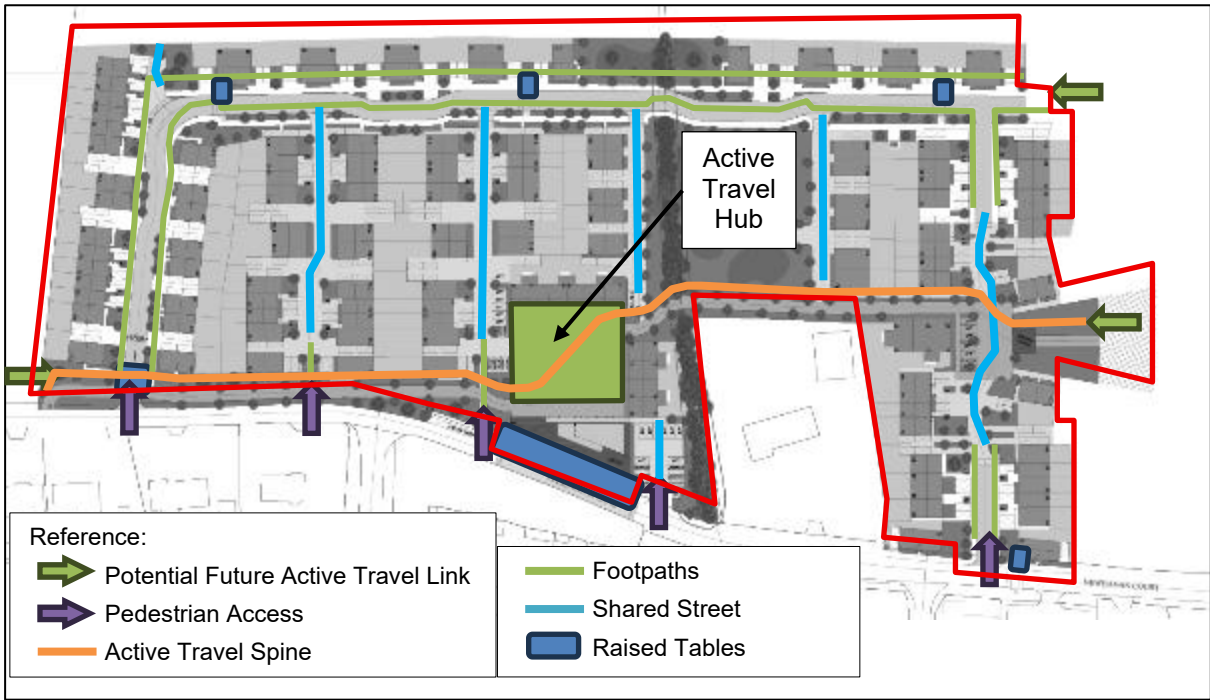


Figure 16 | Proposed Cycle Track and Raised Tables

5.4 Car Parking

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

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (2025)
- Fingal Development Plan 2023 – 2029 Standards

Details of the specific car parking assessment are set out in the Waterman Moylan Report No. 25-107r.004 *Traffic and Transport Assessment*, Section 9.1, which is included in the documentation package.

The table below shows the breakdown of car parking spaces.

Car Parking Provision		Amount
House Parking	1.5 spaces per 3B/4B House	156
	1 space per 2B House	16
	0.7 spaces per apartment	19
Apartment Parking	1 visitor space per 5 units	5
	Motorcycle	2
Creche Parking	Staff	3

Drop-off	4
Active Travel Hub	3
Total Car Parking Spaces	206
Total Motorcycle Parking Spaces	2

Table 5 | Car Parking Spaces Proposed

A total of 206 no. car parking spaces are proposed to serve the Subject Site. This provision comprises 172 no. spaces allocated to the proposed houses, 24 no. spaces serving the apartment units, and 7 no. spaces associated with the proposed crèche facility. 4 no. accessible car parking spaces are included as part of the parking places provided in accordance with applicable standards.

5.5 Cycle Parking

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

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (2025)
- Fingal Development Plan 2023 – 2029 Standards

Details of the specific cycle parking assessment are set out in the Waterman Moylan Report No. 25-107r.004 *Traffic and Transport Assessment*, Section 9.2, which is included in the documentation package.

Fingal Development Plan 2023-2029 Standards have been used to provide cycle parking for the subject development. The proposed cycle parking is shown in the table below.

Unit Type	No. Units	Cycle Parking Spaces Proposed			
		Ratio		Proposed	
		Resident	Visitor	Resident	Visitor
Houses					
2-bed	16	2	0	32	0
3-bed	91	3	0	273	0
4-bed	13	4	0	52	0
Apartments					
1-bed	13	1	0.5	13	6
2-bed	13	2	0.5	26	7
Crèche					
Creche	4 classrooms	1 per classroom	3.5 per classroom	4	14
Active Travel Hub					
Shared bicycles				14	
Bicycle Locker				5	
Short-stay				4	
Public					
Visitor parking				8	
Cargo				7	
Total				465	

Table 6 | Cycle Parking Spaces – Proposed

A total of 465 no. cycle parking spaces is proposed for subject development comprising of 409 no. residential cycle parking spaces, 18 no. creche cycle parking spaces and 38 no. public cycle parking spaces. An additional 15 creche scooter parking spaces have been provided.

It is considered that cycle parking provision is sufficient to meet the needs of the development and to promote cycling as a sustainable alternative mode of transport.

6. Modal Split Targets

6.1 Small Areas – Census 2022

Analysis of the expected modal split preferences for residents in the vicinity of the Subject Site was based on public data from 2022 census. The Central Statistical Office conducted this census on 3rd of April 2022, with data made available at a small-area level to facilitate localised analysis.

For the proposed development, a representative sample of these areas was chosen to derive an average value, which serves as a basis for predicting the potential travel behaviour of its future residents. This approach was adopted as the areas highlighted on **Figure 17**. below comprise residential developments with characteristics similar to the subject development therefore providing information on mode share that can be attributed to the proposed development.

The selected 2022 small areas are shown in the figure below.

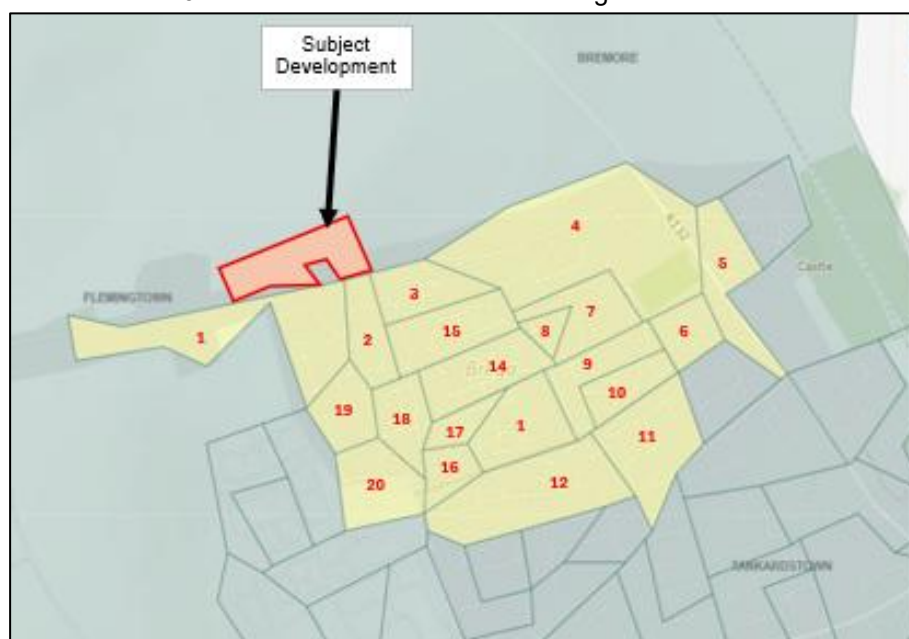


Figure 17 | Consulted Small Area – Census 2022

6.2 Mode Share, Modal Split and Car Ownership

The modal split in the selected Small Area was 57% by car, 17.4% by public transport (bus and train), 22.7% by walking, and 2.9% by cycling.

The survey found that the population of 7,177 people living in these areas had a car ownership of 2,576 vehicles, which equates to 1.13 cars per dwelling unit.

Further Details regarding the results of the survey on car ownership in the small areas surveyed are presented in Waterman Moylan Report No. 25-107r.004 *Traffic and Transport Assessment, Section 6.1*.

6.3 Target Modal Split

The targets presented in this section are set out with the objective of developing the strategies on which this Mobility Management Plan is based. In order to ascertain the possible objective targets for the region, the targets set out in the *Greater Dublin Area Transport Strategy 2022-2042* were consulted, and the 2022 census has been adopted as a baseline.

Mode Share Targets for 2042:

Mode Share for Active Travel	34% (Increasing from 28% in 2016)
Mode Share for Public Transport	17% (Increasing from 14% in 2016)
Mode Share for Private vehicles	49% (Reducing from 58% in 2016)

The target modal split for the Subject Site has been established in line with the Transport Assessment and Transport Strategy report for the 2042 assessment year. The following table presents the modal split objective for this Mobility Management Plan with the previous census's values serving as a reference point:

Mode	Census 2022	Target 2042
Private vehicles	57%	50%
Public Transport	17.4%	18%
Walking	22.7%	24%
Cycling	2.9%	8%
Total	100%	100%

Table 7 | Target Modal Split for Residents Journey to Work, School, or College 2022-2042

Table above sets up the target modal split for the subject site. These have been made considering a significant decrease in the car modal share, following the targets indicated in the Greater Dublin Area Transport Strategy.

The increase in mode share for active travel has been made considering the proposed, committed and potential future developments that will be built surrounding the subject site. Further information can be found in the *Waterman Moylan Consulting Engineer report 25-107r.004 Traffic and Transport Assessment*, which is attached to the current planning application.

6.4 Strategy

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

- (a) Reduce single-occupancy car use.
- (b) Reduce the use of cars for short journeys from the Subject Development, particularly at peak times.
- (c) Promote the use of sustainable transport systems to and from the Subject Development.
- (d) Promote the use of public transportation to reach their destinations.

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

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

7. Proposed Mobility Management Plan

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

It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Mobility Management Plan is designed to address the typical day-to-day operational requirements at the site. It will be implemented and managed by the Mobility Management Plan Coordinator, who will be responsible for overseeing the implementation and management of the Mobility Management Plan.

7.1 Mobility Management Plan Coordinator

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

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

- Implementing and maintaining the plan.
- Monitoring the progress of the plan.
- Liaise with internal departments and stakeholders, public transport operators and planning and highways officials.
- Producing information reports for the developer, residents, and planning and highway authorities.
- Ongoing evaluation of the Plan's objectives.

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

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

7.1.1 Local Policies Review

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

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

7.1.2 Site Audit

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

- Public Transport service: The location of the bus stops and the train stations must be considered, as well as the routes served and the frequency of services.
- Pedestrian and cycle accessibility: This should include an assessment of the local cycling and walking environment from the Subject Development to the various public transport stops. This assessment must consider the current conditions and where necessary, identify areas for improvement.
- Road condition: This involves considering the traffic condition and level of congestion near the site.
- Parking spaces near to the site: A survey of car and cycle parking near the site will provide an indication of whether residents need to drive to the site and if they have sufficient car parking spaces. The survey must consider the volume and usage of the parking spaces, their location, the quality and quantity of the available parking, and the relationship between these factors and the demand for parking spaces. It must also consider any management issues that may arise.
- Location of the surrounding facilities: It is paramount for residents to be aware of the location of the primary shops, as well as the relative distance to the site. The distance should be provided in metres and in travel time, either walking or cycling.

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

7.1.3 Residents Travel Survey

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

- Basic Personal information (age, household size, car ownership, occupation)
- Primary mode of transport.
- Current travel patterns including the time taken to travel to work and the place of work.

It is also necessary to ascertain the residents' views on alternative modes of transport to the car, in order to identify the factors that would encourage them to switch to other modes. Furthermore, it is important to ascertain the extent of usage of car sharing schemes.

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

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

7.1.4 Promoting the Mobility Management Plan

It is the responsibility of the Mobility Management Plan Coordinator to provide all new residents at the site with a travel pack. The travel pack contains:

- (a) The Mobility Management Plan.
- (b) Public transport information, including bus and rail routes and frequencies.
- (c) The benefits of the Mobility Management Plan for residents and visitors.
- (d) Details of tax incentives available, such as the Bike to Work Scheme, the Tax Saver Scheme for public transport tickets, etc.

- (e) A travel survey form.
- (f) Detailed pedestrian and cycle facilities.

7.2 Action Plan

7.2.1 Walking

Walking offers well-documented health, environmental, and social benefits. The area surrounding the Subject Site is undergoing significant development, with plans for new residential and commercial facilities, expected to enhance walkability and strengthen pedestrian access. In time, this will encourage residents to reduce car use for short journeys and instead choose walking as a primary mode of travel to nearby bus stops, grocery stores, workplaces, schools, or colleges. The integration of footpaths within the Subject Development with both existing and future pedestrian infrastructure will enable seamless connections beyond the development itself.

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

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

7.2.2 Cycling and cycle parking

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

The Subject Development is located in close proximity to a variety of amenities and employment areas, within a 15-minute cycle, as shown in **Figure 5** above.

To facilitate the storage and maintenance of bicycles in the area, for the proposed 146 No. residential units under this application, a total of 465 no. cycle parking spaces is proposed for subject development comprising of 409 no. residential cycle parking spaces, 18 no. creche cycle parking spaces and 38 no. public cycle parking spaces. An additional 15 creche scooter parking spaces have been provided.

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

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

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

7.2.3 Car for individual use, shared use, and parking

Thousands of commuters travel the same routes to work every day, arriving at their destinations at the same time as their coworkers. There would be 50% less cars on the road during peak time if every driver had a companion in the car. There are numerous advantages to utilising sharing services for commuting

purposes, including a reduction in carbon emissions, fuel costs and parking fees, as well as a reduction in congestion and journey times due to a reduction in the number of vehicles on the road. Additionally, the experience of the journey is enhanced due to a reduction in congestion and the presence of company.

For people who live in places with long commutes or poor access to public transportation, carsharing is an attractive mode of transport.

To enable the formation of these vehicle sharing schemes, the Mobility Management Plan Coordinator can use local communication channels (email groups, meeting spots, etc.) to encourage contact amongst various drivers.

As indicated in **Section 5.7** above, The Subject Development proposes a total of 206 No. car parking spaces, comprising of 172 no. spaces allocated to the proposed houses, 24 no. spaces serving the apartment units, and 7 no. spaces associated with the proposed crèche facility.

The Mobility Management Plan Coordinator will be responsible for the management of inappropriate parking within the development.

7.2.4 Strategy for public transport use

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

(1) Promote Tax Saver Commuter tickets

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

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

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

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

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

The Mobility Management Plan Coordinator will be responsible for disseminating this information to the residents of the Subject Development, thereby affording them the opportunity to request this benefit at their place of employment.

(2) Update travel information

The Mobility Management Plan Coordinator will provide maps of the local area, indicating the nearest bus stops and train stations and the distance between the Subject Development and these points. Additionally, the Coordinator will provide updated local train and bus maps and timetables.

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

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

(3) Monitoring of the Public Transport service

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

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

(4) Advantages of using public transportation

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

- **Pollution reduction:** It is well known that commuting by efficient public transport is significantly less polluting in terms of CO₂ emissions than using a private car. For example, a typical Euro 5 bus emits around 65g/km of CO₂ per passenger, while a Euro 6 car emits almost 190g/km. Therefore, travelling by public transport is the most environmentally friendly alternative, preventing thousands of tonnes of CO₂ from entering the atmosphere.
- **Reduction of noise pollution:** As with air pollution, noise pollution can be mitigated by augmenting the utilisation of public transport.
- **Reduction of congestion in cities:** The overuse of vehicles results in the daily collapse of cities, particularly during peak hours. This phenomenon transforms cities into dirty, noisy, and grey environments. Public transport represents an optimal alternative to enhance traffic flow by reducing delays and traffic jams, thereby achieving superior urban mobility.
- **Most liveable cities:** Increasing the use of public transport would benefit everyone and improve cities in many ways such as having greener cities, with less congestion, less pollution, and less greenhouse gas emissions.
- **Economical:** The costs associated with a private vehicle can be four times those of public transportation. The initial cost of a car is significantly higher than the sum paid for it. Furthermore, there are additional expenses such as fuel, maintenance, NCT, insurance, tolls, and other periodic costs. This renders public transport a more economical mode of transportation in both the short and long term.
- **Time saving:** The act of driving can be fraught with unexpected traffic jams or the necessity to search for parking, both of which can result in the loss of valuable time. Conversely, the use of public transport ensures that the scheduled time of arrival at the destination is maintained, thereby obviating the need for any further complications or stress.
- **The opportunity to engage in other activities:** The journey may be utilised to read, listen to music, catch up with friends, engage in conversation or simply to reflect. Bus or metro journeys are conducive to a variety of activities on a daily basis.

- Guarantee the mobility of groups with less access: This method of transportation ensures the possibility of travelling to young people, older people or people with reduced mobility who are unable to use or do not have their own vehicle.
- Accessible to the entire population: In addition to the aforementioned advantages, it is imperative to highlight the accessibility and subsidised prices that public transport offers, thereby ensuring its accessibility to the entire population. This is particularly important when considering the sectors of society at risk of social exclusion.

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

7.3 Monitoring of the Mobility Management Plan

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

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

The travel survey (refer to **Section 6.2.2** above) establishes the initial modal split of travel by residents. Once the travel survey has been completed and analysed, the Mobility Management Plan Coordinator will agree on annual targets with the main stakeholders (the developer, the occupier(s), the Local Authority, or its agents, etc.) for increasing the percentage of non-car modes of transport.

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

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

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

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

7.4 Marketing

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

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

The Marketing campaign will be created considering the following:

- Identify the Target Audience of the Marketing Campaign: marketing may be directed towards a number of different stakeholders, including residents, government representatives, and the general public. Consequently, it is essential to tailor the message and create content that aligns with the specific events and circumstances of each target group. It is crucial to recognise that the target audience will comprise a heterogeneous group of individuals at varying stages of readiness for change.
- Identify the aim of the Marketing Campaign: the identification of the objective of the marketing campaign serves to clarify the message. It is not the same to run a campaign to inform residents about a new benefit available, to inform stakeholders about the progress of the plan, or to provide a message to the surrounding community. In order to achieve this, it is essential to ascertain the target audience and the communication tool to be employed. This will inform the manner in which the messenger is to be utilized to achieve the desired impact.
- Identify Communication Tools: the objective is to identify the communication tools that will be employed. The manner in which a message is conveyed affects the subsequent evolution of that message. Consequently, the selection of media for an information campaign is contingent upon the target audience. These may encompass Facebook groups, WhatsApp diffusion, print media, digital media, live events, or document reports.
- Identify your Message: Once the target audience has been identified, the objective of the campaign has been established and the communication tools have been selected, it is crucial to create a clear message that effectively conveys the information to the audience in the desired manner.
- Brand the Marketing Campaign: the creation of a logo or emblem that is directly related to the campaign that is being developed can assist in the visualisation of the main and the messenger.

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

8. Conclusion

This Mobility Management Plan has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development on the Flemington, Balbriggan, Co. Dublin.

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

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

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

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

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

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

UK and Ireland Office Locations

