25241-01-001

PROPOSED RESIDENTIAL DEVELOPMENT AT DARNDALE, PRIORSWOOD, DUBLIN 17

MOBILITY MANAGEMENT PLAN

For

HAYES HIGGINS PARTNERSHIP

On Behalf of

RESPOND HOUSING ASSOCIATION

JULY 2026

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1. INTRODUCTION

1.1. BACKGROUND

Roadplan Consulting have been commissioned by Hayes Higgins Partnership on behalf of Respond Housing Association to prepare a Mobility Management Plan for a proposed residential development at Darndale, Priorswood, Dublin 17.

In preparing this report, Roadplan Consulting has made reference to:

- Guidance provided in the document '*Mobility Management Plans' - DTO Advice Note*;
- *Dublin City Development Plan 2022 - 2028*;
- *National Sustainable Mobility Policy 2022*
- *Sustainable Mobility Policy Action Plan 2022 - 2025*
- *Smarter Travel, A Sustainable Transport Future (2009-2020)*
- *Climate Action Plan (CAP) 2024.*

1.2. OBJECTIVES

The objective of this report is to assess the proposed development in terms of the mobility of trips to and from it, and to encourage reduced car use by increasing the attractiveness and practicality of using other modes of transport. The report will state the preliminary targets for each travel mode, with the intention of revising them in the future, when the development is fully operational.

The objectives for the proposed development can be summarised as follows:

- Reduction in car dependency as a mean of travel,
- Increased walking and cycling to work and school,
- Increased use of public transport where feasible,
- Increased shared commuting (car occupancy),
- Increased awareness and encouragement of the use of sustainable travel modes,
- Increased awareness of healthy lifestyles and exercise,
- Provision of travel information.

1.3. MOBILITY MANAGEMENT PLAN PURPOSE

A Mobility Management Plan (MMP) is a management tool that seeks to encourage as much travel as possible by sustainable means such as public transport, walking and cycling. It brings together transport and other residential, service and site management issues in a coordinated manner. A successful plan can reduce transport costs for both the residents, and site management and provide a low impact, resource efficient living environment.

The aim of the plan is to provide more sustainable transport choices which leads to a reduction in the use of private car as a means of transport. The MMP recognises that not all trips can be taken by sustainable modes and that motor vehicle trips will still be necessary and, in some cases, the preferred mode. However, where alternatives do exist, they should be promoted as the preferred choice and best practice. This MMP targets all trips generated

by residents, focusing on travel between their homes, and the residents destinations, be it work, school, leisure or other.

The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted, and monitored on an on-going basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are retained while others are not supported and are discarded. It is important that the plan retains the support of users and benefits from continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful.

2. PROPOSED DEVELOPMENT

2.1. SITE LOCATION

The subject site is a planned new residential development situated at Darndale, Priorswood In Dublin 7.

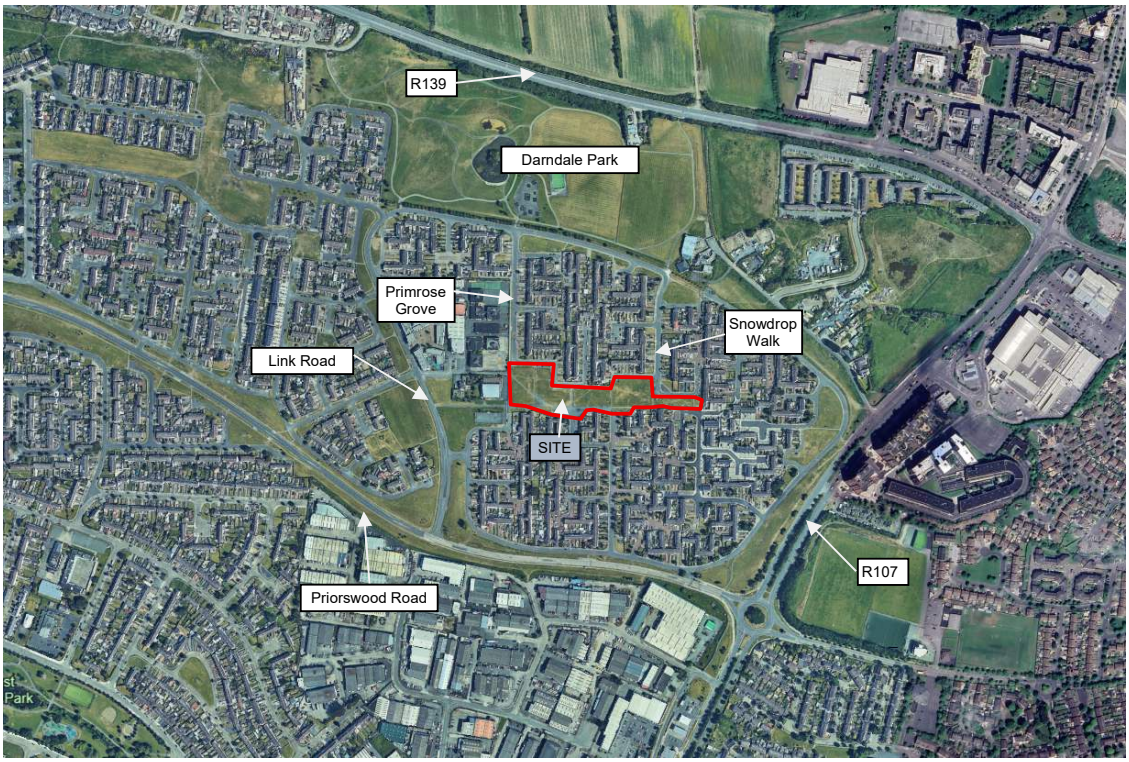

Figure 2.1 – *Site Location Map*

The site is located in the north of Dublin City, adjacent to Darndale Village centre. It is approximately 2.5 km from Dublin Airport and 5.5 km from Dublin City centre. The proposed development is located to the west of the R107 (Fairview to Malahide Road), to the south of the R139 (M50 to Baldoyle Rd) and with Priorswood Road to the south. It is situated within an existing residential area in Darndale. To the north of the site between the existing residential development and the R139 is Darndale Park.

2.2. DESCRIPTION OF PROPOSED DEVELOPMENT

The planned development consists of the construction of 84 residential units.

This is to include:

- 34 Houses
- 50 apartments
- 79 Car spaces
- 102 Bicycle spaces

Vehicular access is via existing residential access routes, Snowdrop walk, Marigold Road, Primrose Grove, Marigold Avenue and Buttercup Avenue.

A layout of the proposed development and access road is shown on the site plan which is contained in *Appendix A – Drawings*.

3. ACCESSIBILITY ASSESSMENT

3.1. INTRODUCTION

The road network surrounding the development site provides good connectivity within Dublin and excellent regional and national connectivity, with nearby access to the M50 and the M1.

The area is well served by local distributor roads including the R107 (Fairview to Malahide Road), to the east and the R139 (M50 to Baldoyle Rd) to the north with Priorswood Road to the south.

3.2. BUS

Bus services operate within the wider area and provide easy connectivity to key local destinations. These include Dublin City centre, transport links to rail services and other bus services. Bus stops are nearby and will be readily available and easily accessible to residents.

The location of nearby bus stops and the bus route numbers serving these stops are shown on *Figure 3.1*. These bus services are noted below.

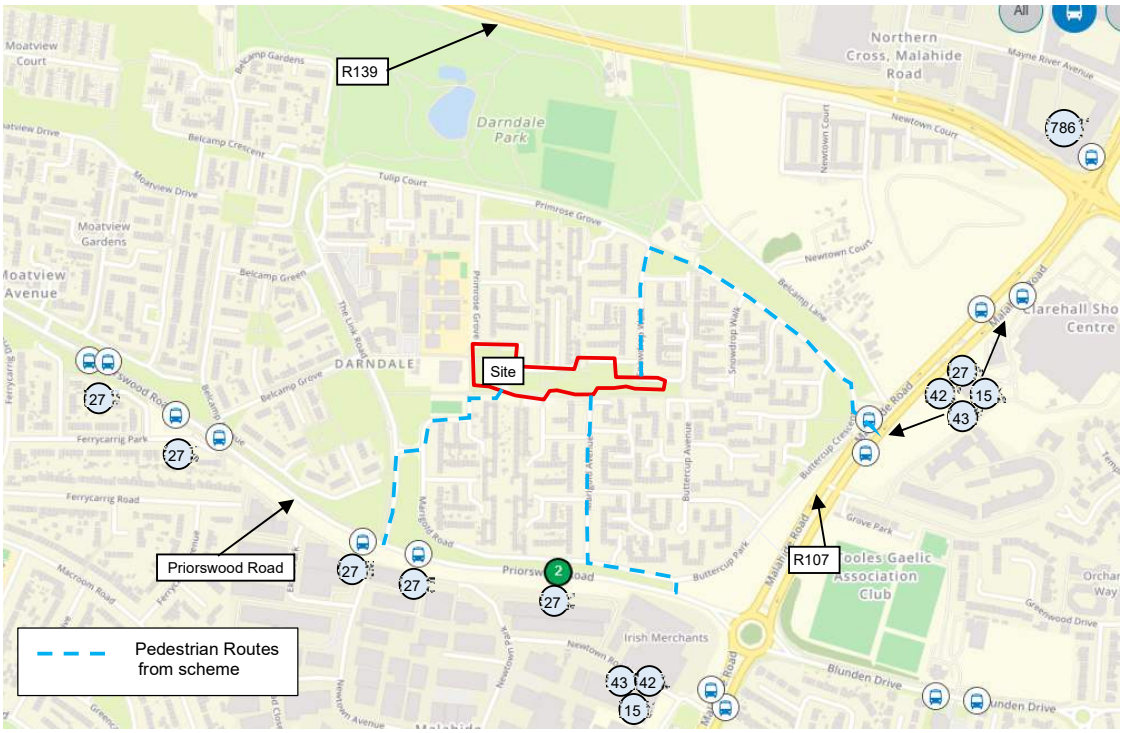

Figure 3.1– *Bus Stops and route numbers in the vicinity of the development*

The nearest bus stop is located on Priorswood Road, 300m away from the site. It serves the No. 27 bus which travels from Clare Hall to Jobstown in the south of Dublin City, passing through the city centre. It starts at 5:15 am and from 6:00 am operates every 10 minutes.

- No. 27: Clare Hall to Jobstown in the south of Dublin City Bus Service every 10 minutes
- No. 42: Portmarnock to Talbot Street (City Centre) – Bus services every 20–30 minutes.
- No. 43: Swords to Talbot Street (City Centre) Bus services every 20 – 30 minutes.
- No. 15: Ballycullen Road (Near Tallaght South City) to Clongriffin (Near Howth)

Figure 3.2 shows the route of the No. 27 bus. Full details of all bus routes can be found at. For real-time information, or to plan a journey, the website www.transportforireland.ie can be used.

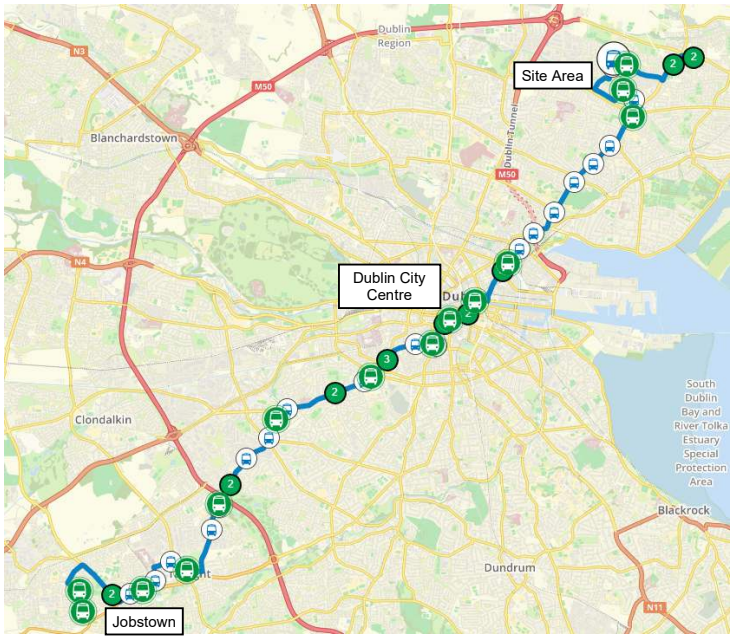

Figure 3.2 – *Bus route for the no. 27*

3.3. TRAIN

The site is located 4 km from Clongriffin Train Station. Clongriffin is on the Dart line between Malahide and Bray. It passes through Connolly Train Station in Dublin Centre, which facilitates connections with national trains going to Rosslare, Sligo and Belfast. The LUAS line also stops here.

It's a 50-minute walk from the site, but the No. 15 bus travels between the site and the Train Station.

Cycling will take 16 minutes. *Figure 3.3* identifies Clongriffin train station. The blue dots show the walking route from the development site to the No. 15 bus stop. The yellow line identifies the No. 15 bus route.

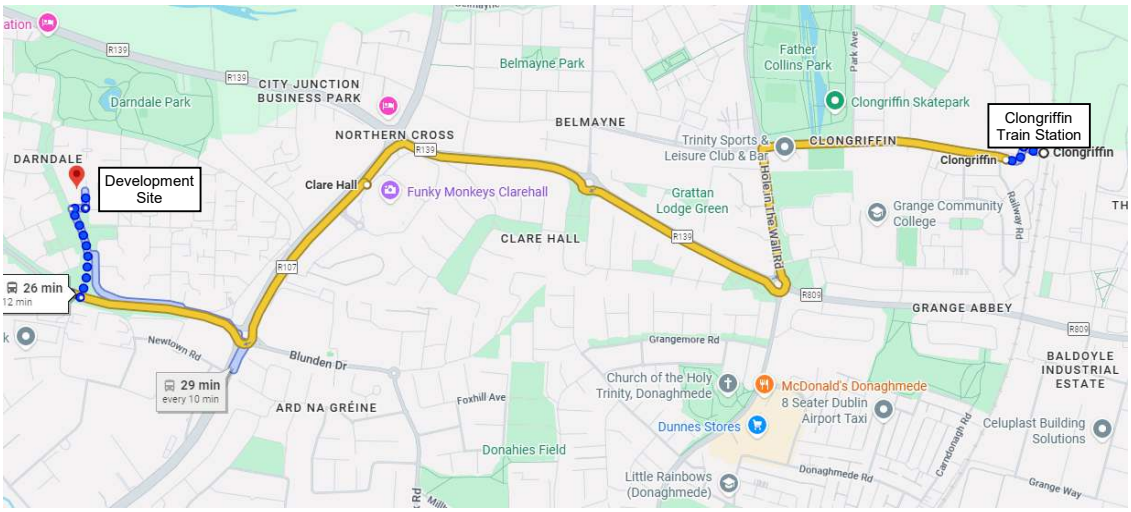

Figure 3.3– *Train Station Location- Route shown using the No. 15 Bus*

3.4. CYCLING

In 2023 the Greater Dublin Area Transport Strategy 2022–2042 was adopted. As part of this the Greater Dublin Area Cycle Network Plan was devised in conjunction with AECOM and presented. Figure 3.4 shows the intended cycle provision in the site Environs and adjoining areas.

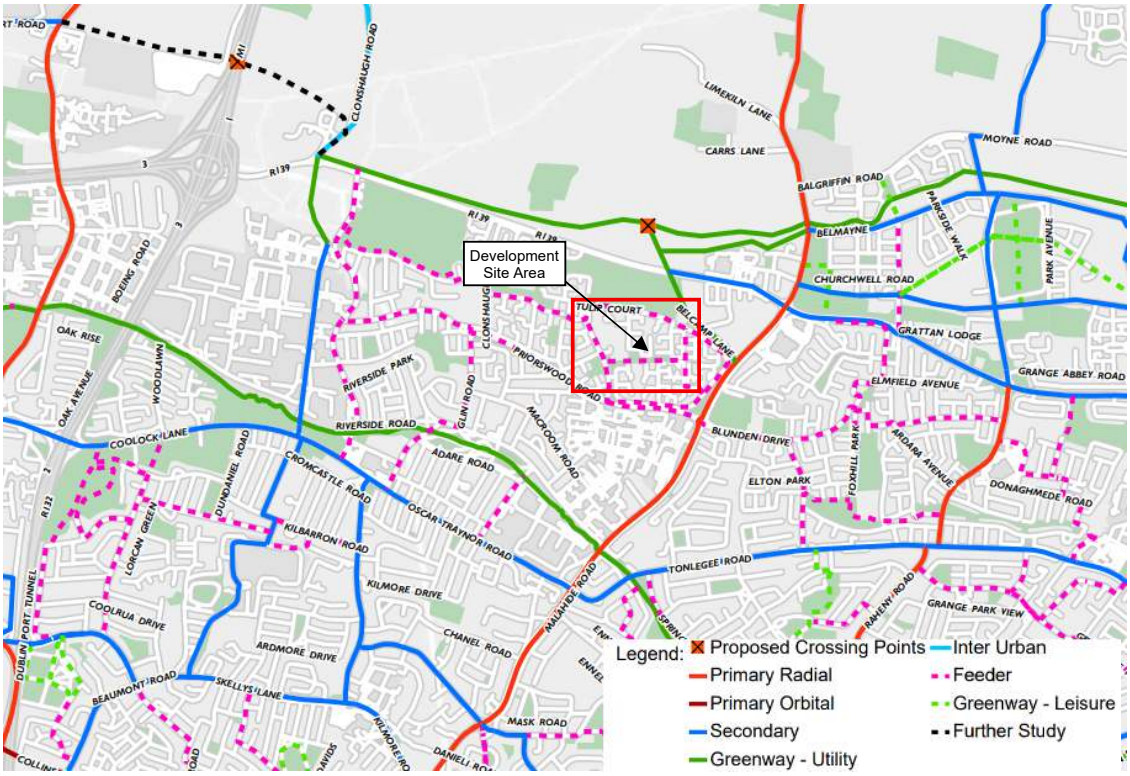

Figure 3.4: – *Extract from the Greater Dublin Area Cycle Network Plan Urban Cycle Network AECOM*

Within the immediate site area, connecting roadways have been identified as Feeder routes. These will channel local cycle users to secondary and primary routes.

- Feeder routes are described as: Localised cycling connections providing access among residential areas and local zones as well as providing access to secondary or primary routes.

The Malahide Road (R107) is identified as a Primary Radial Route:

- These are main cycling arterials enabling high levels of utility movements among town centres and Dublin City in a radial manner.

A section of the R139 is identified as a Secondary Route:

- These are described as moderately trafficked cycling connections between local zones and other network classifications.

To the North of Darndale Park a Greenway is identified

- Leisure Parkland, coastal or waterway links providing recreational and leisure functions.

In the Dublin City Development Plan 2022 to 2028 the council has established key cycling policies SMT08 and SMT09.

They refer to the improvement and expansion of cycle network facilities and are listed in Table 3.1.

SMT08 identifies the council's commitment to ongoing cycle infrastructure improvements

SMT09 commits to the NTAs Greater Dublin Area Cycle Network Plan

SMTO8	Cycling Infrastructure and Routes To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objective GI02.
SMTO9	Greater Dublin Area Cycle Network Plan To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility

Table 3.1: *Cycling policies in Dublin City Development Plan 2022 to 2028*

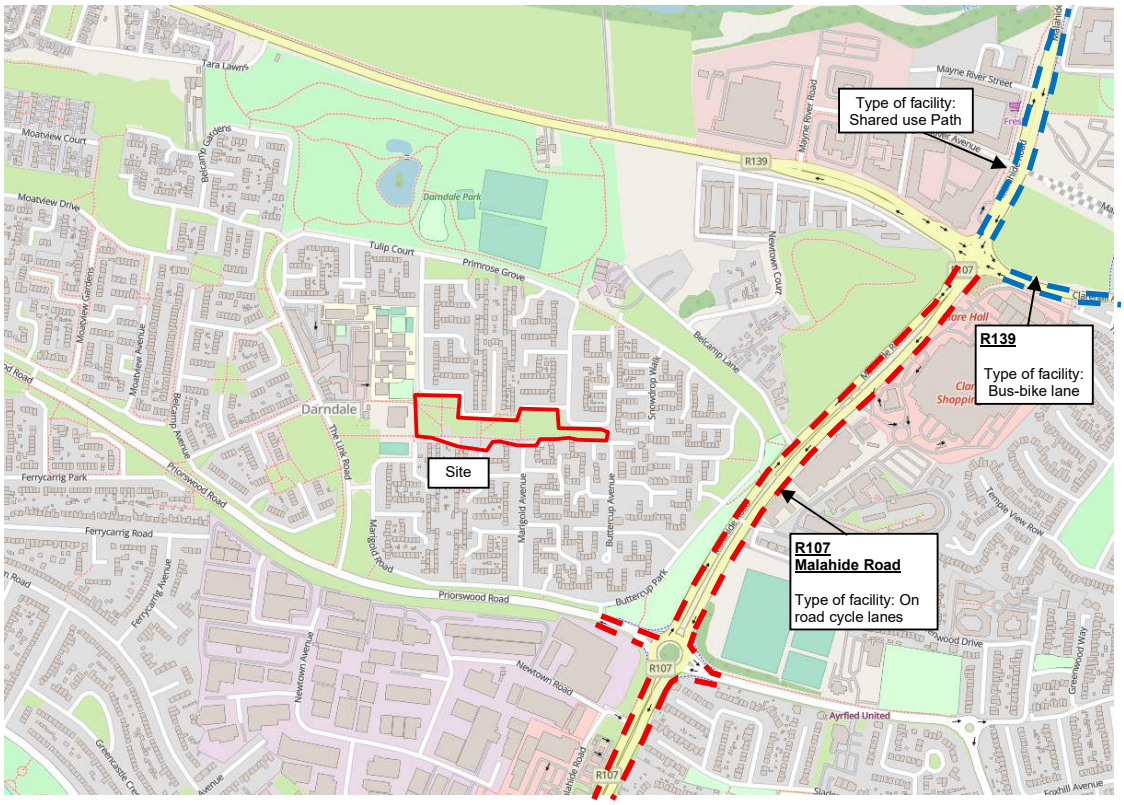

Figure 3.5: Existing Cycle Routes in the vicinity

Figure 3.6: On road cycle lane on R107 Malahide Road

Figure 3.7: Shared Bus / cycle lane on R139

An isochrone depicts the area accessible from a given point within a certain time threshold. Figure 3.8 shows the areas which can be reached

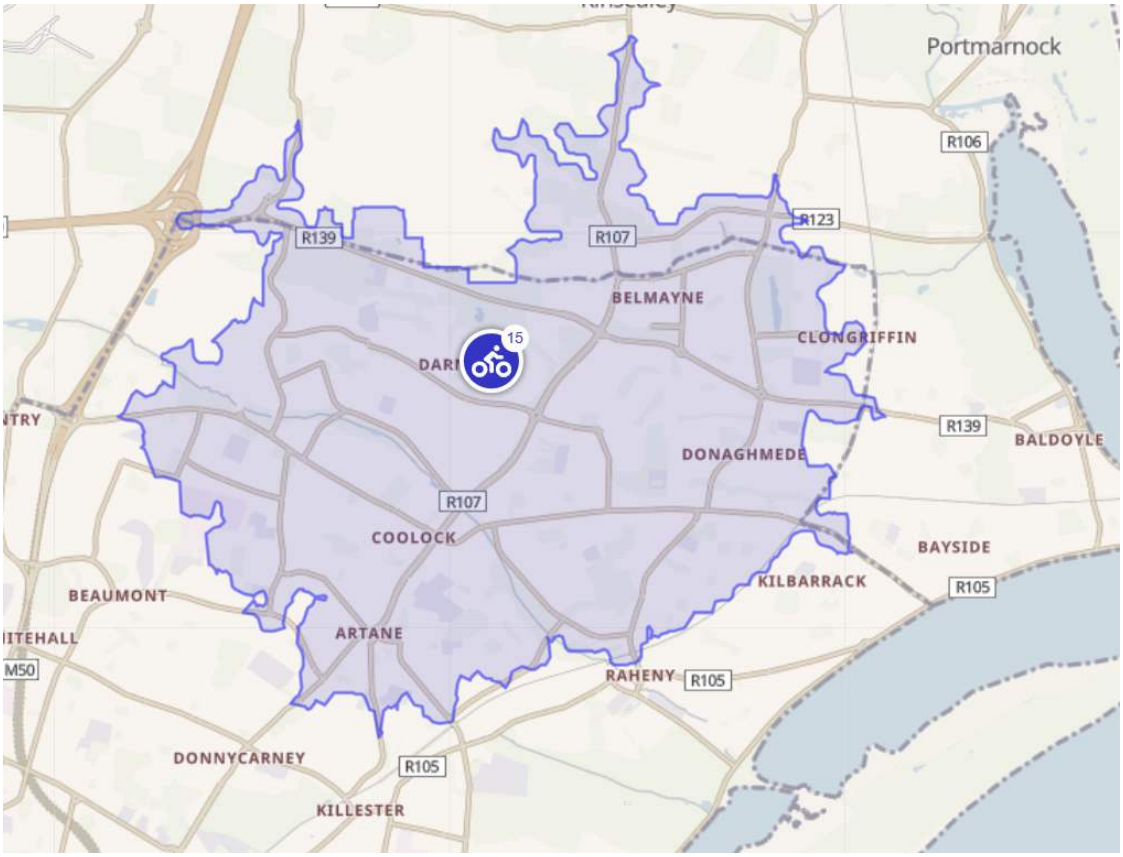

Figure 3.8– *Isochrone depicting the 15-minute Cycling Catchment Area*

Destination	Distance	Travel Time
Clarehall Shopping Centre	1.4 km	5 min
Clongriffin Train Station	3.5 km	12 min
Beaumont Hospital	3.9 km	14 min
Coolock Community College	2.5 km	8min
City Junction Business Park	1.4 Km	4 min

Table 3.1: *Cycling times to local landmarks*

In accordance with Dublin City Development Plan 2022 to 2028, 102 bicycle parking spaces will be provided on site for those cycling to and from the development.

3.5. WALKING

The proposed development can be accessed by pedestrians, with 1.8m footpaths in the vicinity of the site on both sides of Marigold Avenue, which provides a direct link to Priorswood Road and the nearest bus stops. Buttercup Avenue also links to Priorswood Road. Footpaths are a little wider and average up to 2m on both sides.

Snowdrop Walk also has 2m footpaths on both sides, pedestrian crossings (both controlled and uncontrolled) are available at nearby junctions on all approach roads. The majority of the road junctions in the area have good pedestrian crossing facilities with drop kerbs and tactile paving. See *Figure 3.9* below.

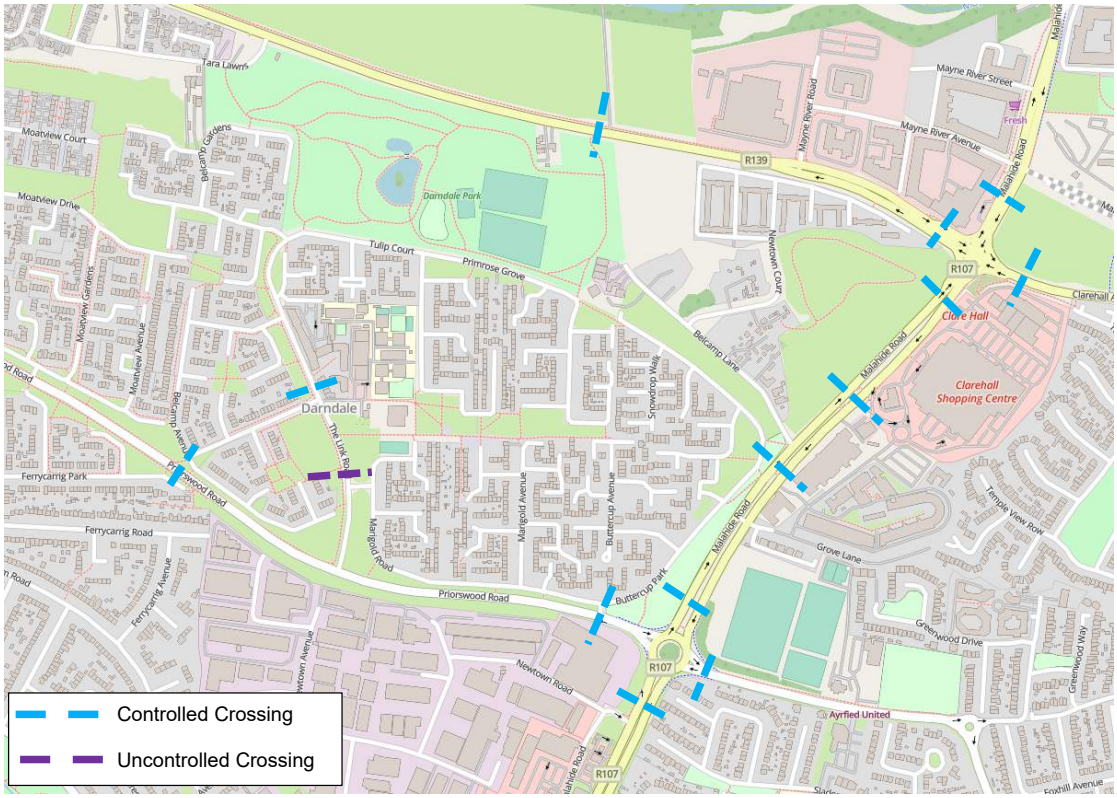

Figure 3.9: *Pedestrian Crossings in the vicinity of the site*

Key amenities are located within an 11-to-25-minute walk and are identified on *Table 3.2*

Destination	Walking Distance	Travel Time
Clarehall Shopping Centre	1.4 km	16 min
Clongriffin Train Station	3.5 km	46 min
Beaumont Hospital	3.9 km	50 min
Coolock Community College	2.5 km	30 min
City Junction Business Park	1.0 Km	13 min

Table 3.2- *Walking Distances in the vicinity*

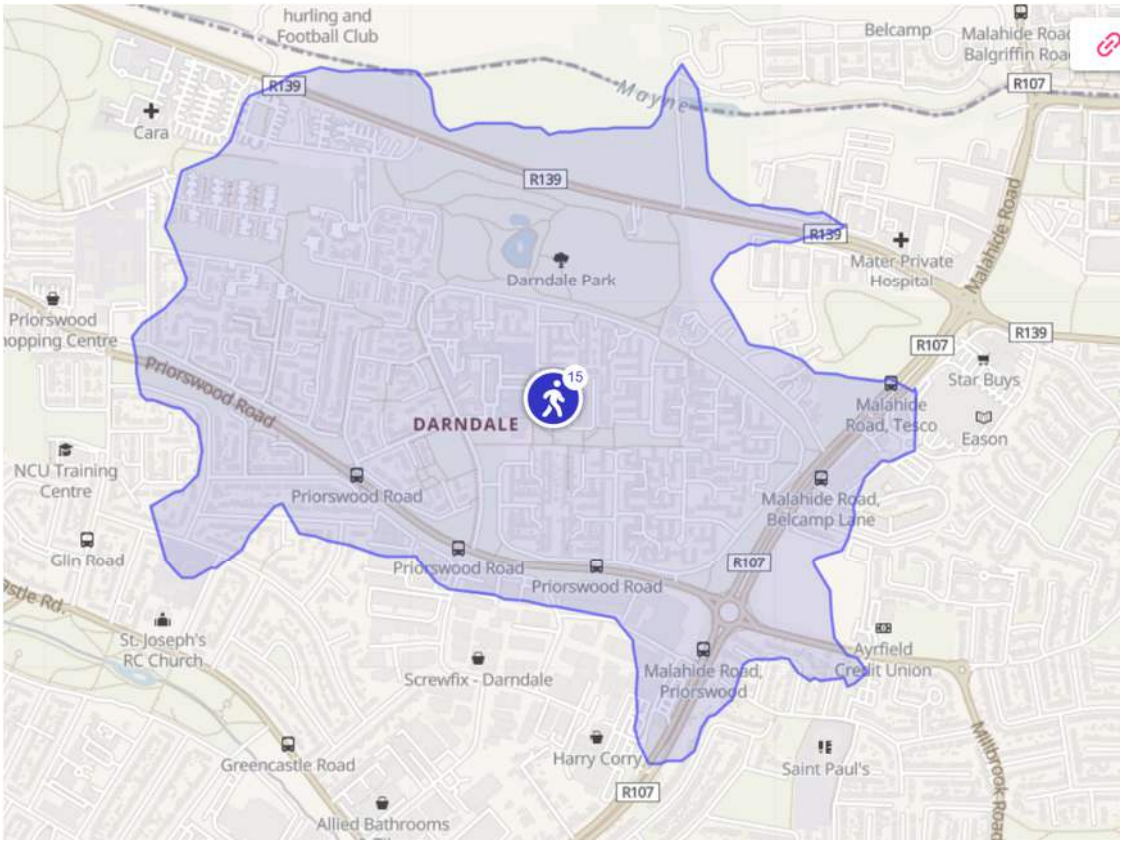

Figure 1.10: *Isochrone showing 15 minutes walking range*

3.6. ROADS AND PARKING

Vehicular access to the development is from the existing Link Rd and Buttercup Park.

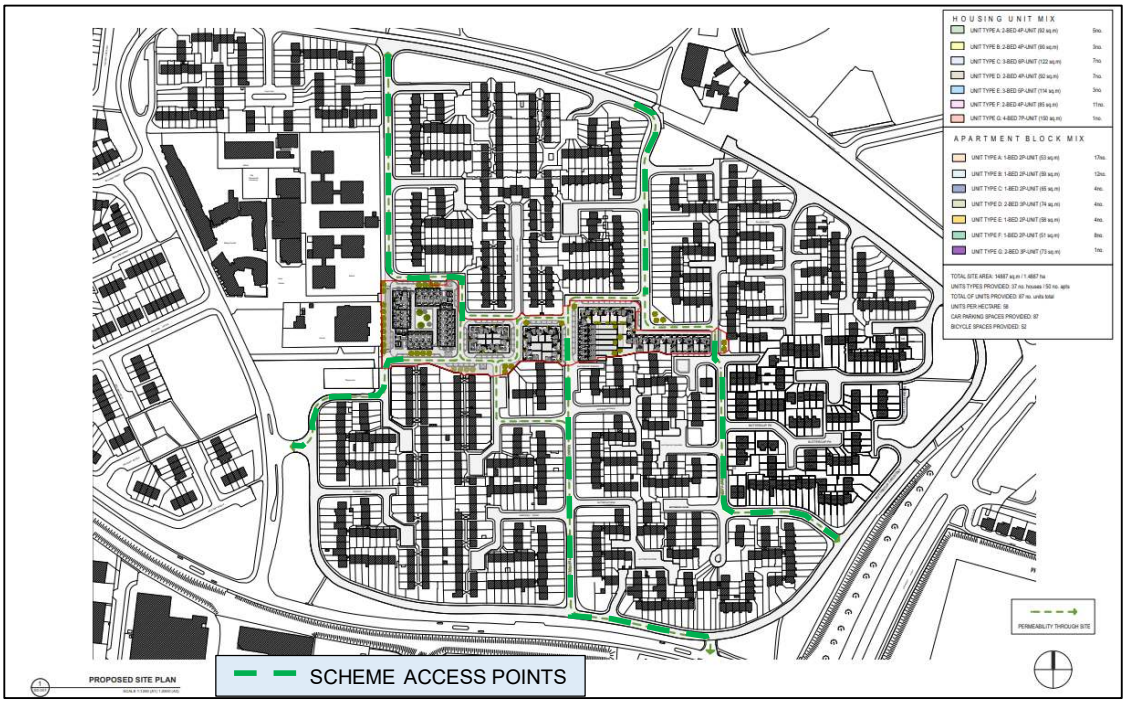

Figure 3.9−*Vehicular access to the development site*

The existing access to the scheme is from Priorswood Road to the south and then via multiple connector roads.

Priorswood road:

- Is a single carriageway road that is approximately 9.5m wide.
- There is a grassed open area to the north of the road and a 1.6m footpath to the south separated from the carriageway by a grass verge 1.3 m wide.
- Street lighting is provided along the existing access road.
- Final approach roads to the scheme are typically 7m wide with 1.6 m to 2 m footpaths on either side. Public lighting is available throughout.

A total of 79 car parking spaces are to be provided in the proposed development as shown on the architect's drawing contained in Appendix A – Drawings.

4. TRAVEL CHARACTERISTICS

4.1. CSO

The Central Statistics Office website http://census.cso.ie/sapmap/ has been used to gather data for existing travel patterns. Data gathered is from the 2022 census.

To determine the travel pattern of the proposed development an assessment has been based on the characteristics of similar existing areas near the site.

The census provides information regarding blocks of land known as small areas. The country is divided up into these small areas, and each has a designated identifying number. In Figure 4.1 two such small areas are shown in yellow divided by a light green boundary. The development site is identified highlighted with a red boundary.

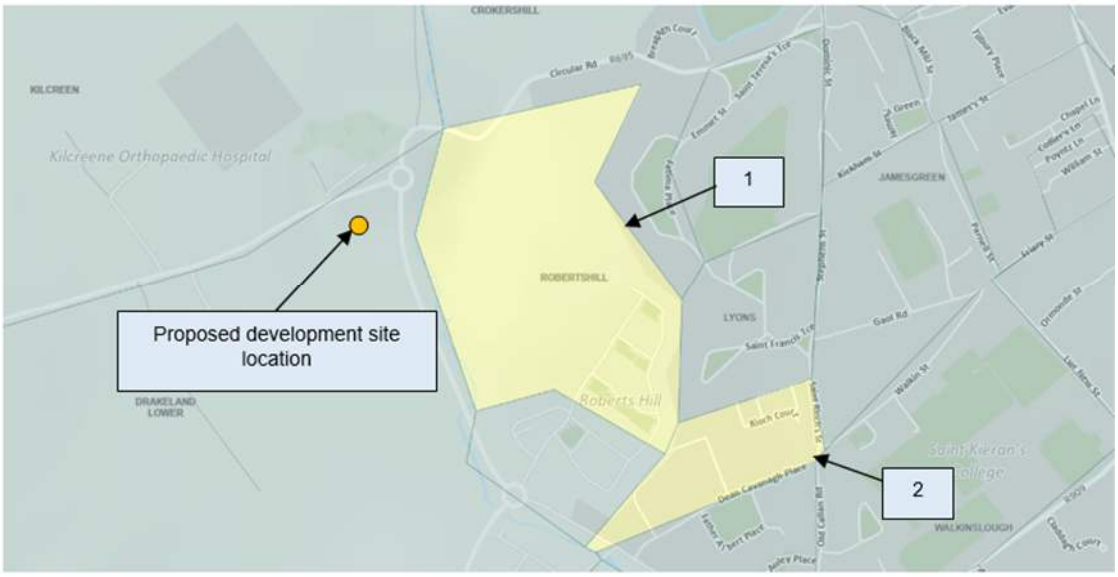

Figure 4.4-1− *CSO small areas*

To derive a representative estimate of existing households and to establish a realistic modal split, two adjacent Small Areas were selected for analysis.

Small Area, A1: A268119003, located to the south of the site, comprises 82 households, Small Area, A2: A268119002, also situated just to the south, contains 107 households.

Therefore, small areas 1 and 2 contain in total 189 households, each of them is similar in size to the proposed development. Given the proximity and size of these small areas it is appropriate to assume that the mixed development will have similar travel patterns.

Travel Mode	Bus	Train	Motor Vehicle	Scooter	Walk	Cycle	Not Stated	Total
No. of Persons A0268119002 (1)	36	1	62	2	48	9	64	224
No. of Persons A0268119007 (2)	35	1	51	2	38	2	66	196
TOTAL	71	2	113	4	86	11	130	420
Percentage	17%	0%	27%	1%	20%	3%	31%	100%

***Table 4.1:** – Travel mode splits for population*

Table 4.1 shows existing travel mode splits for the two small areas (1 & 2) combined.

4.2. CAR OCCUPANCY RATES

The CSO data for the nearby areas that are considered to be similar to the proposed development, 1(no A097061005), and 2 (no. A097061006) indicate that on average most car using residents convey more than one occupant. Closer examination of the raw data (see *table 4.2*.) Indicates that:

- A low percentage of people travel to work as car passengers
- To be expected school / college trips generate high passenger numbers

Given the low numbers of workers who travel as passengers, it is considered appropriate to encourage higher levels of car sharing in work trips.

MODE OF TRAVEL	Work Trips	School/ College/ Childcare	Totals
Motor Vehicle Driver	66	8	113
Passenger	18	60	36
TOTALS	184	68	149

***Table 4.2:** – Mode of Travel Occupancy*

4.3. TARGETS

The travelling habits of users cannot be easily influenced by the plan. Residents often require the use of their car; however, they will be encouraged to use sustainable and active travel modes where feasible. 252 people are carried in 174 car journeys. This averages at 1.45 persons per trip.

The CSO data reports 16.6% of census responders have not identified their mode of transport and it has been listed as “other”. It is assumed for targets that this figure stays as it is.

Considering the development location, the following initial target modal splits have been established.

Travel Mode	On foot	Bicycle	Public transport	Car, van, scooter
Existing Pattern	35%	3%	4%	58%
Target Pattern	**45 %**		**15 %**	**40%**

***Table 4.3:** Mobility targets*

These targets should be considered as preliminary targets. It is a recommendation that a detailed travel survey be carried out within 12 months of the development being occupied. It is assumed that the increased car sharing will be with one other person only, though even greater sharing should be encouraged. The target in relation to car sharing is an occupancy level of 2 residents per car, by 2027.

The targets require ongoing work and commitment without which they will not be achieved. It is recognized that some people will be easier to convert to alternative modes of travel than others and the more that is done to facilitate the use of those alternative modes of travel, the more they will be used.

5. MOBILITY MEASURES – DETAILS

5.1. INTRODUCTION

The aim of the plan is to provide more sustainable transport choices which lead to a reduction in the need to travel, especially by private car. The MMP recognises that not all trips can be taken by sustainable modes and that motor vehicle trips will still be necessary and, in some cases, the preferred mode. However, where alternatives do exist, they should be promoted as the preferred choice and best practice. This MMP targets all trips generated by residents focusing on travel between home and the residents destinations, be it work, school, leisure or other.

The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted, and monitored on an on-going basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are retained while others are not supported and are discarded. It is important that the plan retains the support of users and continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful.

5.1.1. *Development Design*

The development is being designed with sustainable transport in mind. It is proposed to provide bicycle parking facilities within the development.

5.1.2. *Mobility Manager*

A Mobility Manager will be assigned by the Applicant prior to occupation of the Site. The Mobility Manager will be responsible for the implementation, administration and monitoring of the MMP. The Mobility Manager will be the first point of contact for residents for all matters regarding travel to and from site.

The responsibilities of the Mobility Manager will be:

To develop and oversee the implementation of the initiatives outlined in the plan,

Monitor the progress of the plan,

To encourage and market the plan,

Promote the social, economic and environmental benefits of sustainable travel, including journey sharing, car sharing, and local cycle walking schemes and events,

Provide sustainable travel information including available bus and rail services and locations, as well as walking and cycling maps.

5.1.3. *Marketing and communications - Welcome Travel Pack*

Measures that can be implemented by the developer to encourage residents of the proposed development to travel sustainably can be included in a Welcome Travel Pack. The Travel Pack will be provided to all new residents on occupation of the houses and apartments in the development to provide them with a suitable level of information about their travel choices to and from the site.

Example welcome Travel Pack:

- Information regarding the Health benefits of walking and cycling,

- Access maps showing the pedestrian and cycle routes close to the site, including cycle parking locations, time to walk/cycle from key areas/nodes and nearby facilities,
- Access maps showing the local provision of public transport services, including the location of bus stops near the proposed development,
- Timetables for public transport and ticketing systems,
- Car sharing information,
- Local taxi information,
- Advice on ways to reduce the need to travel,
- Details of the benefits of journey sharing such as reduced congestion, better air quality, reduction in traffic noise and cost savings.

5.1.4. Marketing and communications - Travel Information Points

Set up on-site notice boards - *Travel Information Points* - where all activities previously listed can be displayed. Notice boards to be displayed in a prominent position within communal areas of the development and updated by the Mobility Manager at regular intervals.

Information to be displayed will include any promotional initiatives and activities, such as:

- Local travel information leaflets (in addition to the travel pack),
- Posters on active travel initiatives available in the area (e.g., cycle training, healthy walks, and any other national/local events),
- Posters on travel events like 'National Bike Week', 'A resident Pedometer Challenge', 'Walk to School Week', 'Weekend Walk' etc.
- Advertise the Government's Cycle to Work Initiative (*www.bikescheme.ie*, *www.biketowork.ie*) which allows employees to purchase bicycles, bicycle equipment and safety equipment tax free and ensure that information is distributed amongst staff.

5.1.5. Journey Sharing Scheme

Journey sharing schemes should be encouraged where possible. This includes not only private car use but also walking, cycling and public transport journeys which will be promoted to residents through the Welcome Travel Pack.

Promotion of car sharing would be significant for residents that travel longer distances to work. Car sharing increases vehicle occupancy and reduces vehicle numbers. It offers people a more sustainable way of travelling by car while reducing transport costs and leads to less pollution.

5.1.6. Public Transport

The publicity, marketing, and promotion of the public transport services will inform of the benefits of travelling by bus / train. The Mobility Manager shall ensure that residents are aware of local bus routes / timetables / maps.

5.1.7. Residents Association

The aim of a resident's association is to promote the best interests of the residents of the area as well as to protect and improve conditions and amenities in the area.

It is recommended that a Residents Association sets up an online platform for easy communication – dedicated website, Facebook page, WhatsApp group or similar.

One of the most important aspects of the Association is to promote this Mobility Management Plan and to partake in all the actions and initiatives proposed.

6. MONITORING AND REVIEW

The monitoring strategy is important for assessing how effectively this Mobility Management Plan has been in achieving its aims, objectives and targets. It can help identify measures that are not meeting the objectives and reallocate resources accordingly. This Plan is a continuous and evolving document requiring monitoring, review and revision to ensure that it remains relevant.

A travel survey should be undertaken within 12 months following occupation of the proposed development. This will give initial travel patterns and shape proposed targets. These surveys can be carried out face-to-face or online and should be arranged by the Mobility Manager.

The results of the survey will identify travel patterns in terms of travel modes used. All residents should be informed of the results of the survey.

It is recommended that further monitoring of targets should take place every 3 to 5 years following full occupation to assess the change in modal split.

Reviews of the plan should include a full survey, providing valuable information for target setting and marketing target groups. The plan should evolve and develop, considering changing resident numbers and their preferences and needs. It is emphasised that failing to meet initial targets should not be seen as a failing, but rather an opportunity to engage and develop a more sustainable, successful and specific solution for all interested parties.

APPENDICES

APPENDIX A – DRAWINGS

APARTMENT BLOCK MIX

UNIT TYPE A: 1-BED 2P-UNIT (53 sq.m)	17no.
UNIT TYPE B: 1-BED 2P-UNIT (59 sq.m)	16no.
UNIT TYPE C: 1-BED 2P-UNIT (66 sq.m)	4no.
UNIT TYPE D: 2-BED 3P-UNIT (80 sq.m)	1no.
UNIT TYPE E: 1-BED 2P-UNIT (55 sq.m)	4no.
UNIT TYPE F: 1-BED 2P-UNIT (55 sq.m)	4no.
UNIT TYPE G: 2-BED 3P-UNIT (73 sq.m)	4no.
COMMUNITY FACILITY (86 sq.m)	

HOUSING UNIT MIX

UNIT TYPE A: 3BED 4P-UNIT (95 sq.m)	9no.
UNIT TYPE B: 3-BED 4P-UNIT (100 sq.m)	2no.
UNIT TYPE C: 3-BED 6P-UNIT (128 sq.m)	4no.
UNIT TYPE D: 2-BED 4P-UNIT (112 sq.m)	8no.
UNIT TYPE E: 3-BED 5P-UNIT (114 sq.m)	1no.
UNIT TYPE F: 2-BED 4P-UNIT (114 sq.m)	4no.
UNIT TYPE G: 4-BED 7P-UNIT (147 sq.m)	1no.
UNIT TYPE H: 3-BED 6P-UNIT (116 sq.m)	2no.
UNIT TYPE J: 3-BED 6P-UNIT (123 sq.m)	1no.
UNIT TYPE K: 2-BED 4P-UNIT (95 sq.m)	2no.

TOTAL SITE AREA: 14887 sq.m / 1.4887 ha
UNITS TYPES PROVIDED: 34 no. houses / 50 no. apts
TOTAL OF UNITS PROVIDED: 84 no. units total
UNITS PER HECTARE: 58
CAR PARKING SPACES PROVIDED: 79
BICYCLE SPACES PROVIDED: 95 IN APARTMENT BLOCK
7 VISITOR SPACES FOR HOUSES
IN PUBLIC AREAS

LEGEND	
SITE BOUNDARY	red line
PERMEABILITY THROUGH SITE	green dashed arrow

REFERENCED OS MAP SHEETS:

- 1:1,000 | 3133-02
- 1:1,000 | 3133-06
- 1:1,000 | 3133-01
- 1:1,000 | 3133-07
- 1:2,500 | 3133-A

1
PA-901

SITE LOCATION MAP

SCALE 1:2500

REVISIONS	STATUS		DRAWN	CHECKED

DRAFT

REVISIONS		STATUS		DRAWN	CHECKED
A	28/10/2025	FI	PRE-PLANNING ISSUE	CJ	PK
B	10/12/2025	FI	FOR INFORMATION	JC	CJ
C	09/03/2026	FI	FOR INFORMATION	CJ	PK
D	21/04/2026	FI	PRE-PLANNING STEP 3B ISSUE	CJ	PK
E	08/07/2026	FI	DRAFT PART 8 PLANNING ISSUE	CJ	PK

STATUS : PR - PRELIMINARY ISSUE; FI - FOR INFORMATION; FA - FOR APPROVAL; FP - FOR PRICING; FC - FOR CONSTRUCTION

PROJECT: DARNDALE
DRAWING: SITE LOCATION MAP
JOB NO: 2330 | CLIENT: RESPOND HOUSING ASSOCIATION
DATE: JUL' 2026 | SCALE: 1: 2500 (A3) / 1:1250 (A1)

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DRAWING NO.:2330 / PA / 901 / E

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