Proposed Residential Development

Glenamuck North (Southern Site), Kilternan, Dublin 18.

MOBILITY MANAGEMENT PLAN

Issue P04 – 16 December 2025

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Prepared For:

Durkan Glenamuck Developments Ltd

MEINHARDT

PROPOSED RESIDENTIAL DEVELOPMENT

GLENAMUCK NORTH (SOUTHERN SITE), KILTERNAN, DUBLIN 18.

MOBILITY MANAGEMENT PLAN

Quality Assurance Page

Issue	Date	Prepared By	Checked By	Approved By	Remarks
P01	28/08/2025	L. Gorman	R. Lee	A. Lacey	Preliminary Issue for approval
P02	20/11/2025	L. Gorman	A. Lacey	B. Mitchell	Issued for Quality Audit
P03	25/11/2025	L. Gorman	C. Dring	B. Mitchell	
P04	16/12/2025	L. Gorman	C. Dring	B. Mitchell	Issue for Planning

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1 Introduction

Meinhardt has been commissioned by Durkan Glenamuck Developments Ltd (The Applicant) to prepare a Mobility Management Plan (MMP) to assist Dún-Laoghaire Rathdown County Council (DLRCC) in its assessment of a planning application for a Large Residential Development (LRD) at Glenamuck, Kilternan, Dublin 18.

This MMP outlines the provisions to be put in place as a means of reducing car dependency associated with the development in the interest of compliance with the latest transport and planning policy initiatives detailed in Section 3 of this report.

The developer will support and provide residents with information to actively promote the achievement of smarter travel targets, both individually and collectively, through the range of measures outlined in this document.

This MMP should be regarded as a live document and may be updated or expanded in the future to achieve the sustainable transport targets set out. It is recommended that a Mobility Manager or Travel Coordinator be appointed to actively implement and promote this MMP.

1.1 Site Location

The proposed development site is located in the townland of Glenamuck South, approximately 1.1km northeast of Kilternan Village, 1.2km southwest of Carrickmines Retail Park and 1.7km southeast of Stepaside Village. The site is bounded to the north by the newly constructed Glenamuck District Distributor Road (GDDR), to the east by the Glenamuck Link Distributor Road (GLDR), which is currently under construction, to the south by the Glenamuck Manor development (permitted under ABP Order 303978-19 but recently refused retention under Planning Ref: LRD25A/0316) and by a residential dwelling known as Westgate with its associated outbuildings and wider land holding. Finally, to the west, the site is bounded by the development known as Shaldon Grange and its wider landholding.

The site is currently a greenfield site which has been zoned in the newly published Kilternan – Glenamuck Local Area Plan (KGLAP) (which is detailed in Section 3.6), ‘To provide residential development and to improve residential amenity while protecting the existing residential amenities’. There are overhead 220kV and 110kV powerlines passing through the site which has been taken into account and respected within the proposed development layout.

The proposed application boundary is shown in Figure 1-1.

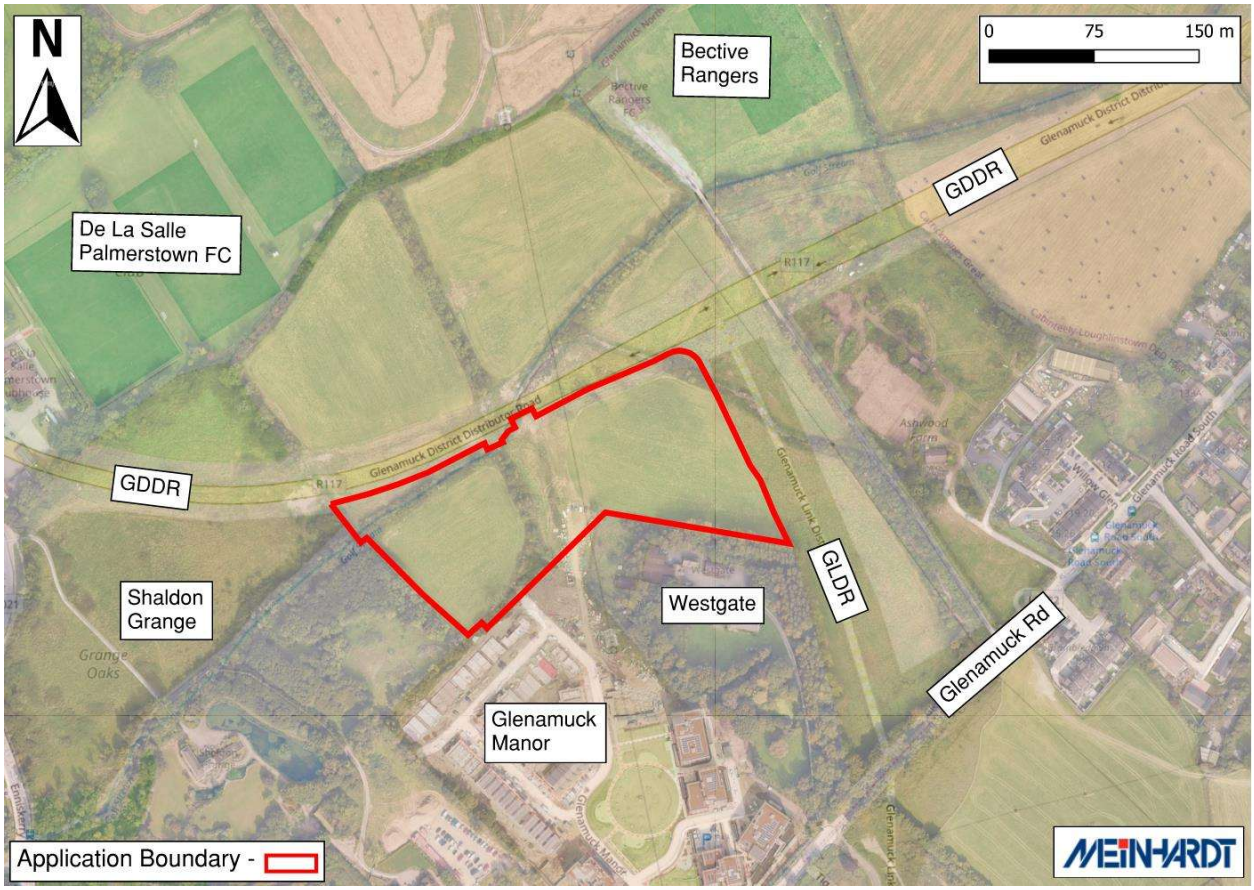


Figure 1-1: Proposed Application Boundary

1.2 Proposed Development

Durkan Glenamuck Developments Limited intend to apply for permission for a Large-Scale Residential Development on a site measuring c. 3.27 Ha in the townland of Glenamuck North in Kilternan, Dublin 18. The site is generally bounded by: the recently constructed Glenamuck District Distributor Road to the north (to be known as the Kilternan Road); the under construction Glenamuck Link Distributor Road to the east (to be known as the Kilternan–Glenamuck Link Road); Glenamuck Manor and a residential dwelling (known as 'Westgate'), its associated outbuildings and wider land holding to the south; and a residential dwelling (known as 'Shaldon Grange') and its wider landholding located to the west.

Road works are proposed to the approved Glenamuck District Roads Scheme (ABP Ref. HA06D.303945) to provide access to the development from the Kilternan Road. The Kilternan Road access point will include works, inclusive of any necessary tie-ins, to the footpath and cycle track to create a side road access junction incorporating the provision of uncontrolled pedestrian and cyclist crossing across the side road junction on a raised table. A surface water outfall pipe (225 mm) is also proposed to pass through land to the north of the site, including the future Kilternan Road. The total site area including the development site, road works and infrastructure works measures c. 3.32 Ha.

The development will principally consist of the construction of 135 No. residential units, comprising 65 No. houses (9 No. 2-bed units, 46 No. 3-bed units and 10 No. 4-bed units) and 70 No. duplex units (21 No. 1-bed units, 22 No. 2-bed units and 27 No. 3-bed units). The proposed development will principally range in height from 2 No. to 4 No. stories.

The development also provides: car parking spaces; bicycle parking; bin storage; ancillary storage; private balconies, terraces and gardens; hard and soft landscaping; boundary treatments; lighting; substations; and all other associated site works above and below ground.

The proposed site layout plan for the residential development is shown in Figure 1-2.

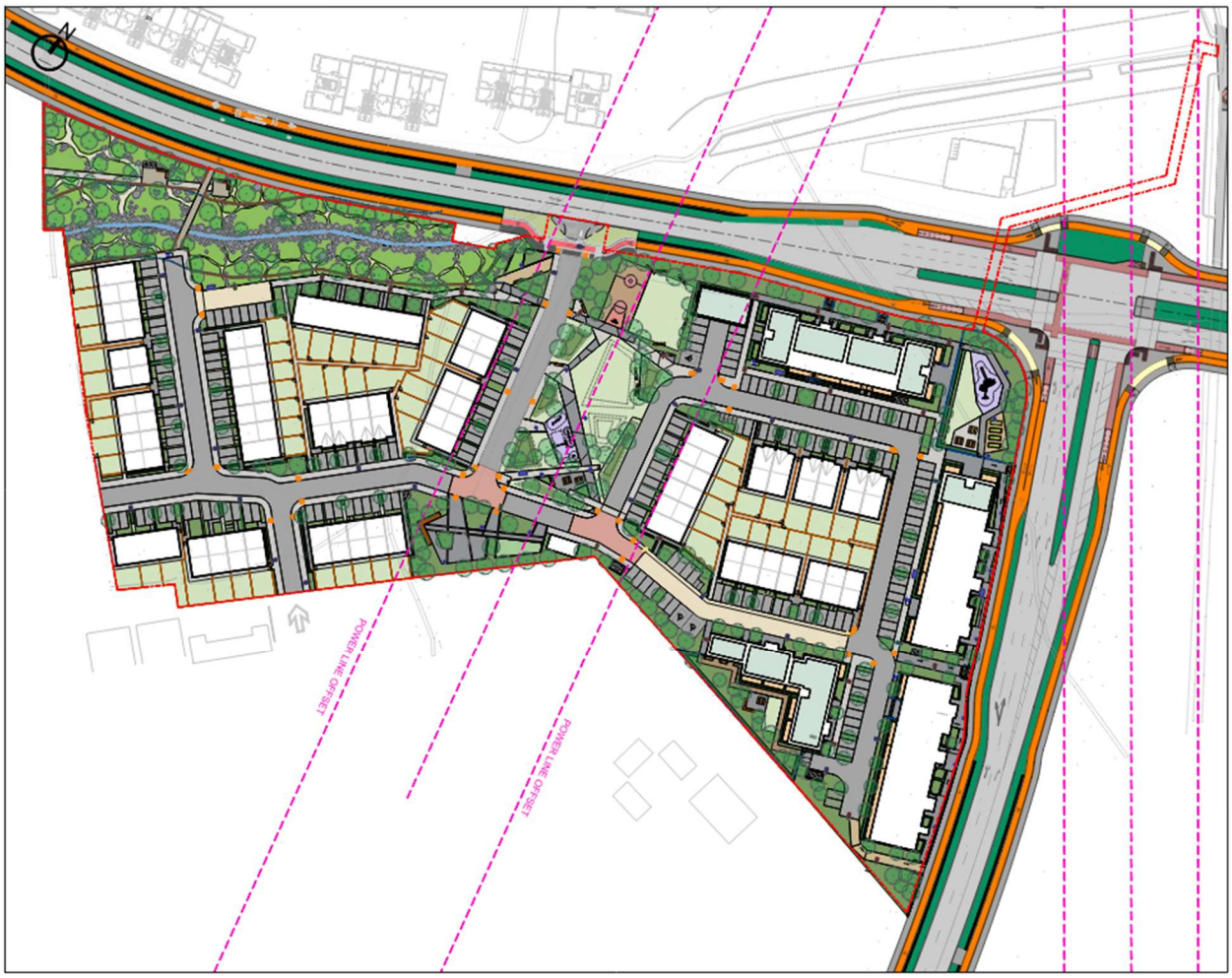


Figure 1-2: Proposed Site Layout Plan (Source: MCorm Architecture & Urban Design)

1.3 Report Structure

Following on from this Introduction the structure of the MMP will be as follows:

- **Chapter 2** outlines the MMP framework, including its definition, objectives, scope, and the process involved in compiling and implementing the plan.
- **Chapter 3** details all policy and guidance documents which are relevant to the plan from national to local level, with specific attention placed on the guidance set out for the proposed site within the newly published KGLAP.
- **Chapter 4** provides a summary of the surrounding road network and the newly constructed/ongoing Glenamuck District Road Scheme (GDRS), along with an accessibility assessment of the site in relation to active travel facilities and public transport infrastructure. It also presents a breakdown of the proposed car and bicycle parking provision, together with the rationale for its allocation.
- **Chapter 5** sets out a Preliminary Action Plan for the MMP specific to this residential development with the objective of providing a basis for engagement with DLRCC from which an agreed MMP Action Plan can be adopted.
- **Chapter 6** provides a summary of the conclusions and recommendations of the MMP.

1.4 Census Data

Census 2022 Data from the Central Statistics Office (CSO) has been reviewed to compare the commuting and travel patterns for people living in the area of the proposed development against those of the wider national population (See Appendix A for relevant census data). In 2022, 50% of people living in Dún-Laoghaire Rathdown (DLR) commuted to work by car, compared to an average of 65% outside of Dublin. Additionally, 24% of DLR residents used public transport for their commute, compared with 22% in Dublin City, 16% in South Dublin and just 3% of people outside of Dublin.

These trends are also reflected in school travel, where 35% of children in DLR travelled to secondary school by car compared to a countrywide average of 43%. Active travel modes are also notably higher, with 29% of secondary school students in DLR walking or cycling to school, compared to 23% nationwide.

These statistics highlight that the proposed development site has the potential for a significant mode shift towards increased active travel and public transport usage.

2 Mobility Management Plan Framework

2.1 What is a Mobility Management Plan

The National Transport Authority (NTA) defines an MMP as a management tool implemented by an organization to encourage and support more sustainable travel patterns. They typically bring together a package of measures tailored to an individual site to promote and improve the attractiveness of using public transport, cycling, walking and car-sharing as viable alternatives to private car use.

2.2 What is a Residential Mobility Management Plan

A Residential Mobility Management Plan (RMMP) is a coordinated set of measures aimed at minimising both the number and length of car trips generated by a residential development. Its purpose is to promote more sustainable modes of transport and reduce reliance on private car use. The plan establishes clear objectives and targets to guide the achievement of more sustainable travel behaviours.

A well-implemented RMMP can lead to a reduction in car dependency, particularly by decreasing single-occupancy car journeys, while encouraging greater use of public transport, walking, and cycling. In addition, it can contribute to enhanced road safety and improved personal health and wellbeing amongst residents by promoting active travel habits.

A successful RMMP requires active involvement and input from the following key stakeholders:

- Housing developer;
- Possible future residents;
- Local authority officers;
- Public transport operators;
- Residents of surrounding or comparable developments.

2.3 Objectives of the Plan

The objectives of the MMP for the proposed development are as follows:

1. To encourage / increase the use of public transport, walking and cycling for residents and visitors for work-related and recreational travel.
2. To reduce the overall number of single occupant vehicle trips for journeys to and from the development and to facilitate travel by bicycle, bus and train.
3. To integrate mobility management within development decisions, policies and practices, and to engage collaboratively with governing bodies in relation to the provision and use of transport services in the vicinity of the site.
4. To increase the use of car sharing as a travel alternative amongst residents.
5. To provide information and resources in order to raise awareness and promote ongoing education on sustainable modes of travel for both residents and visitors to the development.

It is acknowledged, however, that not all trips can be accommodated by sustainable alternatives, and that some private motor trips will still be required.

2.4 Mobility Management Plan Process

The MMP should be regarded as a dynamic and evolving process in which a range of measures and initiatives are identified, implemented, and continually monitored. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. Ongoing support from users, together with continuous monitoring, feedback, and active management, is essential to ensure the long-term success of the plan. Chapter 5 of this MMP presents a Preliminary Action Plan for the development with the objective of establishing the basis for further discussions with DLRCC should planning permission be granted.

2.5 Mobility Management Plan Next Steps

Within the context of the development's operational framework, the surrounding local environment, and the Preliminary Action Plan, this document should serve as the foundation by which:

- The specific travel characteristics of the residential development are outlined and presented to DLRCC, and
- Through a collaborative approach between the developers and the local planning authority, the Preliminary Action Plan is reviewed and refined to reach consensus on the MMP measures, leading to the adoption of an 'agreed' MMP Action Plan. This plan will clearly outline targets, initiatives, timescales, responsibilities, and resources, and be formally approved by both parties.

3 Guidance & Policy Documents

3.1 National Planning Framework

The National Planning Framework (NPF) which was published in 2018 and revised in 2025 by the Department of Housing, Local Government and Heritage is defined as:

"The Government's high-level strategic plan for shaping the further growth and development of our country out to the year 2040"

The NPF prioritises ten National Strategic Outcomes which are as follows:

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

Environmentally sustainable public transport is listed as one of the NPF's strategic investment priorities. The location of new developments in locations that can support sustainable development is mentioned as an important factor in achieving this goal. Dún-Laoghaire Rathdown is part of the Dublin region which has a high level of population growth. In this area, the NPF states that:

''development should be primarily based on employment growth, accessibility by sustainable transport modes and quality of life, rather than unsustainable commuting patterns''

The NPF includes a number of policies that are deemed particularly relevant to the proposed development.

- **National Policy Objective 22**: ''*In urban areas, planning and related standards, including in particular building height and car parking, will be based on performance criteria that seek to achieve well-designed, high-quality outcomes in order to achieve targeted growth.''*
- **National Policy Objective 37:** *''Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.''*
- **National Policy Objective 70:** *''Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050''*
- **National Policy Objective 93:** *''Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.''*

3.2 National Development Plan 2026-2035

The National Development Plan 2026-2035 (NDP), published by the Department of Public Expenditure, NDP Delivery and Reform, sets out the Government's investment strategy and budget for the period 2026-2035. "*It is an ambitious plan that balances the significant demand for public investment across all sectors and regions of Ireland with a major focus on improving the delivery of infrastructure projects to ensure speed of delivery and value for money.*

The NDP puts an emphasis on sustainable mobility which it defines as:

- *"Comfortable and affordable journeys to and from work, home, school, college, shops and leisure;*
- *Travelling by cleaner and greener transport; and*
- *A shift away from the private car to greater use of active travel (walking and cycling) and public transport."*

To achieve this objective, strategic land use planning and transport-led development are essential. A house in a location with convenient access to public transport links and active travel (cycling and walking) infrastructure will reduce greenhouse gas emissions. Along with investment in upgrading and decarbonising Ireland's public transport network and upgrading sustainable mobility infrastructure will reduce greenhouse gas emissions.

3.3 Greater Dublin Area Transport – Strategy 2022-2042

The NTA's Greater Dublin Area Transport Strategy 2022 – 2042 (Transport Strategy) provides the overarching transport strategy for the Greater Dublin Area (GDA). The overall aim of the Strategy is:

> *''To provide a sustainable, accessible and effective transport system for the GDA which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy."*

This aim is supported by a number of objectives, which are as follows:

- *''An Enhance Natural and Built Environment*
- *Connected Communities and Better Quality of Life*
- *A Strong Sustainable Economy*
- *An Inclusive Transport System''*

The following elements of the Strategy are particularly relevant to the proposed development:

- Revised Fare Structure: as part of the BusConnects programme, the new 90-minute fare that will allows a customer any combination of travel on Bus, Dart/Commuter Rail and Luas services. A short-distance fare on single leg journeys (approximately 3kms or less) has also been implemented.
- Public Transport Interchanges: The Strategy increases the potential for interchange across the GDA by providing for several additional high-frequency rail and bus services. This approach significantly reduces the time taken to travel where two public transport journeys are required.
- Continued implementation of BusConnects Dublin: The redesign of the Dublin Bus network, which commenced in 2017, is continuing with the implementation of revised services throughout the network. Proposals in the vicinity of the subject development site are discussed further in Section 3.4.
- Luas Extension: To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the Luas extension to Bray. The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown

County Council and the transport agencies to ensure the delivery of enabling transportation infrastructure and services.

- Luas Green Line: As part of the Strategy, it is intended to deliver significant additional capacity on the Luas Green Line by adding the necessary infrastructure and fleet to meet forecasted passenger demand.
- Revised GDA Cycle Network (see Section 4.4.1)

Together, the elements set out above mean that the future residents of the proposed development will be ideally placed to benefit from proposed improvements in public transport services, including bus and rail services and active travel infrastructure.

3.4 BusConnects

The BusConnects programme was launched by the National Transport Authority (NTA) in May 2017 and is described as *"a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors."*

As set out above, the BusConnects programme contains three key elements:

1. Dublin Area Bus Network Redesign Project (ongoing);

2. fare and ticketing enhancements (now implemented); and

3. better quality bus infrastructure, including the Core Bus Corridors (CBC) Project (ongoing).

3.4.1 Bus Network Redesign

The revised proposed bus network plan includes substantial changes to the bus network in the site's vicinity. Figure 3-1 presents the proposed bus network in the vicinity of the application site.

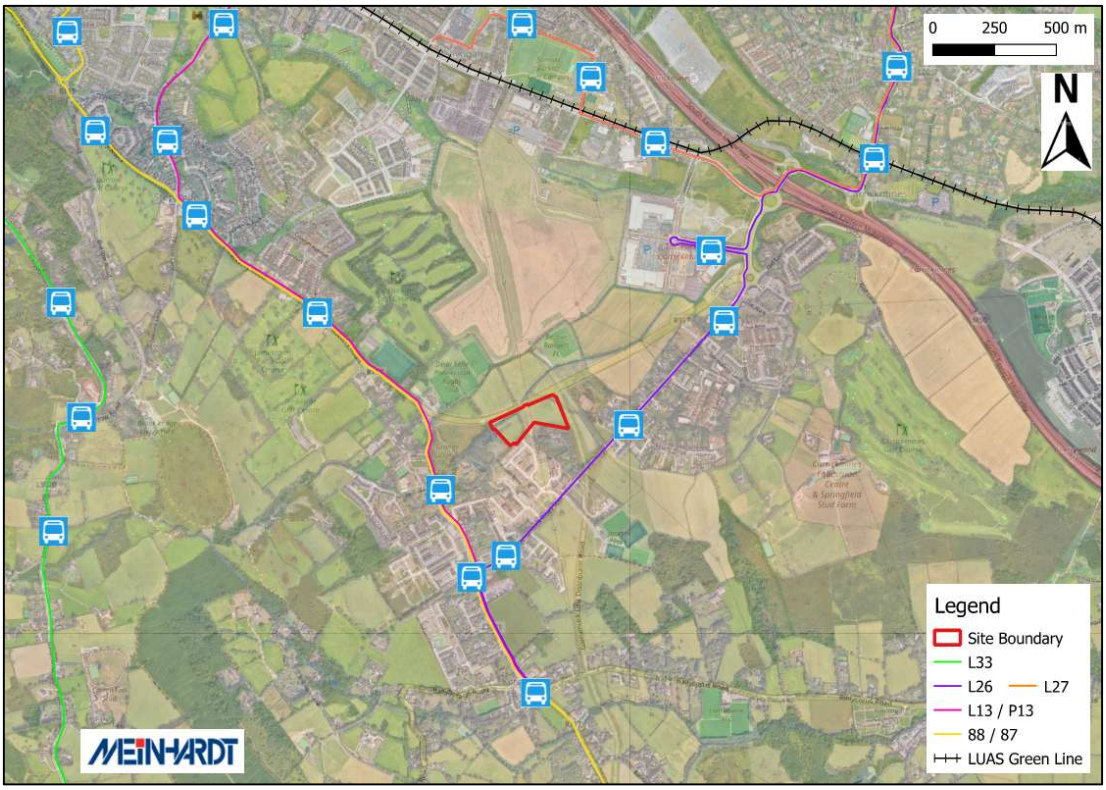


Figure 3-1: Proposed Revised Bus Network in the Vicinity of the Site (Source: BusConnects Revised Big Picture Map 2024)

It should be noted that the revised network is being implemented on a phased basis. The implementation is taking place over a number of years having commenced in 2021 with 11 phases and is subject to government funding. The most recent phase, 7, which includes spine route F3 and radial routes 23, 24, 73, 82 and local route L89, commenced service on the 19th of October 2025. The previous phase implemented, 6a, incorporates the L26 / L27 route, of which the L26 runs immediately adjacent to the subject site, as illustrated in Figure 3-1. Phase 6a commenced service on the 26th of January 2025.

As illustrated in Figure 3-1, the revised BusConnects network has introduced significant changes to the operation of public transport services in the vicinity of the site. Bus Routes L13, L26 and P13 all commence at Kilternan Village, providing services to Ringsend, Blackrock and UCD, respectively. In addition, the L26 route offers a direct link to the Luas green line stop at Carrickmines, facilitating access to the wider public transport network. Route numbers, routes and typical weekday frequencies for these routes and others in the vicinity of the site are shown in Table 3-1. At the time of writing the only service listed in Table 3-1 which has been entered into service is the L26.

Table 3-1: Existing & Proposed BusConnects Services in the Site's Vicinity

Route Numbers	Route	Typical Weekday Frequency
P13 (Proposed)	Kilternan – Stepaside – UCD	2 per hour (Peak-Only)
L13 (Proposed)	Kilternan – Stillorgan Village – UCD – Ringsend	60 minutes
L26 (Running)	Kilternan – Carrickmines – Blackrock	30 minutes
88 (Proposed)	Enniskerry – Belarmine – Dundrum – Mountjoy Square	30 minutes

3.5 Dun-Laoghaire Rathdown County Council Development Plan 2022-2028

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 outlines the policy for Transport and Mobility in the Dun Laoghaire-Rathdown area. The overall policy approach is:

- *"To adopt the 'Avoid-Shift-Improve Approach' to transport.*
- *To integrate land use and transport policies.*
- *To support the demand management approach which focuses on moving people from the private car to more sustainable modes.*
- *To improve permeability for the pedestrian and cyclist.*
- *To provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.*
- *To adopt a balanced approach to road and street design in accordance with the four core principles of the 'Design Manual for Urban Roads and Streets' (2019) (DMURS) - connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach resulting in a more place based/integrated street design."*

In terms of integrated land use and transport, Policy Objective T1: Integration of Land Use and Transport Policies is of primary relevance. Objective T1 states:

> *"It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES)"*

The proposed development aligns with this objective given its location in relation to existing and proposed public transport infrastructure in addition to the permeability and connectivity incorporated into the proposed layout, both of which are detailed further in Section's 4.5 and 3.6.1 respectively.

3.5.1 Car Parking

Section 12.4.5 of the DLRCC Development Plan provides standards for car parking for new developments. These standards have been used to guide the proposed development layout. The principal objective of the application of car parking standards is to ensure that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of Smarter Travel, the Government policy aimed at promoting modal shift to more sustainable forms of transport.

The likelihood of residents opting for sustainable modes of transport ahead of private car use is strongly influenced by proximity to quality public transport services in addition to the availability of active travel infrastructure within an area. To reflect the extent to which these criteria are met, DLRCC has been divided into four Parking Zones. The proposed development site is located in parking zone 3 which is defined as follows:

*''**Parking Zone 3** - This zone generally comprises the remainder of the County, excluding rural areas. These are areas, which are generally characterised by:*

- *Access to a level of existing or planned public transport services.*
- *A reasonable level of service accessibility, existing and planned, by walking or cycling;*
- *A capacity to accommodate a higher density of development than rural areas.*

Within parking zone 3 maximum standards shall apply to uses other than residential where the parking standard shall apply. In zone 3 additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10. In some instances, in zone 3 reduced provision may be acceptable dependent on the criteria set out in 12.4.5.2 (i) below with particular regard to infill/brownfield developments in neighbourhood or district centres.''

The parking standards set out in the DLRCC Development Plan for residential developments located within parking zone 3 are presented in Table 3-2. In general, these parking bays shall be a minimum of 2.4m in width and 4.8m in length.

Table 3-2: Parking Standards for Residential Developments in Parking Zone 3

Land Use Class	Car Parking Standard
House 1 Bed	1 per Unit
House 2 Bed	1 per Unit
House 3 Bed +	2 per Unit
Apartment 1 Bed	1* per Unit
Apartment 2 Bed	1* per Unit
Apartment 3 Bed +	2* per Unit

**Plus 1 in 10 visitor parking*

A total of 4% of the car parking provision must be suitable for use by disabled persons. These spaces shall be a minimum of 6m in length and 2.4m wide with a 1.2m buffer on both sides.

Section 12.4.11 of the DLRCC Development Plan also states that new developments shall include Electric Vehicle (EV) charging points and infrastructure at minimum as follows:

- *''A minimum of one car parking space per five car parking spaces should be equipped with one fully functional EV Charging Point. Ducting for every parking space shall also be provided.*
- *New dwellings with in-curtilage car parking - the installation of appropriate infrastructure to enable installation at a later stage of a recharging point for EVs.''*

3.5.2 Cycle Parking

The DLRCC Development Plan states that all cycle parking within new developments should accord with the DLRCC standard published – ''*Standards for Cycle Parking and Associated Cycling Facilities for New Developments' (2018)*''. Long stay cycle parking for apartments and duplexes should consist of secure, well-lit, covered communal facilities at ground-floor level, located as close as possible to the main entrances and monitored by passive surveillance to ensure cyclist safety. According to the standards, provision is required at a rate of one long-stay cycle space per residential unit and one short-stay (visitor) cycle space per five residential units as presented in Table 3-3 below. Private houses do not require designated private secure bicycle parking, as bikes can be stored within their respective garden spaces, once the bikes do not have to be brought through the house to access the garden.

Table 3-3: Cycle Parking Standards

Type of Cycle Parking	Cycle Parking Standard
Residential Houses	In Curtilage
Residential Apartments (Private Secure)	1 per Unit
Visitor Parking	1 per 5 Units

Additionally, provision should be made for a mix of cycle parking types, with 5% of the total spaces designated for cargo bikes, in accordance with Section 6.3 of the Cycle Design Manual.

3.6 Kilternan-Glenamuck Local Area Plan 2025

The recently published Kilternan – Glenamuck Local Area Plan 2025 (KGLAP) is the third iteration of the plan and establishes a framework for the future development of lands within the Kilternan – Glenamuck area. Over the past decade, the plan area has experienced significant change and growth, with a marked acceleration in the delivery of new residential schemes. This has resulted in the provision of the GDRS which when completed will effectively bypass Kilternan Village. The completion of this scheme will alter how residents in the surrounding community's move and will provide new links through the area with the aim of ultimately providing a more connected community.

The land governed by the KGLAP has been divided into character areas, which reflect the analysis carried out during the plan making process and have regard to:

- The historic evolution of settlement within the LAP area,
- The two previous Local Area Plans (2007 and 2013),
- Development over the last 20 years,
- Planned transport infrastructure which will redefine the area and presents the opportunity to create a compact, strong, distinctive and successful community.

The proposed development site falls within the Glenamuck North Character area which comprises the western portion of the GDDR from its junction with the GLDR to its junction with the Enniskerry Road. Possible development sites within the lands governed by the KGLAP have also been identified in the form

of Site Development Framework's (SDF), the proposed development is located in SDF4 as shown in Figure 3-2.

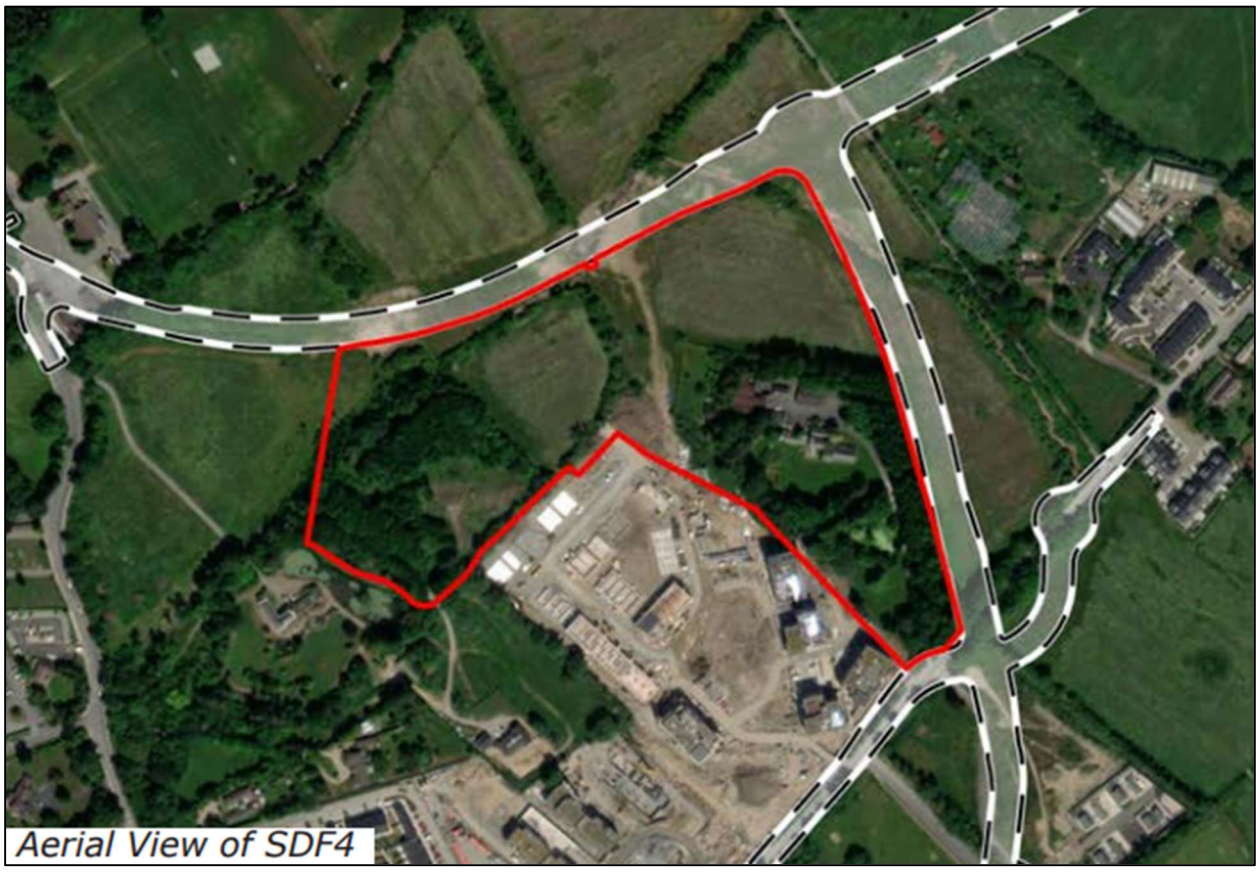


Figure 3-2: Aerial View of SDF4 (Source: KGLAP 2025)

These lands are subject to land use zoning objective 'A' – *'To provide residential development and improve residential amenity while protecting the existing residential amenities'*. There have been five movement objectives set out for SDF4 which must be successfully met to ensure that any development on these lands is in compliance with the KGLAP. The movement Objectives are as follows:

1. *Ensure that there is a network of legible connected routes through the site, both north- south and east- west.*
2. *Provide a new north to south pedestrian route through the scheme southwards through Grange Oaks and/or Glenamuck Manor and illustrate clear wayfinding to the central green area and onwards to Kilternan Village Centre Character Area.*
3. *Ensure no parallel vehicular carriageway immediately adjoining Kilternan Road.*
4. *Vehicular access to the site will be via the Glenamuck District Roads Scheme and from lands to the south and west with permeability links to schemes to the south, west and east.*
5. *Provide measures to strongly discourage traffic. Traffic surveys will be carried out within year 1 of the completion of the internal road network. If the volume of through traffic is high, additional traffic calming measures shall be retrofitted by agreements with the Planning Authority.*

3.6.1 Site Layout & Connectivity

The proposed site layout, as illustrated previously in Figure 1-2 has been carefully designed to comply with the five movement objectives listed above designated for SDF4 in the KGLAP 2025. The following points outline the key design considerations incorporated into the proposed site layout to ensure each of the five objectives have been satisfied.

1. *Ensure that there is a network of legible connected routes through the site, both north- south and east- west.*

   There have been a range of both east-west and north south connections incorporated into the proposed layout and they are as follows:

   - Inclusion of a pedestrian link to the GLDR along the eastern site boundary, providing access to active travel facilities on the new Glenamuck District Road Scheme. (East – West)
   - Provision of a parkland pedestrian route in the northwestern corner of the site, connecting to the adjacent Shaldon Grange development. (East – West)
   - Provision of a future vehicular, cyclist and pedestrian link to the Shaldon Grange site in the southwestern corner of the layout, providing connectivity between the two developments. (East – West)
   - Proposed through vehicular, cyclist and pedestrian connection to Glenamuck Manor, enabling clear connectivity between developments and supporting north–south movement along the strategic green corridor towards the Kilternan Village Character Area. (North–South)
   - The construction of a pedestrian footbridge across the riparian corridor is proposed in the northwestern corner of the site (from Street No. 3), providing a secondary access to GDDR active travel facilities in addition to the main entrance. The aforementioned parkland pedestrian route to Shaldon Grange will tie into the northern landing of this bridge, further strengthening connectivity. (North–South)

   For further details please refer to Meinhardt General Arrangement Drawing No.4426-MHT-XX-ZZ-DR-C-0100 submitted with this application.

2. *Provide a new north to south pedestrian route through the scheme southwards through Grange Oaks and/or Glenamuck Manor and illustrate clear wayfinding to the central green area and onwards to Kilternan Village Centre Character Area.*

   A clear north–south pedestrian desire line is established through the development, beginning at the main entrance along Street No. 1, turning west, and then continuing south along Street No. 4 to the proposed future connection with Glenamuck Manor. From there, pedestrians will be able to proceed towards the Kilternan Village Centre Character Area. This will form part of the ‘Strategic Green Corridor’ linking the future Jamestown Park to the north to the aforementioned Kilternan Village Centre Character Area.

3. *Ensure no parallel vehicular carriageway immediately adjoining Kilternan Road.*

   A clear setback from the Kilternan Road (GDDR) has been incorporated into the proposed layout, with no vehicular carriageway running parallel to the new road. This frontage instead accommodates landscaping, public open space, and distinctive features such as the proposed pedestrian footbridge, creating a strong sense of identity and place at the site boundary

4. *Vehicular access to the site will be via the Glenamuck District Roads Scheme and from lands to the south and west with permeability links to schemes to the south, west and east.*

   A single vehicular entrance to the site is proposed from the GDDR, located centrally within the frontage and set back sufficiently from the junction with the GLDR to the east to provide safe stopping sight distances associated with a speed limit of 50km/hr, in accordance with Section 4.4 of DMURS. Two additional through-routes are proposed: one southward to Glenamuck Manor and one westward to Shaldon Grange, enhancing permeability between adjacent developments.

Concerns have been raised regarding the potential for a 'rat run' forming through these connections. However, given the relative ease and travel time advantages of using the main entrance onto the GDDR, it is considered unlikely that the internal connections would attract significant through traffic.

5. *Provide measures to strongly discourage traffic. Traffic surveys will be carried out within year 1 of the completion of the internal road network. If the volume of through traffic is high, additional traffic calming measures shall be retrofitted by agreements with the Planning Authority.*

   Traffic calming measures have been incorporated into the proposed site layout in the form of reduced corner radii, shorter straight road sections, narrowed carriageway widths in accordance with DMURS, and the use of homezones. Tree pits or street trees are also proposed between parking bays and along road edges where appropriate. As outlined in DMURS Section 4.2.2, 'Street trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise and pollution, and enhance place. A traffic calming effect can also be achieved where trees are planted in continuous rows and their canopies overhang, at least in part, the vehicular carriageway.

   Traffic surveys will be conducted within one year of the development opening to monitor travel patterns, particularly in relation to potential 'rat runs' (see point 4). Should high traffic volumes be observed, the planning authority will implement retrofit measures to discourage through traffic.

4 Existing Site Conditions & Accessibility Assessment

4.1 Existing Road Network & The Glenamuck Distruct Road Scheme

The existing and proposed road network surrounding the subject site is presented below in Figure 4-1. The subject site is located to the south of the newly constructed GDDR and to the west of the GLDR, which is currently under construction. The GDDR comprises approximately 650m of two-lane carriageway extending from its junction with the Enniskerry Road (R117) at De La Salle Palmerstown FC to its junction with the GLDR, followed by approximately 900m of four-lane dual carriageway connecting to the Glenamuck Road South Roundabout at Carrickmines. The GLDR extends for approximately 1.8km of two-lane carriageway from its junction with the GDDR at the northeast corner of the site to a new junction with the Enniskerry Road (R117) south of Kilternan Village. Both the GDDR and the GLDR have a speed limit of 50km/hr.

The Enniskerry Road (R117), located approximately 400m to the west of the site, provides connections northwards to Stepaside and Dundrum and southwards to Enniskerry. The Glenamuck Road (L30220) links Kilternan Village to the Glenamuck Road South Roundabout at Carrickmines, where it connects northwards to Ballyogan Road and onwards towards Sandyford, with access also available to the Green Luas Line. Junction 15 of the M50 is situated approximately 1.3 km to the northeast of the site, providing access to the wider national road network. The Ballycorus Road (R116), which retains a rural road character, provides an eastward connection between Kilternan and Shankill. It is also noted that a new junction between the GLDR and Ballycorus Road is to be delivered as part of the GDRS.

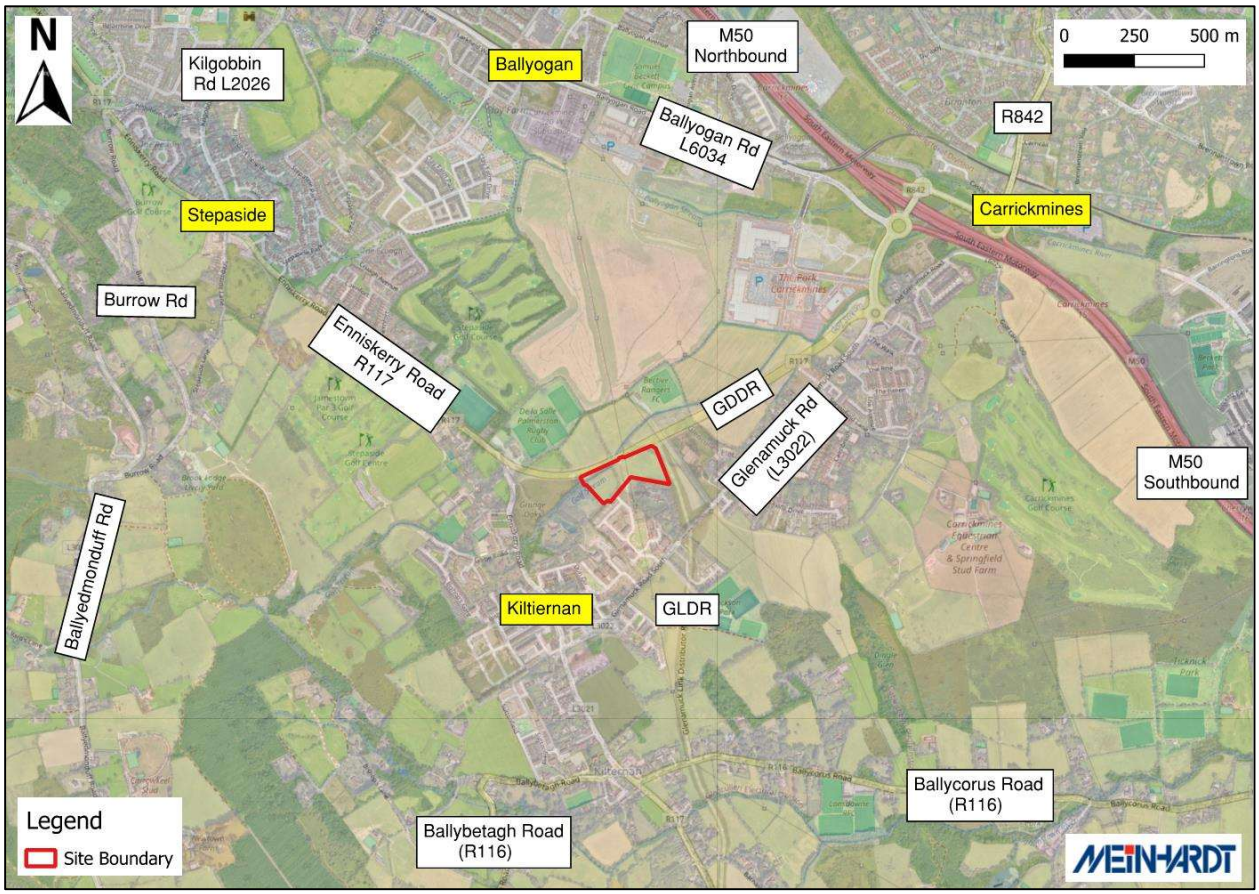


Figure 4-1: Existing and Proposed Road Network Surrounding the Subject Site

4.2 Parking

4.2.1 Proposed Car Parking Strategy

As outlined in Section 3.5.1, the proposed development site is located within Parking Zone 3, where the parking standards set out in Table 3-2 apply. Table 4-1 below presents the proposed schedule of accommodation alongside the corresponding provision of parking spaces for the development.

Table 4-1: Proposed Car Parking Provision

Land Use / Unit Type	Standard	Proposed Provision	No of Units	No of Spaces
2 Bed House	1 Per Unit	1 Per Unit	9	14
3 Bed House	2 per Unit	2 per Unit	46	92
4 Bed House	2 per Unit	2 per Unit	10	20
1 Bed Duplex	1 per Unit	1 per Unit	21	21
2 Bed Duplex	1 per Unit	1 per unit	22	22
3 Bed Duplex	1 per Unit	1 per Unit	27	27
Visitor (Duplex)	1 per 20 Units	1 per 20 Units	70	3
Total	**-**	**-**	**135**	**199**

A total of 199 car parking spaces are proposed for the development. In line with DLRCC standards, two spaces per dwelling have been allocated to the 65 house units, with the exception of the 2 Bed houses, accounting for 126 spaces. For the 70 duplex units, a reduced standard of one visitor space per twenty units has been applied, resulting in 3 spaces.

A slight deviation from the DLRCC standards is proposed for the duplex units, with parking provision set at 1 space per unit for the 1, 2, and 3 bedroom duplexes respectively. This results in an overall parking ratio of 1.47 spaces per unit, which is considered reasonable given that the adjacent Glenamuck Manor development (Ref: ABP 303978-19) was permitted with a ratio of 1.32 spaces per unit. Furthermore, the site's location adjacent to newly constructed active travel facilities on the GDDR and GLDR (see Section 4.4) and in close proximity to high-quality public transport services including the Luas Green Line (see Section 4.5) supports the suitability of the proposed parking ratio for this development site.

This car parking ratio also supports the objectives of this MMP set out in Section 2.3, which seek to encourage the use of public transport and active travel among residents for work related and recreational trips, while reducing the number of single occupancy vehicle trips to and from the development. Additionally, as detailed in Section 4.5.2, two GoCar vehicles are proposed on-site, available to all residents and visitors, providing a convenient option for those without a designated parking space.

Accessible parking spaces are to be provided for the duplex units and visitor parking at a rate of 4% as detailed in Section 3.5.1. In line with this requirement, it is proposed to provide 3 accessible spaces within the development.

In relation to EV parking, 1 in every 5 of the duplex and visitor parking spaces will be equipped with an EV charging point, in line with the DLRCC standards outlined in Section 3.5.1. In line with this requirement, it is proposed to provide 16 designated EV parking spaces within the development. Infrastructure will also be put in place to accommodate the future implementation of EV charging throughout the site including for dwellings with in-curtilage parking.

Motorcycle parking is to be provided at a rate of 4 spaces per 100 car parking spaces as per Section 12.4.7 of the DLRCC Development Plan, with a total of 8 to be provided across the site.

4.2.2 Proposed Cycle Parking Strategy

As detailed in Section 3.5.2 all cycle parking provided in DLRCC is to be compliant with the 'Standards for Cycle Parking and Associated Cycling Facilities for New Developments (2018)' document. This document

sets out cycle parking standards at a rate of 1 visitor space per 5 residential units and one long stay space per unit. However, as the proposed layout allows some residents of the private houses to bring their bike to the garden at the back of the dwelling without bringing it through the house and for units where direct access to the rear garden isn't provided, there are dedicated bin and bike stores to the front of the houses, long stay spaces only have to be provided for the 70 duplex units. It is also noted that in the Opinion document received from DLRCC on the LRD application it is specifically requested in relation to cycle parking provision to provide one long-stay cycle parking space per bedroom (See Figure 4-2) and as a result this is the standard that shall be applied for the proposed development. Table 4-2 presents the proposed cycle parking provision for the development.

Cycle Parking Provision

Cycle Parking provision should be in accordance with the following guidance/standards:

- DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments – January 2018
- NTA's Cycle Design Manual September 2023 – Chapter 6.

With regard to the required quantity of cycle parking, provision shall be demonstrated as follows:

- 1 No. long stay cycle parking space per bedroom.
- 1 No. short stay cycle parking space per 5 No. units.

Figure 4-2: Cycle Parking Standards Requested in the DLRCC LRD Opinion Document

Table 4-2: Proposed Cycle Parking Provision

Cycle Parking				
Land Use / Unit Type	**Standard**	**Proposed Provision**	**No of Units**	**No of Spaces**
Long Term				
Houses	In Curtlidge	In Curtlidge	65	0
Duplexes	1 per Unit	1 per Bedroom	146	150
Total	-	-	-	**150**
Visitor				
Houses & Duplexes	1 per 5 Units	1 per 5 Units	135	36
Total	-	-	-	**36**
Total Cycle Parking	-	-	-	**186**

A total of 186 cycle parking spaces are proposed across the development, comprising 150 long-stay spaces and 36 visitor spaces. Long stay cycle parking for duplexes should consist of secure, well-lit, covered communal facilities at ground-floor level, located as close as possible to the main entrances and monitored by passive surveillance to ensure cyclist safety. Visitor parking is provided in the form of covered Sheffield stands, distributed evenly throughout the site.

Additionally, in accordance with Section 6.3 of the Cycle Design Manual, 5% of the total bicycle parking spaces are required to accommodate cargo bikes. In accordance with this, seven such spaces are proposed for this development.

The provision of one long-term bicycle parking space per bedroom will support the objectives of this MMP by promoting active travel and encouraging residents to utilise the adjacent dedicated cycling facilities. This measure is intended to reduce reliance on private cars and foster a shift in travel behaviour.

4.3 Pedestrians

This section evaluates the accessibility of the proposed site in relation to active travel facilities, specifically pedestrian facilities. QGIS modelling software has been used to assess the areas that can be reached from the site within defined time periods on foot.

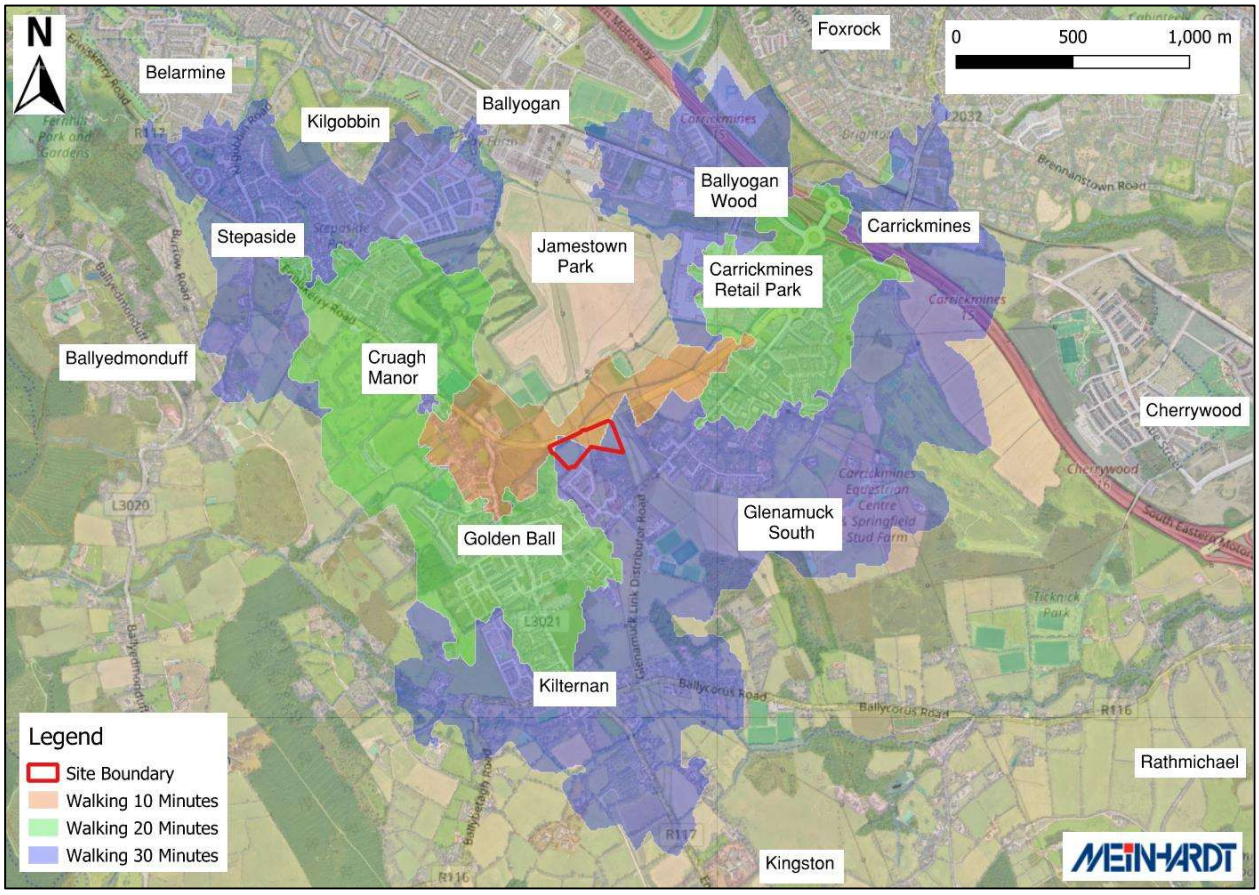


Figure 4-3: Walking Accessibility Travel Distances

A walking accessibility assessment was undertaken using QGIS modelling to identify areas reachable from the site within 10, 20, and 30-minute walking intervals. As shown in Figure 4-3, Kilternan, Golden Ball, Glenamuck South, and Carrickmines Retail Park are all accessible within a 20-minute walk, providing convenient access to a range of retail and educational facilities. Stepaside is accessible within a 30-minute walk, along with key public transport connections such as the green line Luas stop at Ballyogan Wood.

Figure 4-3 also highlights the current inaccessibility of the future Jamestown Park (Old Ballyogan Landfill site). As referenced in Section 3.6 detailing the new KGLAP, the future provision of a 'Strategic Green Corridor' through the LAP lands, including the proposed development site, will greatly improve connectivity. Upon completion of Jamestown Park, walking times from the site to areas to the north such as Ballyogan Wood Luas Stop are expected to be significantly reduced, further enhancing the accessibility of the development.

4.4 Cyclists

A cycling accessibility assessment was undertaken using QGIS modelling to identify areas reachable from the site within 10, 20, and 30-minute cycling intervals. Figure 4-5 illustrates locations accessible within a 30-minute cycle (approximately 8 km) from the site.

Locally, the new dedicated cycle facilities on the GDDR (Figure 4-4) provides access to the Green Line Luas at both Ballyogan Wood and Carrickmines stops within a 10-minute cycle from the development, providing a convenient commuting option.

Figure 4-4 Cycle Facilities on the GDDR

On a broader scale, existing cycling infrastructure provides access to Sandyford, Cabinteely, and Deansgrange within a 20-minute cycle. While areas such as Blackrock, Churchtown, Enniskerry, and Killiney can be reached within 30 minutes from the proposed development.

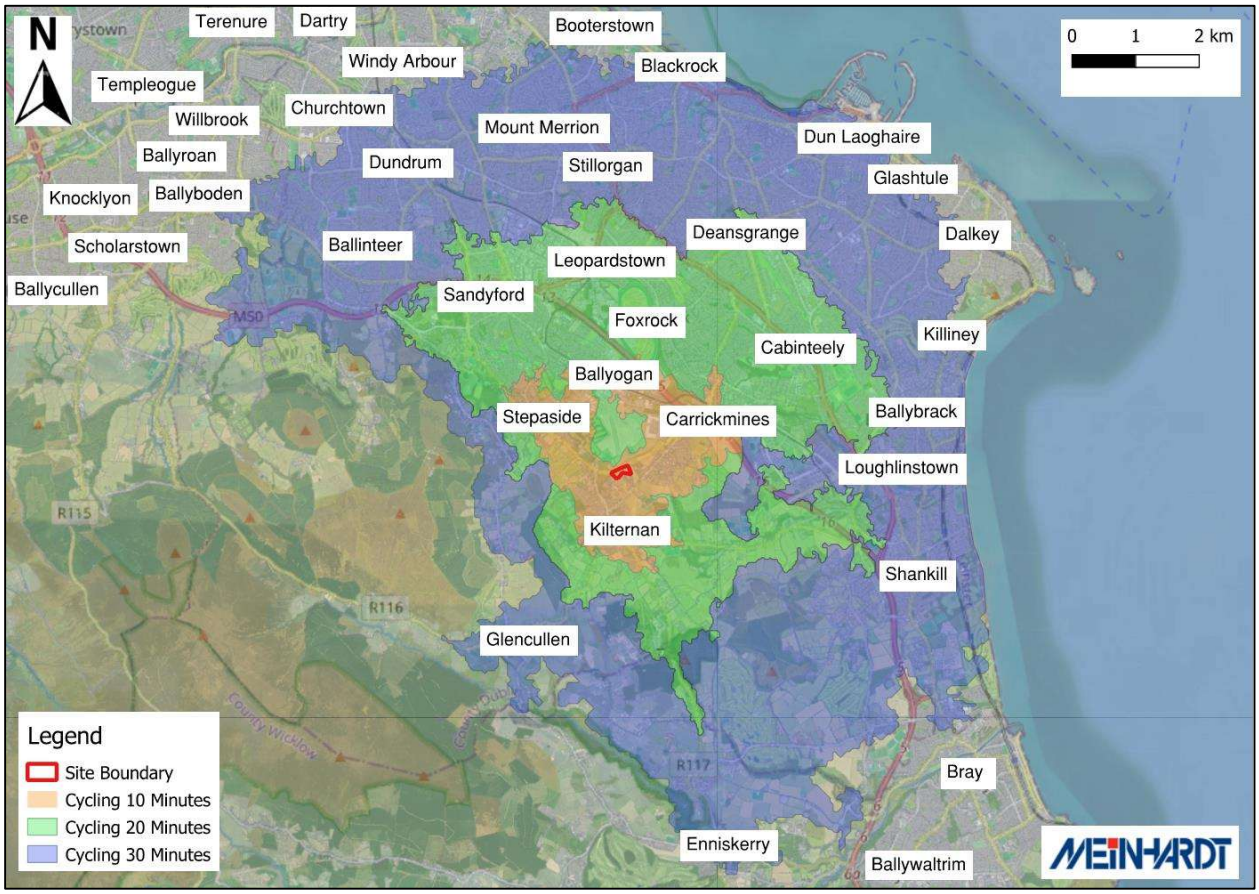


Figure 4-5: Cycling Accessibility Travel Times

4.4.1 2022 Greater Dublin Area Cycle Network Plan

As part of the Greater Dublin Area (GDA) Transport Strategy 2022 – 2042, a revised GDA Cycle Network is included. Covering the entire GDA region, the revised network outlines a comprehensive cycle network to be developed over the period of the Transport Strategy, forming a crucial component of the overall transport network for the region.

The route network in the Glenamuck / Kilternan area comprises Primary, Secondary, Feeder, Greenway and Inter-urban routes. The northeast corner of the site is located at the junction of two secondary routes (See Figure 4-6), both of which include dedicated cycle path facilities along the GDDR and GLDR. These connections will integrate the site with the wider cycling network across both Dún Laoghaire–Rathdown and the Greater Dublin Area. (See Appendix B for the full cycle network plan in Dublin South East).

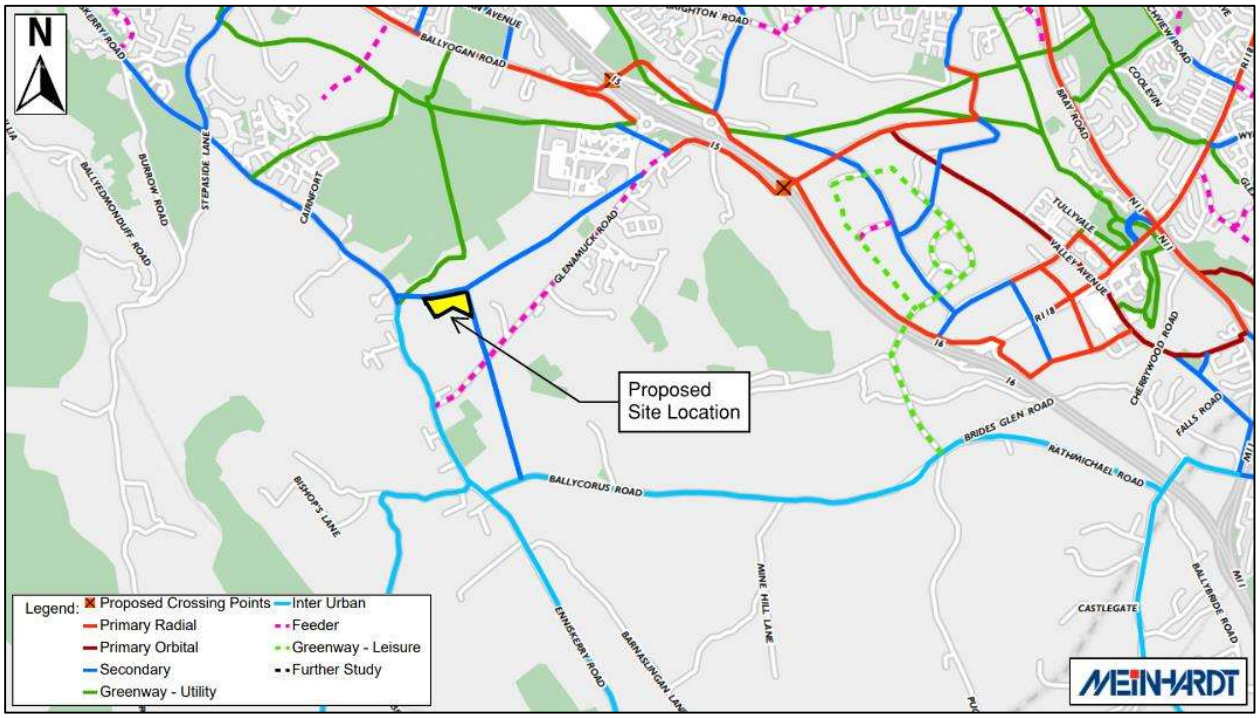


Figure 4-6: Proposed Cycle Network in the Vicinity of the Site (Source: 2022 Greater Dublin Area Cycle Network Plan – Dublin South East)

4.5 Public Transport

A public transport accessibility assessment was carried out using QGIS modelling showing the surrounding areas that can be accessed from the site within 30, 45 and 60 minutes using public transport. Figure 4-7 highlights the areas within the GDA and North Wicklow that are accessible within one hour of travel time from the proposed site. These areas include Dublin City Centre, Ballsbridge, Dun-Laoghaire, Bray and Greystones.

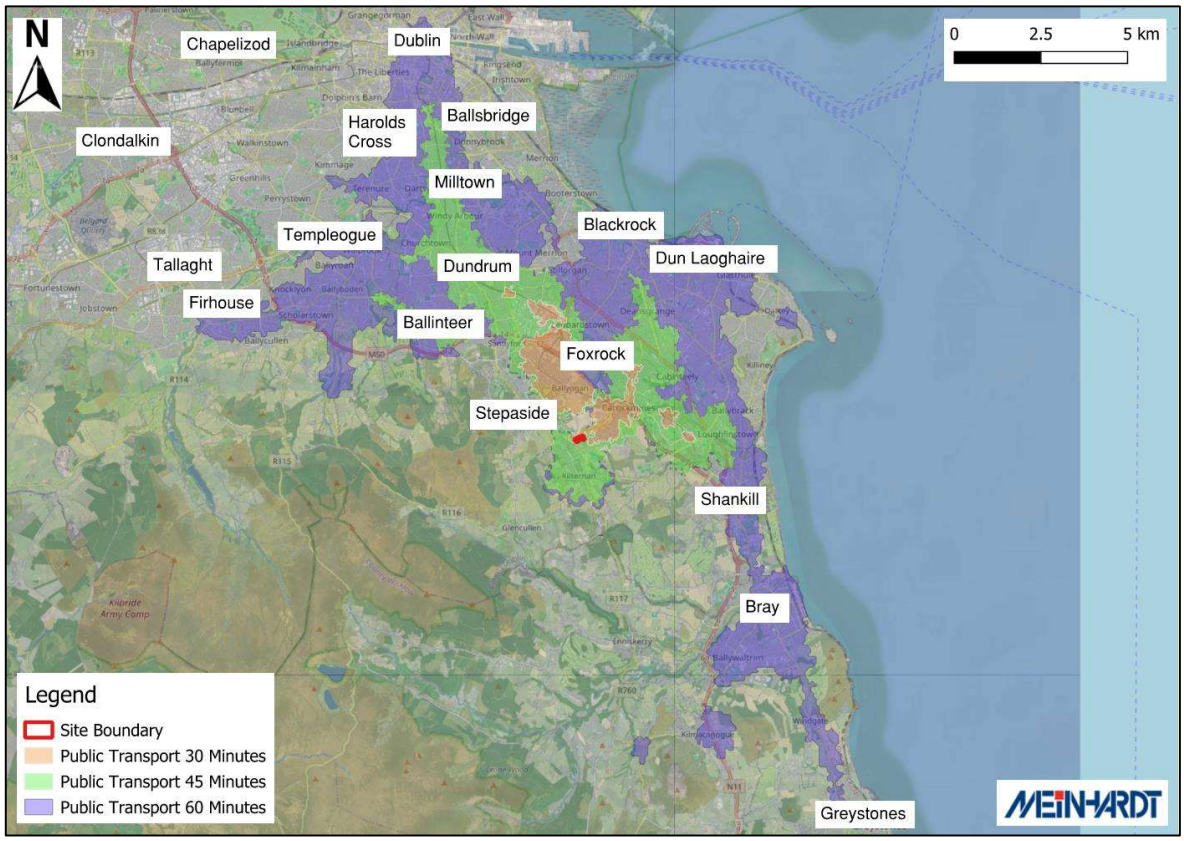


Figure 4-7: Public Transport Network Accessibility Travel Distances

4.5.1 Bus & Luas Services

Table 4-3 and Table 4-4 present details of the services, routes, and respective frequencies of the public transport options serving the stops shown in Figure 4-8. All Luas and bus stops illustrated in Figure 4-8 are located within a convenient 10-minute walk or cycle from the proposed development site.

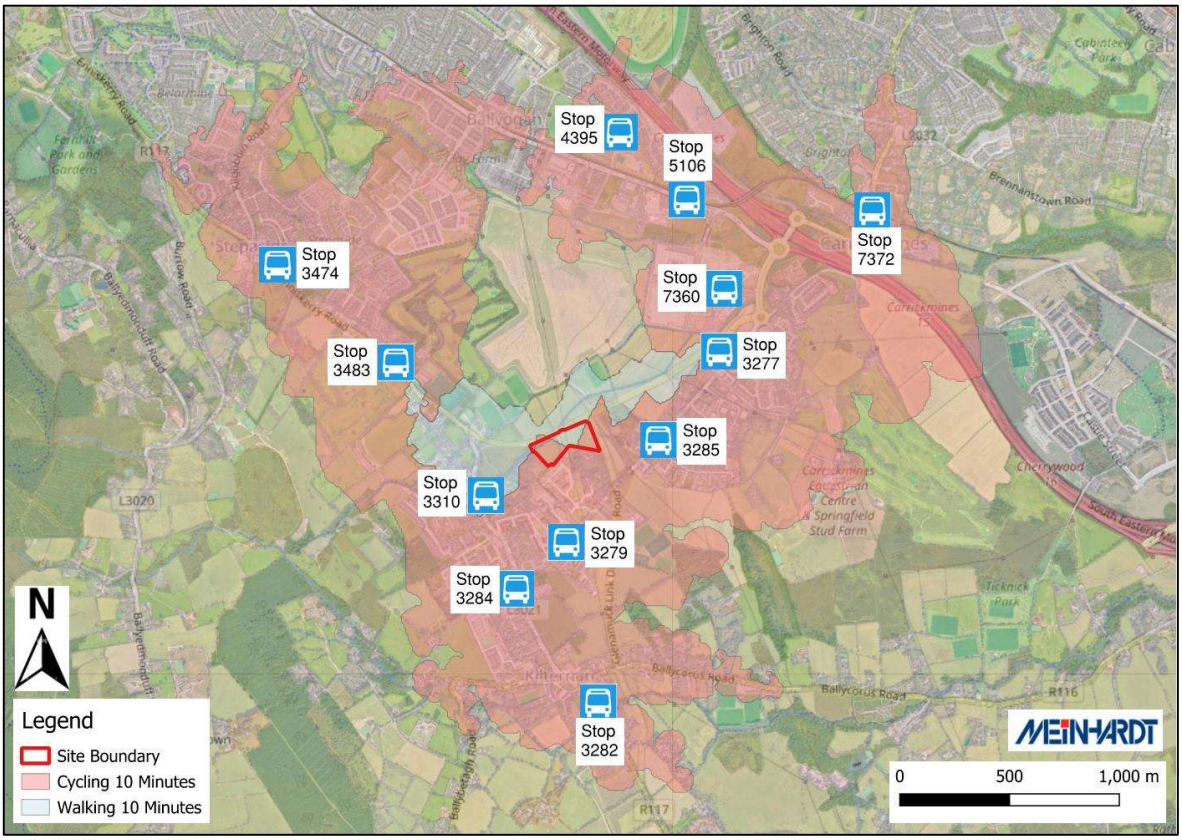


Figure 4-8: Public Transport Stops Within a 10 Minute Walk or Cycle from the Proposed Site

The current closest bus stop to the site (No. 3310), located approximately a 10-minute walk away from the subject site, is served by the 44-bus route which provides hourly services to the city centre and onto DCU. It is noted that this reflects the existing public transport provision at the time of writing. However, as outlined in Section 3.4, the ongoing rollout of the BusConnects programme will alter services in the area, with routes 88, L13, and P13 proposed to serve the locality in future (refer to Table 3-1 for further details).

The subject site is well served by the Luas Green Line, with both the Carrickmines and Ballyogan Wood stops located within a 10-minute cycle of the proposed development. As outlined in Section 4.3, connectivity to the Luas will be further enhanced by the future development of 'Jamestown Park' to the north of the site. This convenient access to both Luas and Bus routes offers future residents a genuine alternative to the private car in terms of commutes to work and school and for leisure related trips which aligns with the objectives of this MMP.

Table 4-3: Dublin Bus and Luas Stops within a 10 Minute Walk or Cycle from the Proposed Site and their Routes (Existing)

Bus / Luas Stop No / Name	Routes
3310	44, 118
3284	44, 118, L26
3282	44
3279	L26
3285	"
3277	"
7360	"
7372 / Carrickmines Luas	L26, L27, Green Line
4395	L27
5106 / Ballyogan Wood	L27, Green Line
3483	44, 118
3474	44

Table 4-4: Current Bus and Luas Services, Routes and Frequencies

Bus	Monday – Friday			
	Route	**First Bus**	**Last Bus**	**Frequency**
44 (Dublin Bus)	Enniskerry – O Connell St – DCU	06:35 (from Enniskerry)	23:30 (from Enniskerry)	60 Mins
118 (Dublin Bus)	Kilternan – Eden Quay	07:45 (From Kilternan)	-	1 Service One Way
L26 (Go Ahead Ireland)	Wayside Church – Blackrock Station	05:45 (From Wayside)	23:15 (From Wayside)	30 Mins
L27	Leopardstown Valley – Dun Laoghaire Station	06:00 (From Leopardstown)	23:30 (From Leopardstown)	30 Mins
Luas	**Monday – Friday**			
	Route	**First Luas From Brides Glen**	**Last Luas From Brides Glen**	**Frequency**
-	Brides Glen - Broombridge	05:30	00:30	Every 3-4 Mins at Peak Times, 15 Mins at Night

4.5.2 Car Sharing

According to GoCar.ie, car sharing is a sustainable community service. By allowing multiple people to use the same vehicle at different times, car sharing can reduce car ownership, car dependency, congestion, noise and pollution. It can also free up land which would otherwise be used for additional parking spaces.

Established in 2008, GoCar has been a prominent contributor to Ireland's car-sharing landscape, with a fleet of over 1,100 vehicles nationwide. Launched with the aim of providing members with the freedom of car ownership without the hassle, GoCar ensures a seamless experience. Fuel, insurance, and tax are all included in the rental fee, making it a cost-effective alternative to traditional vehicle ownership. Members can book vehicles through the GoCar app, unlock them using their phones, and return them to the same location after their trip.

GoCar recently published their 2025 GoCar Index (See Appendix C) which amongst its findings found that:

- 18% of GoCar Index respondents said they wouldn't care about owning a car if it was easier to rent one as they needed it. This was highest among those living in towns and cities, with almost a quarter (23%) of respondents from urban areas being open to car sharing.
- The GoCar Index also found that the main reason not to use a car sharing service is that there is no facility near where the respondents lived, something which was cited by 63% of those polled. With the expansion of the hubs, and the continued rollout of private fleets from the likes of GoCar, this problem is being steadily solved.
- Car sharing also has financial benefits and is a way for drivers to save money. With a quarter (24%) of people now driving less due to high fuel costs, the impact of high prices is clear. The potential saving opportunity by using a car sharing service ensures that consumers will benefit from using a more sustainable form of transport in their wallet, as well as society at large.

It is proposed to provide 2 no. GoCar shared vehicle for this development. The designated parking spaces would be located in the southern side of the subject site, adjacent to the two accessible spaces provided on Street 2. While the vehicles are primarily intended for use by residents of the proposed development, they will also be available to visitors and other GoCar members. A letter of support from GoCar for the proposed parking spaces is included in Appendix C.

In the event that the proposed GoCar vehicles are unavailable, there is an alternative GoCar base located at Carrickmines Retail Park, which is approximately a 20-minute walk away from the subject site.

5 Preliminary Action Plan

5.1 Introduction

The measures identified comprise a combination of policies and incentives aimed at promoting changes in travel behavior and maintaining a low level of single-occupant car use. These measures are intended to be introduced over a defined period, allowing costs to be spread and ensuring that policies and incentives are delivered in a coordinated manner.

Although limited changes in travel behaviour may be evident in the short term, the impact will increase as implementation progresses. The mobility management measures within the Preliminary Action Plan can be categorised under the following headings:

- Management & Monitoring Strategy
- Marketing & Communications
- Walking Strategy
- Cycling Strategy
- Public Transport Strategy

5.2 Management & Monitoring Strategy

5.2.1 Management

The Mobility Management Plan (MMP) is intended as an up-to-date document that evolves over time and requires continuous implementation, management, and monitoring. Successful delivery depends on organisational support, the appointment of an internal Mobility Manager, and the provision of appropriate financial resources.

The successful implementation of an MMP requires the following inputs:

- The appointment of a Mobility Manager to co-ordinate the plan
- Working sub-groups established to address defined issues
- The support and commitment of Senior Management
- An appointed steering group to oversee the implementation of the plan

To ensure effective results from any initial sustainable travel investment it is imperative to obtain the agreement of all the stakeholders and obtain the support of external partners like the Local Authority, public transport operators, etc. Ideally, the MMP should be managed by a designated Mobility Manager or Travel Plan Coordinator with a clear mandate to implement and evolve the plan. This person would also be best positioned to monitor and report on the plan's performance over time.

The location of the proposed development in proximity to existing public transport and active travel facilities provides significant scope for a successful MMP to influence modal choice from the outset, reducing reliance on private car use.

5.2.2 Monitoring

It is essential that the ongoing implementation and subsequent impact of the MMP initiatives are regularly monitored for the following key reasons:

- To provide evidence that the various targets are being met, or identify where they are not achieved, prompting a review of the measures implemented, as people only value what can be measured and assessed.

- To ensure that the MMP maintains the ongoing support and engagement of the development's management, staff, and relevant internal and external stakeholders (as referenced in Section 2.2)
- To ensure that both financial and resource input is being utilised to its maximum potential.

5.3 Marketing & Communications

Educating occupants and visitors of the development on the Mobility Management Plan initiatives, and the importance of their active participation, is critical. The available services must be communicated clearly, consistently, and on an ongoing basis to support and sustain positive behaviour change.

Communication will consist of promotional measures and activities designed to inform residents and visitors of the development about the existing and planned transport networks. These measures and activities will include:

- Compiling a 'Sustainable Travel Welcome Information Pack' for all new development occupants. This pack will contain all the key information from the MMP including the location of active travel facilities and cycle parking etc.
- Resident travel surveys should be conducted during the early stages of occupation and subsequently on an annual basis to monitor the initial effectiveness of the Travel Plan and to gain a comprehensive understanding of residents' travel behaviour. The results of these surveys will also provide a benchmark for sustainable travel performance, allowing comparison with previous years and assessment against the targets established in the Travel Plan.
- Prepare an 'Access Map' highlighting public transport facilities and safe walking/cycling routes. Establish prominently located Travel Information Points on-site, providing maps, timetables, and other mobility information. A digital Travel Information Point could also be incorporated to enable residents to use wayfinding apps such as Google Maps to navigate to and from the development.
- Promoting the MMP through both internal and external means e.g. Reporting success of MMP processes in local newspapers.
- Investigate the feasibility of developing an annual events calendar (2–4 events per year) supported by a promotion strategy. Example events could include a 5km community walk/run making use of surrounding active travel facilities.

5.4 Walking Strategy

All relevant safe walking routes should be identified within a minimum 5km radius of the development site. Route selection should consider the availability of footpaths, pedestrian crossings, appropriate signage, and street lighting.

Other measures which could be implemented include:

- Developing a 'Walking Events Calendar' supported by incentives such as: (i) Walk to Work/School Week, (ii) Walk on Wednesdays, and (iii) a Travel Diary with incentive/award schemes.
- Carry out a route audit and establish a review programme to ensure that external routes to key off-site destinations provide appropriate infrastructure and are upgraded as necessary to meet walking and accessibility requirements.

5.5 Cycling Strategy

All relevant safe cycling routes should be identified within a minimum 15km radius of the development site. Route selection should take into account the availability of dedicated cycle paths, toucan crossings, appropriate signage, and street lighting.

Other measures which could be implemented include:

- Carry out a route audit and establish a review programme to ensure external routes to key off-site destinations provide appropriate infrastructure and are upgraded as necessary to meet cycling and accessibility requirements.
- Ensure that bicycle parking for development residents and visitors is secure, easily accessible and sufficiently sheltered.
- Promote the cycle to work scheme among residents.
- The possibility of including bike sharing stands on the development such as DublinBikes and Bleeper Bikes.
- Promote the formation of a residents' bicycle users group within the development, alongside an online cycling forum or organised cycling events for occupants.

5.6 Public Transport Strategy

The following measures are intended to promote the use of public transport among residents of the development:

- Service Information: Ensure that the information provided in the development Access Map, Sustainable Travel Pack, and Travel Information Points includes the locations of stops, routes, timetables, walking times to key public transport facilities, and related details. Any changes or improvements to public transport services should also be communicated to residents and visitors.
- Multi-Modal Trip Support: Users of the development should be provided with guidance on integrating public transport with other modes of travel, for example cycling between a bus or train stop and their home or workplace. Specific information should be included regarding the conditions under which standard or folding bicycles may be carried on bus and train services.
- Market / Publicise the potential for residents through their employers to purchase both annual and monthly TaxSaver tickets.

6 Summary & Conclusions

Meinhardt has been commissioned by Durkan Glenamuck Developments Ltd (The Applicant) to prepare a Mobility Management Plan (MMP) to assist Dun-Laoghaire Rathdown County Council (DLRCC) in its assessment of a planning application for a Large Residential Development (LRD) at Glenamuck, Kilternan, Dublin 18. The proposed development comprises the following:

The development will principally consist of the construction of 135 No. residential units, comprising 65 No. houses (9 No. 2-bed units, 46 No. 3-bed units and 10 No. 4-bed units) and 70 No. duplex units (21 No. 1-bed units, 22 No. 2-bed units and 27 No. 3-bed units). The proposed development will principally range in height from 2 No. to 4 No. storeys.

The development also provides car parking spaces; bicycle parking; bin storage; ancillary storage; private balconies, terraces and gardens; hard and soft landscaping; boundary treatments; lighting; substations; and all other associated site works above and below ground.

The proposed provision of 199 car parking spaces is generally in accordance with DLRCC standards. A deviation is applied to the duplex units, with provision set at 0, 0.75, and 1 space per unit for one-, two-, and three-bedroom units respectively. This results in an overall parking ratio of 1.47 spaces per unit, which is considered reasonable given that the adjacent Glenamuck Manor development (Ref: ABP 303978-19) was permitted with a ratio of 1.32 spaces per unit. The site's location adjacent to newly constructed active travel facilities on the GDDR and GLDR, and its proximity to high-quality public transport services including the Luas Green Line, further supports the appropriateness of the proposed ratio.

Cycle parking has been provided at a rate of one long-term space per bedroom and one short-term space per five units, in accordance with the specific request of DLRCC in their LRD Opinion Document. Long-term cycle parking for the houses has been accommodated in-curtilage.

This MMP has found the proposed development site to be well positioned to benefit from both existing and planned active travel facilities and public transport infrastructure. This will enable the development to align with the objectives of the MMP, namely, to encourage residents to use sustainable modes of travel for commuting and recreational trips, while reducing the number of single-occupancy vehicle journeys.

Key measures supporting this objective include the proposed parking ratio of 1.47 spaces per unit, the provision of two on-site GoCar vehicles, and the allocation of one long-term bicycle space per bedroom. Together, these measures are intended to reduce reliance on private car use and promote a sustained shift in travel behaviour among residents. It is recommended that a Mobility Manager or Travel Coordinator be appointed to actively implement and promote this MMP.

The proposed measures will benefit residents' health while mitigating transport impacts on the wider community. By promoting active travel, they will be contributing to improved road safety and overall wellbeing.

The Preliminary Action Plan sets out a coordinated package of policies and incentives to promote sustainable travel, reduce reliance on single-occupant car use, and encourage walking, cycling, and public transport. The main objective of this plan is to provide a basis for engagement with DLRCC from which an agreed MMP Action Plan can be adopted.

Appendix A – Census 2022 Data

Census Commuting Data

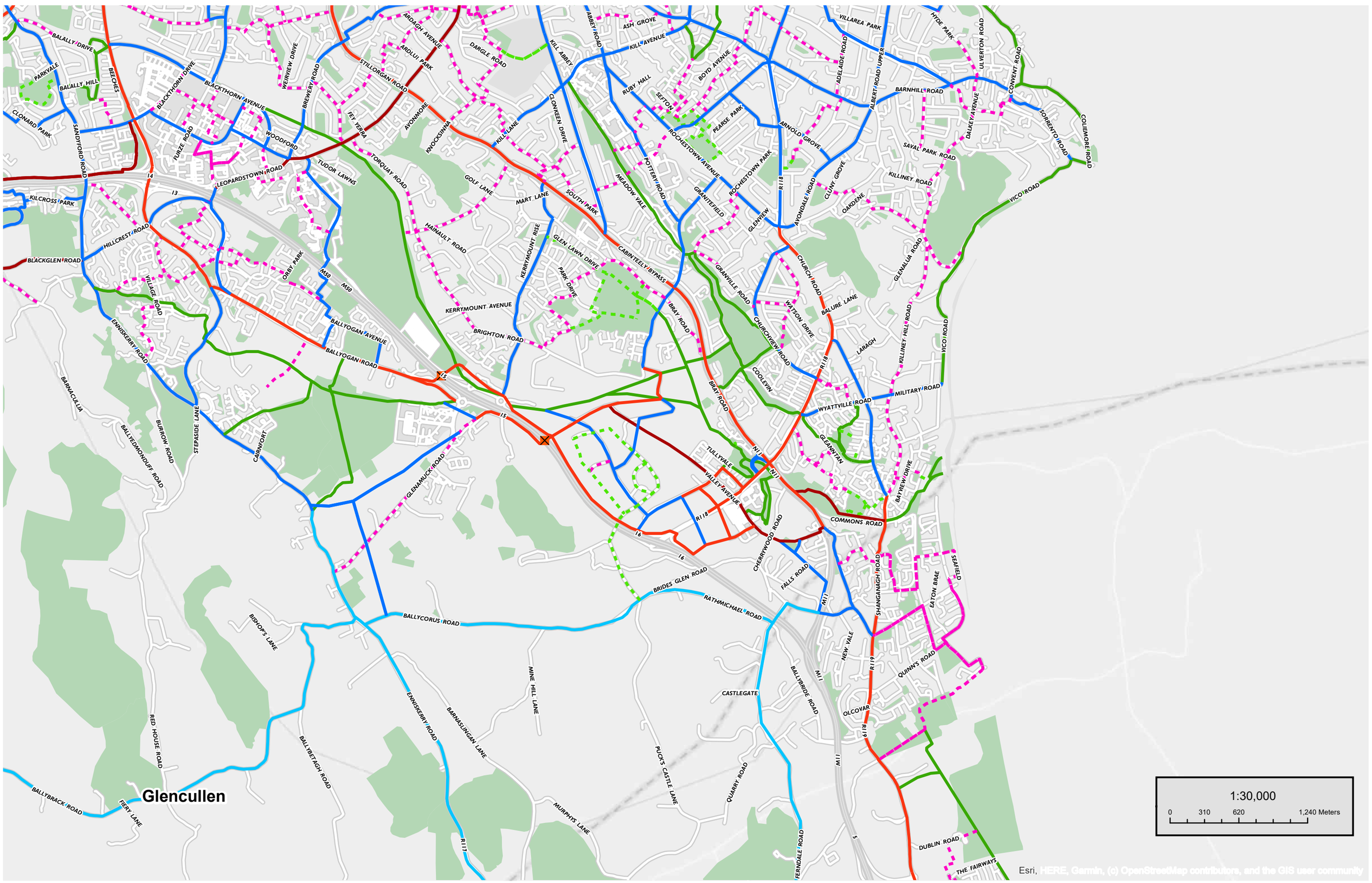
County and	On foot	Bicycle	Bus, minib	Train, DART	Motorcycle	Motor car: I	Motor car: I	Van	Other, incl.	Not stated	All means of travel		Car %	PT%		
State	178,111	60,671	119,095	60,885	8,481	1,199,481	84,666	146,265	12,744	163,872	2,034,271		0.589637			
Carlow	1,842	335	256	236	52	15,220	1,378	2,200	223	1,908	23,650	0.020803	0.643552	0.020803	0.500081	DLR Drive to work
Dublin City	46,470	26,621	39,540	17,964	2,133	77,483	5,445	6,187	529	38,214	260,586		0.297341	0.220672		
DÃºn Laogh	6,854	6,390	7,874	13,059	750	43,043	1,983	2,280	163	3,676	86,072		0.500081	0.243203	0.651673	Rest of Country Drive to work
Fingal	7,292	3,611	15,587	10,803	881	74,536	4,899	5,980	409	10,908	134,906		0.552503	0.195618		
South Dubl	6,857	5,260	15,235	4,137	1,044	69,189	4,682	6,422	307	8,990	122,123		0.566552	0.158627	0.2432	DLR PT to Work
Kildare	6,024	1,436	4,656	5,011	424	65,587	4,455	7,241	505	5,517	100,856		0.650303	0.09585	0.2207	Dublin City to work
Kilkenny	3,537	565	498	164	104	27,846	1,752	3,646	333	2,115	40,560		0.686538	0.016321	0.0329	Rest of Country PT to Work
Laois	2,073	367	579	818	64	23,944	1,876	3,623	349	2,496	36,189		0.661638	0.038603	0.1586	South Dublin PT to work
Longford	1,246	237	230	153	19	10,427	871	1,484	182	2,930	17,779		0.586478	0.021542		
Louth	5,339	1,150	2,384	677	150	31,863	3,002	3,977	286	4,293	53,121		0.599819	0.057623		
Meath	5,023	634	4,959	1,241	280	60,834	3,967	7,808	620	4,269	89,635		0.678686	0.069169		
Offaly	2,367	504	441	391	58	21,143	1,627	3,216	330	1,988	32,065		0.659379	0.025947		
Westmeath	2,897	518	893	339	76	24,378	1,907	3,302	317	3,239	37,866		0.643797	0.032536		
Wexford	4,864	525	948	136	137	41,118	3,362	6,282	537	3,794	61,703		0.666386	0.017568		
Wicklow	4,269	665	2,568	2,717	270	37,311	2,486	4,543	412	3,474	58,715		0.635459	0.090011		
Clare	3,014	528	713	104	116	34,070	2,326	4,199	371	3,889	49,330		0.690655	0.016562		
Cork City a	20,752	3,501	9,569	1,305	704	149,466	10,596	16,831	1,512	15,787	230,023		0.649787	0.047274		
Kerry	5,303	876	652	96	127	38,084	2,504	6,400	435	4,064	58,541		0.650553	0.012777		
Limerick Ci	7,091	1,308	2,571	140	228	49,996	3,701	5,531	535	9,564	80,665		0.619798	0.033608		
Tipperary	5,704	571	528	312	124	44,595	3,133	5,653	718	4,318	65,656		0.679222	0.012794		
Waterford C	4,616	794	1,252	73	175	31,639	2,685	3,275	328	4,088	48,925		0.646684	0.027082		
Galway City	5,408	1,927	3,090	111	137	16,646	1,548	977	76	4,590	34,510		0.482353	0.092756		
Galway Cou	3,604	625	1,157	389	130	53,528	2,908	7,659	705	4,742	75,447		0.709478	0.020491		
Leitrim	686	77	133	62	19	9,137	501	1,588	151	821	13,175		0.69351	0.014801		
Mayo	3,848	437	445	91	75	35,450	2,221	5,836	474	3,007	51,884		0.683255	0.010331		
Roscommo	1,223	189	269	176	31	18,552	1,123	2,863	330	1,732	26,488		0.700393	0.0168		
Sligo	2,400	359	372	71	53	17,154	1,135	2,390	226	2,021	26,181		0.655208	0.016921		
Cavan	2,075	169	562	33	39	21,127	1,657	3,913	402	2,134	32,111		0.657937	0.018529		
Donegal	3,596	299	759	42	50	38,955	3,460	7,595	641	3,973	59,370		0.656139	0.013492		
Monaghan	1,837	193	375	34	31	17,160	1,476	3,364	338	1,331	26,139		0.65649	0.015647		

Census Secondary School Commuting Data

County and	On foot	Bicycle	Bus, minibu	Train, DART	Motorcycle	Motor car: D	Motor car: P	Van	Other, incl.	Not stated	All means of travel
State	77,793	13,055	101,393	7,251	182	6,660	158,579	613	372	22,475	388,373
Carlow	1,026	108	1,120	18	3	119	2,303	6	5	282	4,990
Dublin City	9,242	3,597	5,770	1,322	18	141	5,799	13	31	4,572	30,505
DÃºn Laogh	3,053	1,570	2,796	2,304	9	188	5,436	17	20	508	15,901
Fingal	9,398	1,820	5,299	1,340	19	237	7,419	15	19	1,725	27,291
South Dubl	8,415	1,512	4,408	397	14	173	7,088	19	30	1,512	23,568
Kildare	5,026	1,169	4,699	386	11	344	8,219	21	28	867	20,770
Kilkenny	1,181	67	2,450	17	5	221	3,941	30	7	324	8,243
Laois	1,181	172	2,205	88	4	125	3,776	11	5	405	7,972
Longford	511	30	1,381	25	0	50	1,346	8	8	353	3,712
Louth	2,421	236	3,454	57	2	131	4,592	21	4	728	11,646
Meath	5,356	445	5,602	188	3	234	6,612	24	7	695	19,166
Offaly	1,340	89	1,845	39	3	141	3,008	14	5	360	6,844
Westmeath	1,160	152	2,044	53	6	139	3,481	10	14	454	7,513
Wexford	1,706	61	4,237	22	3	333	6,041	24	8	610	13,045
Wicklow	2,872	346	2,920	450	4	257	5,260	14	11	470	12,604
Clare	1,501	106	2,670	44	3	199	5,084	18	11	546	10,182
Cork City a	7,272	357	11,351	213	24	1,075	21,657	72	36	1,907	43,964
Kerry	1,190	132	3,342	36	1	242	5,816	22	14	600	11,395
Limerick Ci	2,531	235	4,066	16	6	344	6,828	28	13	1,205	15,272
Tipperary	1,912	63	3,379	36	2	376	6,850	23	9	590	13,240
Waterford C	1,633	197	2,278	8	22	233	5,045	14	9	557	9,996
Galway City	963	282	984	18	2	53	2,019	12	2	512	4,847
Galway Cou	1,530	104	5,375	74	2	326	7,955	40	10	659	16,075
Leitrim	367	11	910	14	1	55	1,256	5	6	106	2,731
Mayo	1,198	65	3,371	12	2	221	5,103	25	11	368	10,376
Roscommo	542	22	1,643	35	2	109	2,900	12	7	242	5,514
Sligo	583	49	1,364	13	4	104	2,850	15	3	258	5,243
Cavan	852	20	2,716	9	1	118	2,715	28	9	284	6,752
Donegal	1,094	18	5,790	7	3	274	5,812	39	29	593	13,659
Monaghan	737	20	1,924	10	3	98	2,368	13	1	183	5,357

0.353688	DLR Drive to school
0.425465	Country Average
0.290736	DLR walk / cycle to school
0.233919	Country Average

Appendix B – Greater Dublin Area Cycle Network Plan Dublin South East



Project:	Title:	Legend:	
2022 GREATER DUBLIN AREA CYCLE NETWORK PLAN	2022 GREATER DUBLIN AREA CYCLE NETWORK PLAN - DUBLIN SOUTH EAST	Proposed Crossing Points	Inter Urban
		Primary Radial	Feeder
		Primary Orbital	Greenway - Leisure
		Secondary	Further Study
		Greenway - Utility	

NTA Údarás Nálsiúnta Iompair National Transport Authority

AECOM

Appendix C – GoCar Index (2025) & Letter of Support

Durkan Glenamuck Developments Ltd
1st Floor,
Maple House,
Lower Kilmacud Road, Stillorgan, Blackrock,
Dublin.

25th November 2025

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the Glenamuck North – Southern Site, Mixed Residential development located at Kilternan, Dublin 18. GoCar representatives have discussed the project with representatives of Durkan Glenamuck Developments Ltd and are excited to provide 2 car sharing spaces to service this location. The development consists of 130 unit dwellings, made up from 65 House units and 70 duplex units within the Kilternan, Dublin 18 area. The developer proposes to have available two (2) vehicles for service at surface level for the wider communities and for onsite residents within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 1200 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Daniel Ralston
Business Account Manager
GoCar Carsharing Ltd
Mobile: 086 0414 991
E: daniel.ralston@gocar.ie

GO CAR

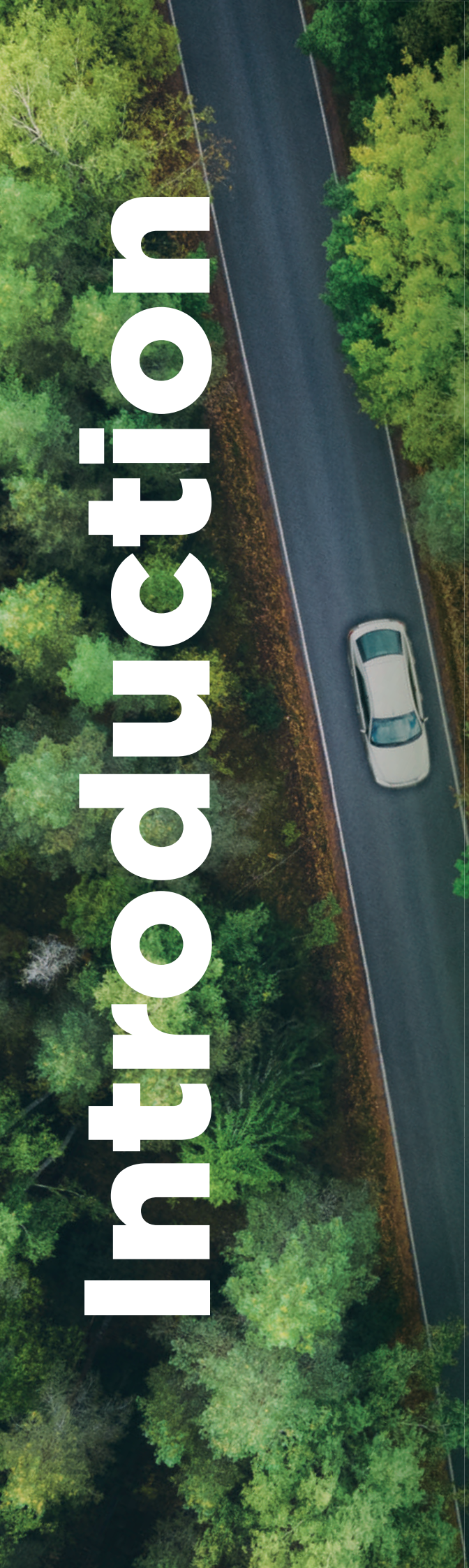
2025 Index

Contents

About GoCar

Established in 2008, GoCar has been a prominent contributor to Ireland's car-sharing landscape, with a fleet of over 1,100 vehicles nationwide. Launched with the aim of providing members with the freedom of car ownership without the hassle, GoCar ensures a seamless experience. Fuel, insurance, and tax are all included in the rental fee, making it a cost-effective alternative to traditional vehicle ownership. Members can book vehicles through the GoCar app, unlock them using their phones, and return them to the same location after their trip.

Introduction



Most people in Ireland want or need access to a car – but how much are they willing to pay for it?

The results of the latest GoCar Index show the financial costs of car ownership are cutting deeper than ever - the increase in the price of petrol and diesel in recent years has led to one in four (24%) people driving less often.

Over 55s were the most affected, with 28% saying they drive less due to rising fuel costs, while under 35s were the second most likely to cut back on their car usage (24%).

Although fuel costs have moderated somewhat in recent months, the price of petrol is still up 33% since 2021, while diesel is 39% more expensive [1] .

Motivated in part by rising costs, many households with two cars are considering giving up their second vehicle. This is especially true of younger drivers with almost 28% of those aged under 35 are thinking about giving up their secondary vehicle.

The GoCar survey reveals that two thirds (67%) of respondents admitted that their friends and family would think them 'mad' to give up their cars, demonstrating that private car ownership is something which is deeply embedded in the Irish psyche.

GoCar drivers only have to pay for a car when they actually need it - rather than a typical driver, who pays for a car that is left unused 92% of the time [2].

Dublin has been ranked as the second slowest city in Europe [3]. The government has worked to reduce the number of cars on Irish roads, mainly due to rising congestion and the impact heavy traffic has on the environment and on society.

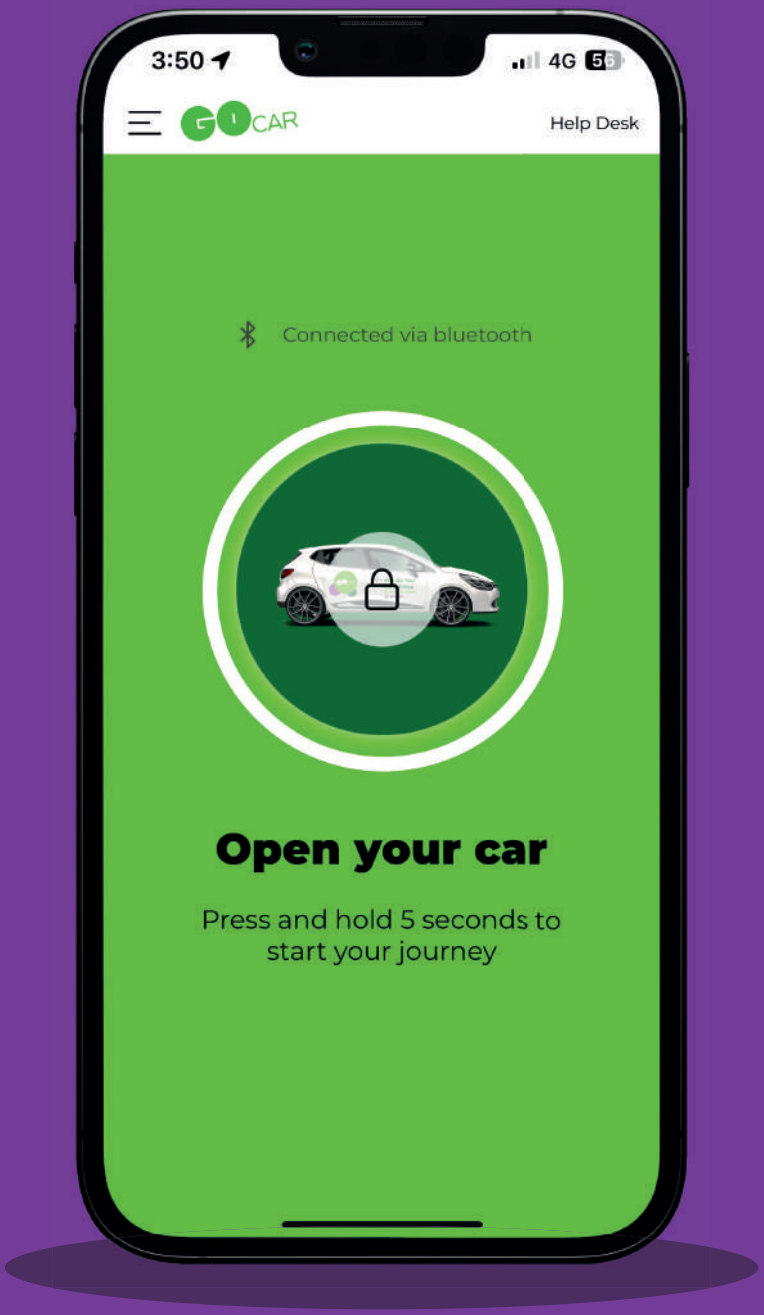
GoCar user data shows that 60% of the company's customer base would buy their own vehicle if they didn't have access to the car sharing service. Each GoCar takes multiple private cars off the road, lowering air pollution and CO2 emissions.

Car sharing also presents an opportunity to get more people driving electric vehicles (EVs). While the government has previously stated plans to get almost a million EVs on the road by 2030, there are currently only about 110,000 EVs driven in Ireland. The GoCar Index shows that the expense of EVs is still an issue - 40% said the high price of EVs is one of the barriers to buying one.

Based on the impact of similar services abroad, the GoCar EV fleet could potentially save over 300 metric tonnes of CO2 emissions per year [4]. So not only does the GoCars service help take private cars off the road, but it also helps in lowering emissions across the country.

The GoCar Index takes a closer look at why some people are considering giving up their cars and why many others are still reluctant to do so.

This report explores the behaviour of motorists - what kind of journeys they make, how far they drive and how often. This Index has been conducted by GoCar in partnership with Amárach Research and was compiled from a nationally representative sample of 1,200 adults in November 2024 in the Republic of Ireland. The GoCar Index also features secondary research and data from several other studies.



(1) Irish Fuel Price Survey - AA
(2) Sustainable Energy Authority of Ireland
(3) TomTom Traffic Index
(4) Shared Mobility Hubs - Department of Transport

Car Usage


CLEARWAY
Pay As You
Go Driving
Near You, Always
gocar.ie
GO CAR

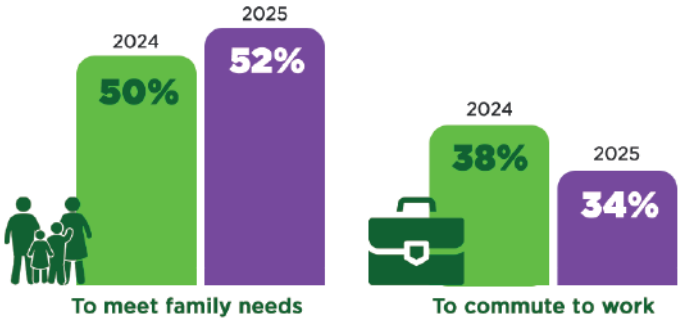
Driving Demand

To start, it's perhaps unsurprising that most people in Ireland have access to a car. However, the extremely high level of ownership was evident in this research. Of those polled, 95% said they owned or co-owned a car. The survey found that one in five car owners (22%) own two or more cars.

Ensuring they could meet their family's needs was the most common reason for this, cited by over half (52%) of those who own a second car. The other key reason was ensuring people could get to work, which was stated by 34% of second car owners.

1 in 5 people own 2 or more cars

Why do people need a second car?

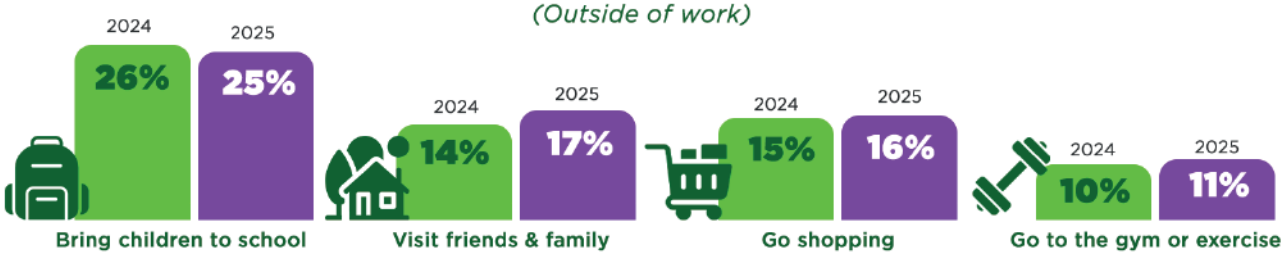


Common Commutes

The car is the most popular method of commuting in Ireland [5]. It's the mode of transport of choice for more than half the population with 59% driving and a further 4% travelling as a passenger in a car [5]. Among those who drive, work was the most common reason they spend so much time behind the wheel, 40% of respondents use their car to commute to work every day, up 3% from the 2024 GoCar Index [6]. There was also a decline in the number of people who said they never use their car to get to work (32%) - a decrease of 4% (36%) from the 2024 Index.

Outside of work, people most commonly used their car to bring their children to school (25%). Visiting friends and family (17%), going grocery shopping (16%), and going to the gym or exercising (11%) are all increasingly common uses.

What respondents commonly use their car for
(Outside of work)



(5) Commuting to work - CSO
(6) GOCAR Report-R5

Road trips

More than half (59%) of drivers use their car at least once every six months to go on short breaks in Ireland.

There was a smaller group who went on more frequent getaways - almost one in five (19%) said they use the car four times a year to travel across the country for holidays or weekends away. The number of respondents who went on monthly trips rose from 5% to 7% year on year.

Notably, there was a significant increase in the number of people who use the car every six months to attend major leisure activities, such as art or music festivals. This increased from 52% in 2023 to 59% in 2024 [7].

(5) Commuting to work - CSO
(6) GOCAR Report-R5

Time Spent Spinnin'

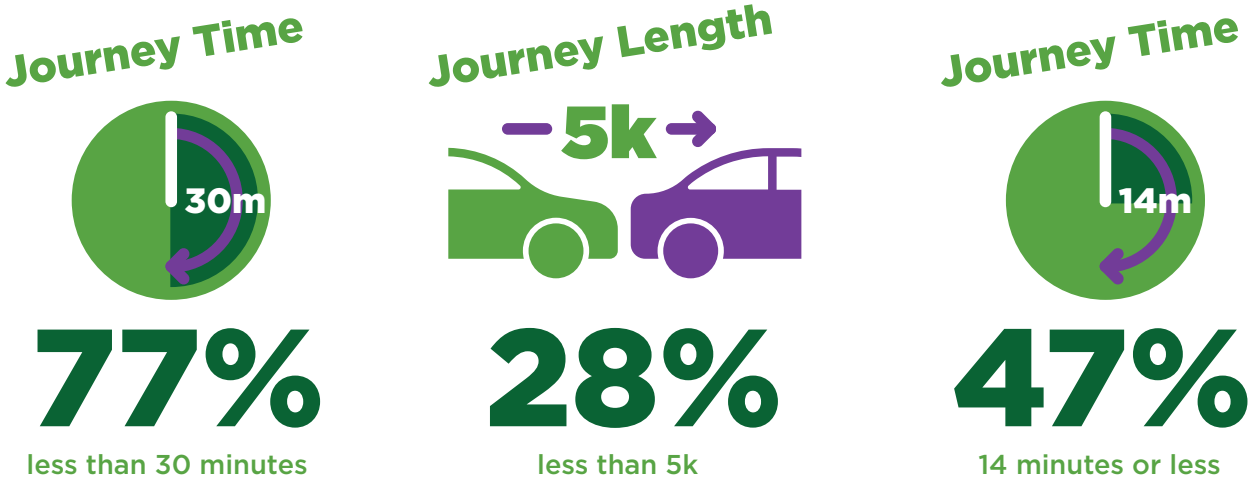
A major finding from the research was Ireland's car usage. iIt has found that car journeys tend to be short - both in terms of distance and time. The GoCar Index has revealed that the majority of the Irish public use their cars for shorter journeys.

- Over three quarters (77%) of car journeys across Ireland are completed in less than 30 minutes.
- Nearly one in three motorists (28%) drive less than 5 kilometers per trip, roughly in line with 2023 (29%).
- 15% of respondents travelled between 6km and 9km when they drove, the same as last year (15%).

In line with this, the amount of time spent on these journeys tends to be short.

- 47% of car journeys nationally are completed in 14 minutes or less
- 30% take between 15 and 29 minutes. (11)

Car journeys across Ireland



However, congestion means the time to complete these shorter journeys is trending upwards, at least in Dublin. It takes an average of 29 minutes and 30 seconds to travel only 10 kilometres in Dublin, making it the second slowest city in the Europe (8).

User data from GoCar shows that the average return distance of a GoCar trip is 86km, suggesting that GoCar customers use the cars for more intentional trips rather than brief, potentially unnecessary journeys.

(7) National Household Travel Survey 2023
(8) TomTom Traffic Index

Car Ownership

Multiple Motors

Cars are an essential part of living in Ireland - the country has been identified as having the second highest level of car dependency in the EU.

A 2022 European Commission survey found that three quarters (76%) of Irish people used a car as their main transport mode on a typical day – the second highest in the EU, behind only Cyprus, which stood at 85% [9].

A significant number of households also have multiple vehicles - one in five car owners have two or more vehicles, 22% in 2024 compared to 21% in 2023

1 in 5

households have two or more vehicles

The 2025 GoCar Index found that almost one in five (15%) said they would be open to giving up a secondary car over the next few years.
When looking at whether drivers would give up their primary vehicle, one in ten (10%) said they planned to do so in the coming years.

28%

of under 35s, thinking of giving up a secondary vehicle

Young people are much more likely to consider giving up their car, with 21% of respondents under 35 saying they were thinking of giving up their primary car in the next few years, while 28% were weighing up getting rid of their secondary vehicle.

This was probably because 46% of people in that age group said they could save a 'considerable' amount of money if they didn't rely so much on a car.

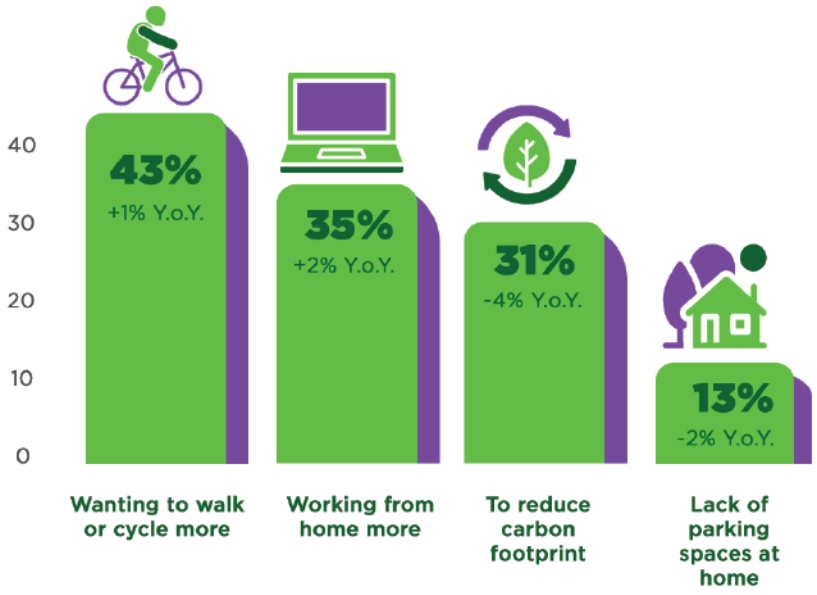
The reasons given for Ireland's high level of car usage are varied but generally include relatively poor access to reliable public transport, particularly in rural areas.

70% of respondents said they would be more likely to give up a car if they had access to better public transport. The increasing cost of running a car came in a close second, with 65% saying that higher prices would encourage them to give up their vehicle. This was up from 62% in last year's survey.
Working from home was the third most-cited reason for getting rid of a car at 36%.
Studies from national bodies have noted that lower levels of car ownership tend to encourage the development of better public transport, helping to reduce the overall number of vehicles on the road [10].

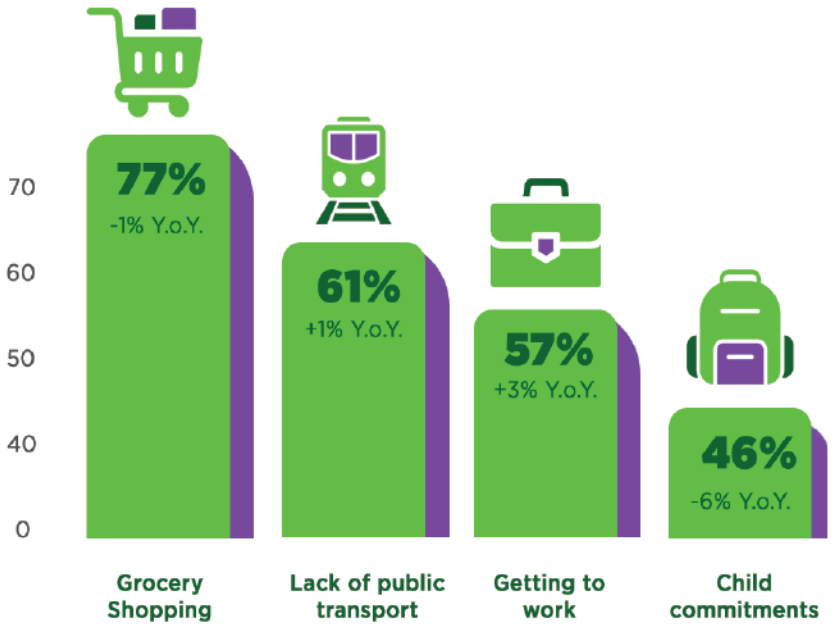
(9) Poll carried out by Eurobaramoter, part o the European Commission
(10) National Economic and Social Council

What is putting the brakes on giving up the car?

Reasons for



Reasons against



Two-thirds (67%) of the GoCar Survey respondents believe their families and friends would think it 'mad' if they gave up owning a car.

Over 1 in 10 (11%) are hesitant to give up the car as others rely on them. However, 18% would like to use the car less often but are unfamiliar with the alternatives.

case studies

When my own car broke down, without access to GoCar, I would have been really stuck. I work in north Dublin, and getting there on public transport is awkward. It's about a 15 minute drive from my house, but it could be an hour and a half on public transport as I would have to get a Luas into the city and then a bus.

I was looking at renting a car with other companies and they all wanted big deposits upfront, like 1,000.

With GoCar, once they approved my licence, I was able to rent a car straight away and I was only charged for the time I used.

For me, the convenience and price was great. Most of the regular rental companies I looked at were charging about €100 a day. On the other hand, with GoCar, I paid about €55. And then you can build up points, getting money off, so I was often only paying €50 for the day.

Also, I found it great that the service is 'pay by the hour'. But once you have the car for more than five hours, it's capped for a 24 hour period. It meant I could have the car in the evening as well after work if I needed it, and I'd often be able to use it to do my shopping or go and see friends.

- Thomas, 34, Citywest, Dublin.
GoCar member since 2022.

My husband and I have two kids who go to primary school. My husband has a car and up until recently I've always had one as well. But I started working from home last year and I realised that one car did the job for both of us. I also try to live as sustainably as I can, so when I came across the idea of access over ownership, it was appealing to me. I walk my kids to school and work from home most of the time. I have to go to different counties maybe twice a week or work, so that's what I mostly use GoCar for.

GoCar also gives us that extra help when we both need access to a car. A collection point is close to me, so it's convenient to walk and pick up a car. It means I'm only using the car when I truly need to.

I think it's brilliant. It's easy to access and financially I'm better off. When I had a car before, I would easily spend €50 often to fill up the tank. I'd say I'm easily saving €200 a month. I think if other people thought about it, how they could live without owning a car, they would probably be surprised at how much money they could save.

- Pat Kane, 42, Foxrock, Dublin.
GoCar member since 2024.

Alternative to owning a car

We have established that car ownership in Ireland is extremely high. However, we also know that many motorists are willing to at least consider giving up their vehicle if a better option is available.
Ideally, alternatives should also be environmentally friendly to align with Ireland's emissions reduction targets for 2030 and beyond. So, what are the options?

Car sharing has emerged as a possible solution - from a cost perspective, it can make a lot of sense. The savings offered by car sharing services have even been recognised by the Sustainable Energy Authority of Ireland, which said that app based car sharing companies 'offer short term rentals from an hour at very reasonable costs [12].

The potential benefits have also been recognised by international bodies such as the OECD (Organisation for Economic Co-operation and Development), which has said that car sharing could help to take cars off the road while also being good for the environment.

For those who are willing to look at car sharing, the GoCar survey confirms how much finances impact their decision. 47% of people said their main reason for using car sharing services is to have 'freedom from running costs' - this was up 6% from 41% in 2023.

(11) Based on average KM per trip at 0.25c and 50km free with each trip
(12) Sustainable Energy Authority of Ireland

The Sharing Economy

The GoCar survey showed that car sharing and car rental are alternatives which about a fifth (18%) of people would be willing to consider if they do not wish to own a vehicle.

When asked how likely they were to use transport alternatives to car ownership in the next 5 years, the most popular response to the survey was 'carpooling' - 20% of respondents said they were 'likely' or 'very likely' to do this. 'Car sharing' came in second place, cited by 17%, while 16% identified car rental. Young people living in urban apartments were the most likely group to have actually tested out these alternatives to car ownership.

> **1 in 10 have used car sharing in Ireland**

The number of people who have used a car sharing service like GoCar has increased by 2% since last year (10%)

However, this almost doubled to 19% among 25 - 34 year olds. One in five of people surveyed in Dublin had used a car sharing service, while the figure was as high as 31% for those who live in apartments.

GoCar user data with over 3,500 responses also found that 60% of its customers would buy a car if GoCar didn't exist – again demonstrating how car-sharing services help to reduce the number of cars on the road.

Future transport trends

Carpooling

20%

Car Sharing

17%

Car Rental

16%

Conclusion

The insights in The GoCar Index illustrate the opportunities the car sharing model represents. Those with a second car are understandably wary of giving it up as it tends to be used for important activities.

However, a large group of people are open to switching - 18% of GoCar Index respondents said they wouldn't care about owning a car if it was easier to rent one as they needed it. This was highest among those living in towns and cities, with almost a quarter (23%) of respondents from urban areas being open to car sharing.

The government is keen to expand public transport, allocating €1.6 billion in Budget 2025 [12]. As part of this, 'mobility hubs', which offer transportation services that are shared among users, are increasingly favoured, with 200 such facilities currently being rolled out across three Irish cities. These are set to give much broader access to shared EV's at an affordable price - significantly reducing the key issue of high cost cited by consumers.

The GoCar Index also found that the main reason not to use a car sharing service is that there is no facility near where the respondents lived, something which was cited by 63% of those polled. With the expansion of the hubs, and the continued rollout of private fleets from the likes of GoCar, this problem is being steadily solved.

Finally, and perhaps most importantly for the average user, car sharing also has financial benefits and is a way for drivers to save money. With a quarter (24%) of people now driving less due to high fuel costs, the impact of high prices is clear. The potential saving opportunity by using a car sharing service ensures that consumers will benefit from using a more sustainable form of transport in their wallet, as well as society at large.

Ireland is moving towards an increasingly green future, where better public transport means fewer cars on the roads and lower emissions. Car sharing, particularly via the likes of GoCar's expanding EV fleet, ensures that we can reduce our emissions while providing reliable and affordable access to a vehicle whenever it's needed.

Because of its competitive pricing, car sharing is a win-win for consumers and the environment. By helping to reduce emissions and private vehicle ownership, car sharing services like GoCar can help Ireland's vision of a better future become a reality. One where reliable, sustainable and affordable travel is available for all.

(12) Budget 2025

GO CAR

GoCar Index 2025

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www.meinhardt.ie