MRCL

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CONSULTING LTD



PROPOSED RESIDENTIAL DEVELOPMENT, PRUSSIA STREET, DUBLIN 7

MOBILITY MANAGEMENT PLAN

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1.0 INTRODUCTION

Randalswood Construction Ltd have appointed Dr Martin Rogers, Transport Planning Professional, to provide a Mobility Management Plan for modifications to previously permitted residential development on Prussia Street, Dublin 7.

The development is on lands at 23-28 Prussia Street, Dublin 7, located at the junction of Prussia Street and St. Joseph's Road, and bounded by No. 29 Prussia Street to the north, No. 22 Prussia Street to the south, and TU Dublin, Grangegorman Campus and boundary wall to the east.

The development will consist of proposed modifications to the previously permitted Large-scale Residential Development (LRD). The parent permission, Reg. Ref. LRD6057/24-S3A, provided for 102 no. apartment units together with an 85 sqm café. A subsequent amendment, permitted under Reg. Ref. WEBLRD6103/26-S3, increased the residential provision to 110 no. apartment units.

The current application proposes a further increase of 10 no. apartment units, from the permitted 110 no. units to a total of 120 no. units, comprising 77 no. 1-bed units, 40 no. 2-bed units, 2 no. 3-bed units and 1 no. 4-bed unit. The current proposal therefore represents an increase of 18 no. apartment units relative to the 102-unit development assessed within the Traffic and Transport Assessment submitted with the parent permission.

The 85 sqm ground-floor café already forms part of the permitted development and no modifications to the café are proposed as part of the current application.

The zero-residential-car-parking strategy was accepted under both the parent permission (Reg. Ref. LRD6057/24-S3A) and the subsequent amendment permission (Reg. Ref. WEBLRD6103/26-S3). The current application maintains this previously accepted zero-car-parking approach.

The permitted development contains 224 No. cycle parking spaces.

The modification proposes 16 no. additional cycle parking spaces to now provide a total of 240 no. cycle parking spaces.

The development, as modified, will maintain the zero-car-parking provision already accepted under the parent and subsequent amendment permissions.

This document restates and updates the mobility management strategy supporting the previously accepted zero-car-parking provision, having regard to the proposed increase in residential units from 110 no. permitted units to 120 no. units.

The excellent availability of on-street car club spaces within 250 metres of the subject site is detailed within this report.

A Site Layout Plan indicating the cycle parking locations within the development is contained within Appendix 1.

Figure 1-1 contains a Ground Floor Plan for the proposed development, indicating the location of the bicycle parking.



Figure 1-1: Ground Floor Plan for the proposed development

The purpose of this Mobility Management Plan is to:

- Put forward a mobility management strategy supporting the previously accepted zero-car-parking provision, which is below the maximum provision permitted under the Dublin City Development Plan and consistent with the recommendations of the Design Standards for Apartments, Guidelines for Planning Authorities (2025);
- Demonstrate significant non-car-based travel alternatives for residents at the proposed development – increasing the modal splits for cycling and walking over those detailed within the original submission and provide measures to justify these increased splits;

Section 2 of this report will estimate the car and cycle parking requirement for the overall development, together with cycle parking provision. While cycle parking in excess of the full requirements of the Dublin City Development Plan will be provided, the permitted zero-car-parking provision will be maintained, compared with the maximum permissible provision of 0.5 spaces per apartment within Zone 1 (Mapset J).

This report demonstrates the sustainability of this level of car parking provision using both the Design Standards for Apartments, Guidelines for Planning Authorities (2025) and mobility data from the 2022 Census.

Section 3 details guidance and policy documents relating to mobility management, with Section 4 outlining the travel plan pyramid.

Section 5 contains the Mobility Management Plan (MMP) / Residential Travel Plan (RTP) for the proposal. This section contains revised modal splits for walking and cycling, together with additional measures to achieve these splits. The role of the Mobility Management Coordinator is also discussed.

Section 6 contains detailed arguments supporting the zero-car-parking strategy.

Section 7 makes some concluding comments.

It should be noted that details regarding how deliveries and servicing will be catered for at the site of the proposed development are contained within Lohan & Donnelly's Engineering Report.

2.0 REQUIRED AND PROPOSED CAR AND CYCLE PARKING PROVISION

2.1 INTRODUCTION

This section details the car and cycle parking requirements under the Dublin City Development Plan.

While the development will provide cycle parking in excess of Development Plan standards, the current application will maintain the zero-residential-car-parking provision previously accepted under the parent and subsequent amendment permissions.

Argument for zero-car parking provision is based both on the requirements of the Design Standards for Apartments, Guidelines for Planning Authorities (2025) and the analysis of Census information for the local area.

This report will contend that the previously accepted zero-residential parking provision is entirely sustainable given the current car ownership and modal splits for the journey to work for existing residents living close to the proposed development and the excellent walking, cycling and public transport connections available.

For completeness, the calculations below retain allowance for the permitted 85 sqm café. The café already forms part of the permitted development and no modifications to the café are proposed under the current application.

2.2 CAR AND CYCLE PARKING REQUIREMENTS AS PER DCC DEVELOPMENT PLAN

Table 2-1 below details the maximum car and bicycle parking standards for Dublin City Council based on the rates contained within their 2022 - 2028 Development Plan Written Statement for the proposed development (the site is located within Zone 1 as detailed within Mapset J of the Dublin City Development Plan):

Development type	Units / Area	Maximum car parking standards	Maximum parking required
Apartments	120 No.	0.5 per unit	60 No.
Café	85 sqm	Zero	0 No.
TOTAL	-	-	60 No.
		Bike parking standards	Parking required
Apartments	120 No.	1 per bed (residents) plus 0.5 per unit (visitors)	77(1) + 40(2) + 2(3) + 1(4) + 0.5(120) = 167 + 60 No. = 227 No.
Cafe	85 sqm	1 per 5 staff plus 1 per 10 seats (5 No. staff max and 30 No. seats assumed)	1 + 3 = 4
TOTAL	-	-	231 No.

Table 2-1: Parking required under Dublin City Council Development Plan Standards

The proposed provision of 240 cycle parking spaces therefore exceeds the calculated Development Plan requirement of 231 spaces by 9 spaces.

The proposed development will provide zero residential car parking spaces (as previously permitted), compared with a maximum permissible provision of 60 spaces under the Dublin City Development

Plan. This provision must be viewed in relation to the Design Standards for Apartments, Guidelines for Planning Authorities (2025), the level of compliance with which is detailed within section 2.3 below.

The modified development will thus exceed the cycle parking requirements of the Dublin City Development Plan, while maintaining the permitted zero-car-parking approach

2.3 DESIGN STANDARDS FOR APARTMENTS GUIDELINES, 2025

The *Design Standards for Apartments, Guidelines for Planning Authorities* were published by the Department of Housing, Local Government and Heritage in July 2025. These Guidelines replace the previous *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, last issued in 2023.

The 2025 Guidelines provide the current national planning policy and guidance in relation to apartment development. They continue to support the delivery of apartment development at central and accessible urban locations and recognise the importance of compact growth and good accessibility by sustainable modes of transport.

The Guidelines also provide greater flexibility in relation to car parking provision as part of the overall objective of facilitating viable and sustainable apartment development.

The subject development is particularly well positioned in this regard. The site is located within Dublin's north inner city, approximately 2 km from Dublin City Centre and immediately adjoining the TU Dublin Grangegorman Campus. It is approximately 1 km from the Grangegorman Luas Green Line stop, within approximately 15 minutes' walking distance of the Smithfield Luas Red Line stop and is served by frequent bus services along Prussia Street.

The location therefore provides future residents with a wide range of realistic alternatives to private car travel, including walking, cycling, bus and Luas services.

The proposed development will provide zero residential car parking spaces, compared with a maximum permissible provision of 60 spaces under the Dublin City Development Plan. The zero-parking approach is considered appropriate given the highly accessible inner-city location of the development and the availability of extensive sustainable transport alternatives.

The development will also provide 240 cycle parking spaces, compared with a calculated requirement of 231 spaces under the Dublin City Development Plan. The proposed cycle provision will therefore exceed the Development Plan requirement and will strongly support cycling as an everyday mode of travel for residents and visitors.

The proposed and previously accepted zero-car-parking strategy should also be considered in conjunction with the existing travel characteristics of the surrounding area. As demonstrated in Sections 2.4 and 2.5 below, approximately 47% of households within the five Electoral Districts assessed do not own a car, while only 11% of commuters travel to work as a car driver.

The proposed parking strategy is therefore consistent with the overall principles of the 2025 Apartment Guidelines, reflecting the site's central and highly accessible location, the extensive availability of sustainable transport alternatives and the low existing levels of car ownership and car use within the surrounding area.

The following sections provide further site-specific evidence in support of the proposed and previously accepted zero-car-parking provision through analysis of 2022 Census car ownership and commuter modal split data.

2.4 PROJECTED CAR OWNERSHIP CLOSE TO PROPOSED DEVELOPMENT

Car ownership levels and modal split data from the 2022 Census for Electoral Districts close to the subject site can assist in providing a case for the sustainability in transportation terms of no residents having access to a car space.

In order to demonstrate that the reduced car parking provision is sustainable this report will assess existing demand for car ownership and car travel within the general environs of the subject site using 2022 Census data.

This data enables the proportion of households in the general vicinity of the subject site who do not own a car to be established as well as the proportion of commuters presently living in the area using the private car for their journey to work.

Data from individual electoral districts is utilised to support the proposed level of car parking provision.

Data has been obtained for the following 5 No. Electoral Districts in the general vicinity of the subject site:

- Arran Quay B (ED containing the proposed Prussia Street development)
- Arran Quay C
- Arran Quay D
- Arran Quay E
- Inn's Quay C

Table 2-2 below indicates the percentage of households in each of these ED's with no car.

Figure 2-1 contains a map showing the location of the 5 No. Electoral Districts close to the subject site.

Electoral District	Total No. of households	No. of households with no car	% households with no car
Arran Quay B	1705	763	45
Arran Quay C	1900	1005	53
Arran Quay D	1315	560	43
Arran Quay E	1647	672	41
Inns Quay C	1160	602	52
AVERAGE	-	-	47

Table 2-2: Car ownership levels in ED's close to proposed development

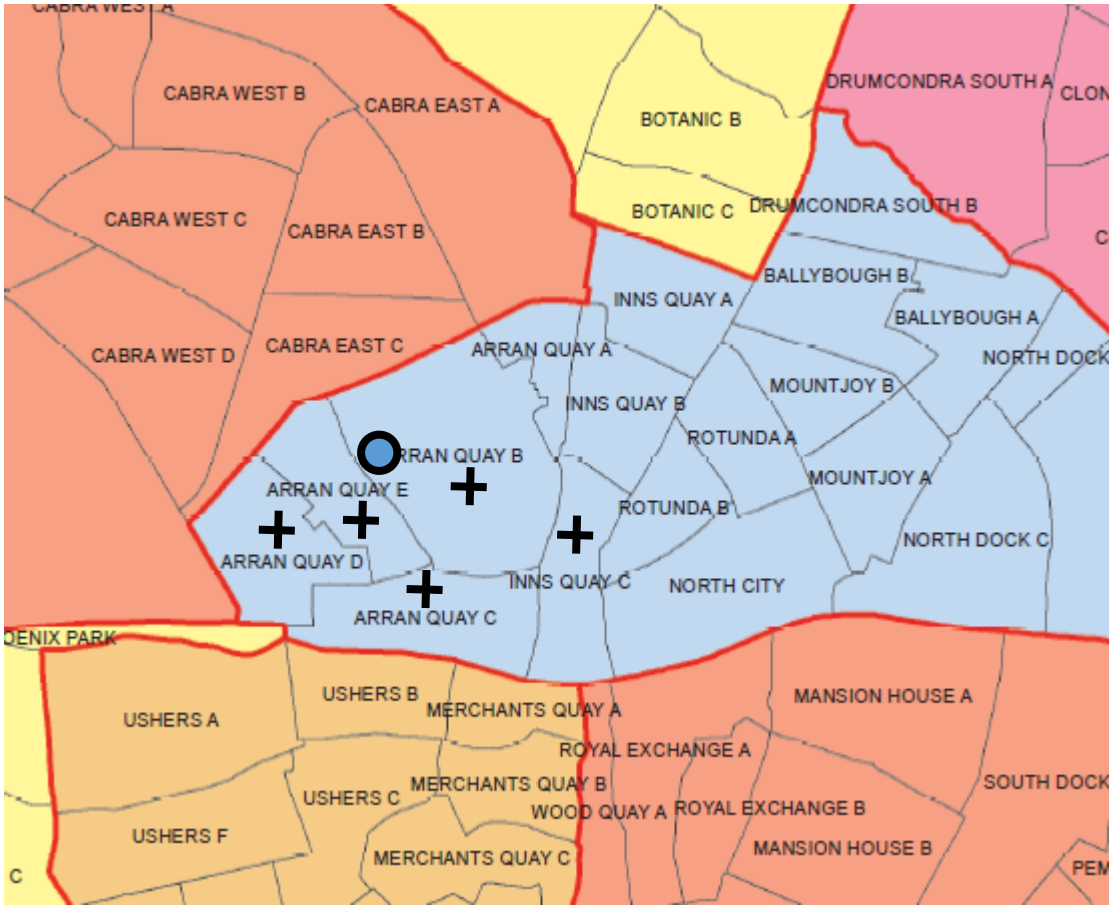

Figure 2-1: Electoral Districts in proximity to proposed development

Thus, the above figures demonstrate that just less than 50% of the existing inhabitants within the area close to the proposed development do not own a car. Thus, almost half of existing households in the surrounding area do not have access to a private car, demonstrating the relatively low level of car ownership within the locality.

These figures demonstrate the relatively low level of car ownership already evident amongst households within the surrounding area.

In order to analyse, in detail, the travel behaviour of commuters close to the proposed development, let us look at modal splits for commuters within the Dublin city area.

Full details of the census information used within this section are provided within Appendix 2.

2.5 MODAL SPLIT FOR THE PRIVATE CAR - 2022 CENSUS RESULTS FOR NEARBY ELECTORAL DISTRICTS

Table 2-3 contains the modal splits for car, bus and LUAS / Rail travel for the 5 No. Electoral Districts close to the subject site whose car ownership levels for the journey to work are detailed within Table 2-2.

MODE	CAR DRIVER (%)	CAR PASS (%)	BUS (%)	LUAS / TRAIN (%)	CYCLING (%)	WALKING (%)	OTHER (%)	STAY HOME (%)	NOT STATED (%)
Arran Quay B	8	1	11	9	8	19	1	10	33
Arran Quay C	7	1	11	12	7	26	1	14	21
Arran Quay D	17	1	12	6	13	18	2	12	19
Arran Quay E	15	1	12	6	14	25	1	14	12
Inns Quay C	11	1	12	8	8	32	1	10	17
Average	11	1	12	8	10	24	1	12	21

Table 2-3: Modal splits for electoral districts in vicinity of subject site

Thus, for the existing inhabitants in 5 No. Electoral Districts close to the subject site, 11% commute by private car as detailed within the 2022 Census, with 1% as car passengers, 20% commuting by bus, train or LUAS and 34% cycling or walking (12% stay at home, 21% no preference stated).

If one excludes the 'not stated' and car driver / passenger preferences, the following modal splits are derived:

Bus - 17%
LUAS - 13%
Cycling - 15%
Walking - 37%
Home - 18%

These modal splits will form the basis for assumed modal splits on the day of opening of the proposed residential development.

2.6 CONCLUDING COMMENT

These figures demonstrate that providing zero car parking for the occupants of the proposed development is entirely sustainable; given that the 2022 Census indicated a modal split for car driver use for the journey to work for the general area just in excess of 10%.

The zero-car-parking provision is also consistent with the sustainable mobility objectives for Dublin City and will assist in maximising the use of the extensive public transport, walking and cycling alternatives available in the vicinity of the site.

The zero-car parking strategy places an onus on the applicant to demonstrate that the configuration of the site enables a significant proportion of residents at the proposed development to commute to work using modes of travel other than the private car.

Sections 3 to 5 of this document seek to demonstrate that such is the case for the proposal at the Prussia Street site.

3.0 MOBILITY GUIDANCE AND POLICY DOCUMENTS

3.1 INTRODUCTION

This section provides an overview of the principal national, regional and local policy and guidance documents relevant to sustainable mobility and the preparation of Mobility Management Plans.

Current transport and planning policy places a strong emphasis on reducing dependence on the private car and facilitating increased use of walking, cycling and public transport. This approach is particularly relevant to higher-density residential development in central and accessible urban locations, where a wide range of employment, education, retail and recreational facilities can be accessed by sustainable modes of travel.

The policy framework is particularly supportive of compact development in locations which are well served by public transport and where opportunities exist to minimise or eliminate residential car parking. The Prussia Street site, located within Dublin's north inner city and close to a range of high-frequency public transport services, is consistent with these principles.

The principal documents considered within this section include the National Sustainable Mobility Policy, the Sustainable Residential Development and Compact Settlements Guidelines, the Design Standards for Apartments Guidelines, the Regional Spatial and Economic Strategy, the Transport Strategy for the Greater Dublin Area, and the Dublin City Development Plan 2022–2028.

Taken together, these documents provide a clear policy basis for the mobility strategy adopted for the proposed development, with an emphasis on facilitating sustainable travel choices and minimising dependence on the private car.

3.2 NATIONAL / INTERNATIONAL POLICY ON SUSTAINABLE TRAVEL / TRAVEL PLANS

National Sustainable Mobility Policy, Department of Transport, 2022

The National Sustainable Mobility Policy sets out the Government's strategic framework for active travel and public transport to 2030. The Policy seeks to increase the number of journeys undertaken by walking, cycling and public transport and to reduce dependence on private car travel.

The Policy recognises the important relationship between transport and land-use planning and supports the development of compact, well-connected settlements where people can access employment, education, services and amenities by sustainable modes of travel.

The Policy places particular emphasis on improving the attractiveness and availability of sustainable travel choices through investment in walking and cycling infrastructure, improved public transport services, shared mobility and measures designed to influence travel behaviour.

The second Action Plan for the National Sustainable Mobility Policy, covering the period 2026–2030, continues this approach and includes measures relating to infrastructure, services, spatial planning and behavioural change. The current national targets include a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys and a 20% reduction in total vehicle kilometres travelled.

The proposed development, through its central location, zero-car-parking provision, extensive cycle parking and Mobility Management Plan, is entirely consistent with the objectives of the National Sustainable Mobility Policy.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024

The Sustainable Residential Development and Compact Settlements Guidelines provide national planning policy and guidance in relation to sustainable residential development and compact urban growth. They support the consolidation of development within existing settlements and the location of higher-density residential development in areas that provide good access to services, employment and sustainable transport.

The Guidelines place particular emphasis on the integration of land-use and transport planning and on the creation of settlements and neighbourhoods where walking, cycling and public transport represent attractive alternatives to private car travel.

The Guidelines are particularly relevant to the Prussia Street development given its location within Dublin City and its accessibility by walking, cycling and public transport.

Design Standards for Apartments, Guidelines for Planning Authorities, 2025

The Design Standards for Apartments Guidelines were issued by the Department of Housing, Local Government and Heritage in July 2025 and replaced the previous 2023 Apartment Guidelines. They provide current national planning policy and guidance in relation to apartment development.

The Guidelines continue to support apartment development at central and accessible urban locations, particularly locations benefiting from good-quality public transport. They also provide increased flexibility in relation to car parking provision as part of the Government's objective of facilitating sustainable and compact urban development.

These principles are directly relevant to the subject development, which is located within Dublin's north inner city and benefits from extensive walking, cycling and public transport alternatives to private car travel.

Regional Spatial and Economic Strategy, Eastern and Midland Regional Assembly, 2019

The Regional Spatial and Economic Strategy provides the strategic planning framework for the Eastern and Midland Region. It promotes compact growth and the closer integration of land-use and transport planning, with development directed towards locations where sustainable modes of travel can provide realistic alternatives to the private car.

The Strategy identifies the need to reduce reliance on private car travel and increase the proportion of journeys undertaken by public transport, walking and cycling. It specifically supports the use of mobility management and travel plans as mechanisms for achieving behavioural change and encouraging more sustainable travel patterns.

The proposed development, comprising higher-density residential development within an established and highly accessible part of Dublin City, is consistent with these objectives.

Transport Strategy for the Greater Dublin Area 2022–2042, National Transport Authority

The Transport Strategy for the Greater Dublin Area 2022–2042 provides the statutory framework for the development of transport infrastructure and services throughout Dublin, Meath, Kildare and Wicklow over the period to 2042.

The Strategy supports the consolidation of development within the existing metropolitan area and seeks to ensure that future development facilitates sustainable travel patterns. Particular emphasis is

placed on increasing the proportion of journeys undertaken by walking, cycling and public transport and reducing dependence on private car travel.

The Strategy provides for significant investment in public transport and active travel infrastructure within Dublin, including BusConnects, rail and Luas improvements and an expanded Greater Dublin Area Cycle Network.

The location and mobility strategy for the proposed Prussia Street development are consistent with the objectives of the Strategy, with residents having access to a range of existing and planned sustainable transport alternatives.

Making Residential Travel Plans Work, Department for Transport, UK, 2007
Making Residential Travel Plans Work provides practical guidance on the preparation and implementation of Residential Travel Plans. Although a UK document, it remains useful in establishing the principles and structure of residential mobility management.

The document emphasises that successful Residential Travel Plans should be founded on appropriate development location and site design and should incorporate a coordinated package of measures that enables and encourages residents to use sustainable modes of travel.

The Travel Plan Pyramid contained within this guidance is used as a framework within Section 4 of this Mobility Management Plan. The pyramid emphasises the importance of location, built environment, services and facilities, the role of the Travel Plan Coordinator and an appropriate promotional strategy.

Overall comment
The national and regional policy documents outlined above provide a clear and consistent policy framework supporting compact development in accessible urban locations and the increased use of walking, cycling and public transport.

The proposed Prussia Street development is particularly well placed to support these objectives given its inner-city location, accessibility to employment and services, extensive public transport provision, proposed cycle parking and zero-car-parking approach. The Mobility Management Plan provides the mechanism through which these locational advantages can be translated into sustainable travel patterns for future residents.

3.3 LOCAL POLICY ON SUSTAINABLE TRAVEL / TRAVEL PLANS

Dublin City Development Plan 2022–2028 – Chapter 8: Sustainable Movement and Transport
The Dublin City Development Plan 2022–2028 places sustainable mobility at the centre of the integration of land-use and transport planning within Dublin City.

Chapter 8 notes that an important element in achieving the objectives of the 15-minute city is mobility management, which seeks to encourage as much travel as possible by sustainable means. At a strategic level, this involves locating development in the most accessible locations, while at development level it involves providing connected and permeable walking and cycling networks, good access to public transport and convenient access to local facilities and amenities.

The Development Plan seeks to achieve a significant modal shift from private car use towards public transport, walking and cycling. Travel Plans are identified as an important tool in achieving this objective through the implementation of an integrated package of measures designed to encourage sustainable travel and reduce car-based trips.

These objectives are particularly relevant to the proposed development given its location within Dublin's north inner city, its proximity to employment, education and other services, and its accessibility by public transport, walking and cycling.

Dublin City Development Plan 2022–2028 – Appendix 5: Transport Assessments, Mobility Management and Travel Plans

Appendix 5 of the Dublin City Development Plan provides specific guidance in relation to Mobility Management Plans and Travel Plans.

Mobility management is identified as an important mechanism for promoting sustainability and increasing the modal share of public transport, walking and cycling during both peak and off-peak periods. It represents a proactive approach to influencing how people travel and can be particularly effective when applied at individual development level.

A Mobility Management Plan / Travel Plan comprises a package of measures, initiatives and incentives designed to encourage a target population to shift from private car travel towards more sustainable modes including walking, cycling, public transport and shared mobility.

The Development Plan also emphasises the importance of establishing modal split targets and subsequently monitoring the performance of the Travel Plan. Mobility management is therefore an ongoing process, with measures capable of being reviewed and adapted following occupation of the development.

The Mobility Management Plan prepared for the Prussia Street development is consistent with this approach. It establishes target modal splits for future residents and identifies a series of measures, together with the appointment of a Mobility Management Plan Coordinator, to encourage and maintain sustainable travel behaviour.

Dublin City Centre Transport Plan 2023

The Dublin City Centre Transport Plan 2023 was prepared to assist in implementing the transport policies and objectives contained within the Dublin City Development Plan 2022–2028.

The Transport Plan seeks to facilitate a significant change in how road space within the city is used, with greater priority afforded to public transport, walking and cycling and a reduced emphasis on private car movement.

The Transport Plan supports a number of the Sustainable Movement and Transport policies contained within the Development Plan, including those relating to modal shift and compact growth, decarbonisation of transport, integrated transport networks, pedestrian movement, active travel and management of city-centre road space.

Taken together, these policies seek to reduce dependence on private car travel while improving the attractiveness, capacity and efficiency of sustainable modes.

The proposed development is consistent with these objectives. Its central and accessible location, zero residential car parking provision and extensive cycle parking provision will encourage residents to make use of walking, cycling and public transport for their day-to-day travel requirements.

Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan forms part of the wider transport planning framework for the Greater Dublin Area and identifies a comprehensive network of primary, secondary and other cycle routes intended to facilitate increased levels of cycling.

The planned network includes improvements to cycle connectivity within the north inner city and along routes providing access between the subject site, Dublin City Centre and surrounding employment, educational and residential areas.

The provision of high-quality cycle parking within the proposed development, together with the continued development of the surrounding cycle network, will assist in establishing cycling as a realistic and attractive travel option for residents.

Cycle Design Manual, National Transport Authority, 2023

The National Transport Authority's Cycle Design Manual provides current guidance for the planning and design of cycling infrastructure and supersedes the previous National Cycle Manual.

The Manual seeks to facilitate safe, coherent, direct and attractive cycling infrastructure and forms an important element of the wider policy objective of increasing cycling as a normal mode of everyday transport.

The proposed development supports these objectives through the provision of cycle parking in excess of the requirements of the Dublin City Development Plan and through its accessibility to the existing and planned cycle network.

Overall Comment

The local transport policy framework strongly supports a reduction in dependence on private car travel and an increase in the proportion of journeys undertaken by walking, cycling and public transport.

The Prussia Street development is particularly well positioned to support these objectives. The site is located within Dublin's north inner city, close to major employment, educational, retail and recreational destinations and is well served by existing and planned public transport, pedestrian and cycling infrastructure.

The proposed and previously accepted zero-car-parking strategy, together with the provision of 240 cycle parking spaces and the measures contained within this Mobility Management Plan, is therefore consistent with the sustainable transport objectives of Dublin City Council and the wider transport strategy for the Greater Dublin Area.

4.0 THE TRAVEL PLAN PYRAMID

The UK Department for Transport document Making Residential Travel Plans Work sets out a Travel Plan Pyramid which illustrates the principal elements required to achieve a successful Residential Travel Plan.

The approach recognises that sustainable travel behaviour should be established initially through the appropriate location and design of a development, supported subsequently by the provision of appropriate services and facilities, effective management and measures to encourage and promote sustainable travel.

An illustration of the Travel Plan Pyramid is contained within Appendix 3.

The Travel Plan Pyramid identifies five key elements which are relevant to the proposed development:

Location – The location of a development provides the foundation for sustainable travel. Residents should have convenient access to employment, shops, education, services and public transport so that walking, cycling and public transport represent realistic alternatives to private car travel. The Prussia Street site performs particularly well in this regard, given its north inner-city location, proximity to TU Dublin at Grangegorman and accessibility to Dublin City Centre and surrounding employment and service destinations.

Built Environment – The design and density of a development can significantly influence travel behaviour. Compact development, good pedestrian permeability, convenient cycle access and appropriate levels of car parking can encourage sustainable travel choices. The proposed development represents a high-density urban development with zero residential car parking and a total provision of 240 cycle parking spaces.

Services and Facilities – Convenient access to public transport, cycle parking, car-sharing facilities and local services can significantly reduce the need for residents to own or regularly use a private car. The subject site benefits from good existing public transport accessibility, extensive walking and cycling opportunities and access to car-club vehicles within the surrounding area.

Mobility Management Plan Coordinator – Successful Mobility Management Plans require ongoing management following occupation. The Mobility Management Plan Coordinator will have responsibility for implementing and monitoring the measures contained within the Plan, providing sustainable travel information to residents and monitoring progress towards the modal split targets established within this report.

Promotional Strategy – Information and promotional measures can encourage residents to make use of the sustainable travel opportunities available to them. These measures can include resident travel information, public transport information, walking and cycling route information, promotion of car-club availability and initiatives designed to encourage cycling and walking.

The Travel Plan Pyramid therefore provides an appropriate framework for the Mobility Management Plan for the proposed development. Importantly, the strongest elements of the pyramid – location and built environment – are inherent characteristics of the development and do not depend upon future behavioural change measures.

The highly accessible location of the Prussia Street site, together with the zero-car-parking strategy, extensive cycle parking provision and accessibility to walking, cycling, public transport and car-sharing facilities, provides a strong foundation for sustainable travel behaviour.

Section 5 details the specific Mobility Management Plan measures which will build upon these advantages and encourage residents to adopt and maintain sustainable travel patterns.

5.0 MOBILITY MANAGEMENT PLAN

5.1 CONTENTS

This section sets out the Mobility Management Plan for the proposed development and identifies the measures that will be implemented to encourage sustainable travel by future residents.

Section 5.2 describes the existing public transport, walking and cycling facilities serving the subject site and demonstrates the high level of accessibility of the development by sustainable modes of travel.

Section 5.3 considers the anticipated travel patterns of future residents, based on the existing travel behaviour identified from the 2022 Census analysis presented in Section 2. It establishes the target modal split for the development and considers planned improvements to public transport and cycling infrastructure which will assist in maintaining and supporting sustainable travel patterns.

Section 5.4 sets out the objectives of the Mobility Management Plan and identifies the measures proposed to encourage the use of car clubs, public transport, cycling and walking.

Section 5.5 describes the role of the Mobility Management Plan Coordinator, including responsibility for implementing, promoting, monitoring and reviewing the measures contained within the Plan.

Section 5.6 provides an overall conclusion on the Mobility Management Plan and its role in supporting the zero-car-parking strategy for the proposed development.

5.2 EXISTING PUBLIC TRANSPORT, WALKING AND CYCLING FACILITIES

5.2.1 LOCATION WITHIN ROAD NETWORK

The proposed development is located on Prussia Street within Dublin's north inner city and within the Canal Cordon. Prussia Street forms an important radial route linking the city centre with the Navan Road and the north-western suburbs of Dublin.

The site is located close to the junction of Prussia Street and the North Circular Road at Hanlon's Corner, providing good connectivity to the wider Dublin road network. However, given the central location of the site and the proposed and previously accepted zero-car-parking provision, the principal importance of the site's location is its accessibility by public transport, walking and cycling rather than its accessibility by private car.

The surrounding street network provides direct connections towards Dublin City Centre, TU Dublin Grangegorman and the adjoining areas of Stoneybatter, Smithfield, Cabra and Phibsborough.

5.2.2 EXISTING PUBLIC TRANSPORT FACILITIES

The subject site benefits from a high level of accessibility by public transport, reflecting its location within Dublin's north inner city.

Prussia Street forms part of an established radial public transport corridor between the north-western suburbs and Dublin City Centre. Bus stops are located in close proximity to the development on Prussia Street and the surrounding road network, providing convenient access for future residents.

At the time of preparation of this Mobility Management Plan, the existing 39 and 39A services continue to provide connections along the Prussia Street corridor between the Blanchardstown/Ongar

area and Dublin City Centre, with onward connections to destinations on the south side of the city. The 39A provides a particularly frequent service and represents an important public transport option for residents of the proposed development.

The wider bus network serving the area is undergoing progressive restructuring as part of the BusConnects Dublin Network Redesign. A number of phases have already been implemented, including the E-Spine in January 2025 and the F-Spine in October 2025, with further phases planned during 2026.

The implementation of the network redesign has increased the range of opportunities for interchange between radial, orbital and high-frequency spine services across the wider north-city area.

Figure 5-1 illustrates the principal existing public transport facilities in the vicinity of the subject site.

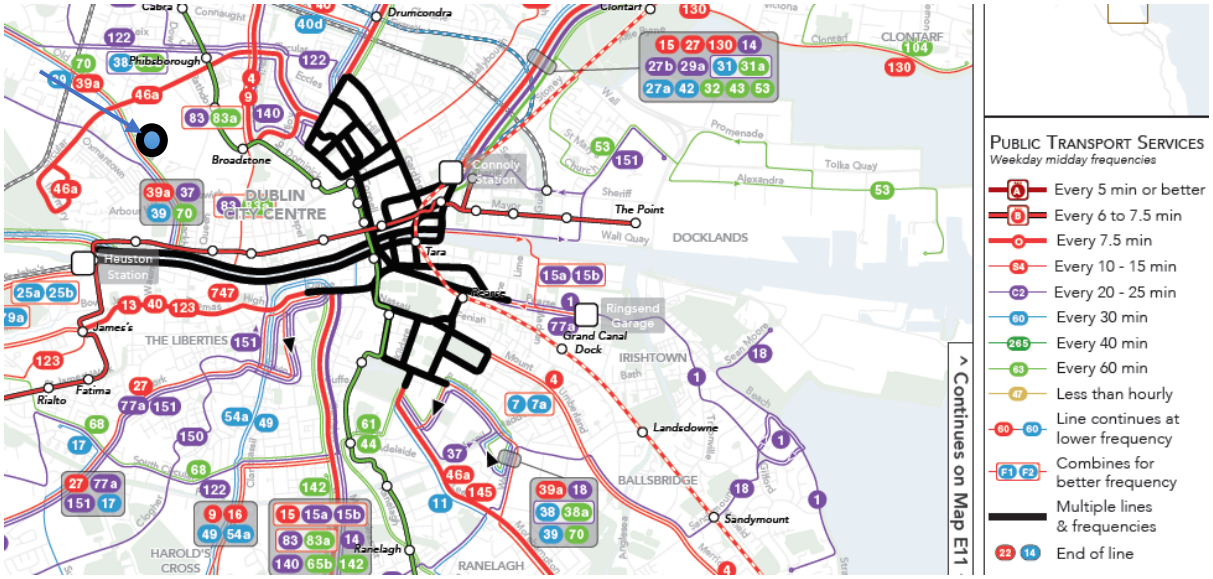

Figure 5-1: Existing bus and LUAS transport facilities close to subject site

In addition to bus services, the site benefits from good accessibility to the Luas network.

The Grangegorman stop on the Luas Green Line is approximately 1 km east of the subject site and is conveniently accessible on foot through the adjoining TU Dublin Grangegorman Campus. The Green Line provides direct access towards Dublin City Centre and onward to destinations including St Stephen's Green, Sandyford and Cherrywood.

The Smithfield stop on the Luas Red Line is also accessible from the development, approximately 15 minutes' walk to the south-east. The Red Line provides connections towards the city centre, Heuston Station, Connolly Station, the Docklands, Tallaght and Citywest.

The availability of both Luas lines, together with the extensive bus network serving Prussia Street and the surrounding area, provides future residents with a wide range of public transport alternatives to private car travel.

Figure 5-2 illustrates the location of the development relative to the Luas and wider rail network.

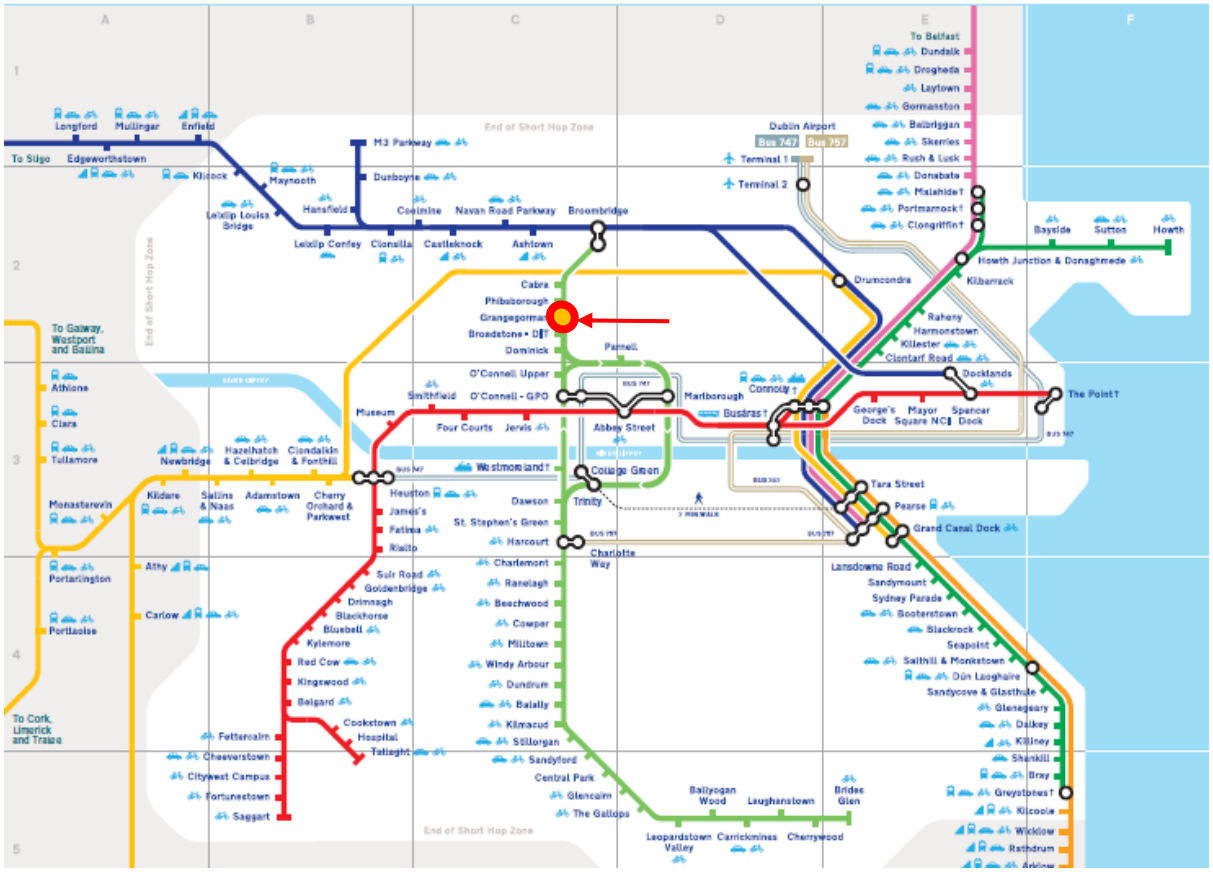

Figure 5-2: Centrality of the Grangegorman Station to Western Commuter and LUAS Cross-City Lines

5.2.3 EXISTING WALKING AND CYCLING FACILITIES

The central location of the subject site provides particularly favourable conditions for walking and cycling.

Pedestrian facilities within the surrounding area are generally of a good standard and provide convenient access to nearby public transport services and to the extensive range of employment, educational, retail and recreational destinations within the north inner city and city centre.

The location of the development immediately adjoining the TU Dublin Grangegorman Campus is particularly advantageous, with pedestrian connections through and around the campus providing convenient access towards Grangegorman Luas stop, Broadstone and the wider city centre area.

Walking therefore represents a realistic and attractive mode of travel for a significant proportion of journeys generated by residents of the proposed development.

Existing cycling facilities within the surrounding area provide connections towards Dublin City Centre and adjoining areas. These facilities comprise a combination of dedicated cycle infrastructure, cycle lanes and routes operating within or alongside bus priority facilities.

The adjoining TU Dublin Grangegorman Campus also provides an important low-traffic connection between Prussia Street and the areas to the east of the site, including Grangegorman, Broadstone and the Luas Green Line.

Figure 5-3 illustrates the existing cycling facilities in the vicinity of the subject site.



Figure 5-3: Existing cycle facilities

5.2.4 OVERALL COMMENT

The subject site benefits from a high level of accessibility by sustainable modes of travel. Frequent bus services operate along or close to Prussia Street, both Luas lines are accessible from the development, and the site's north inner-city location provides extensive opportunities for walking and cycling.

These characteristics are particularly important in the context of the proposed and previously accepted zero-car-parking development. Future residents will have access to a range of realistic alternatives to private car travel for journeys to employment, education, shopping and recreational destinations.

The existing accessibility of the site therefore provides a strong foundation for achieving the sustainable modal split targets set out in Section 5.3.

5.3 PREDICTED POST-DEVELOPMENT TRAVEL PATTERNS

5.3.1 INTRODUCTION

The analysis of 2022 Census data presented in Section 2 demonstrates the highly sustainable travel patterns already exhibited by residents living within the Electoral Districts surrounding the subject site. In particular, only 11% of commuters within the five Electoral Districts assessed travel to work as a car driver.

Given the proposed zero-car-parking provision and the high level of accessibility of the subject site by public transport, walking and cycling, it is reasonable to assume that future residents of the development will exhibit similarly sustainable travel patterns.

Excluding car driver, car passenger and 'not stated' responses, the modal splits derived from the 2022 Census analysis in Section 2 have therefore been adopted as the day-of-opening target modal splits for residents of the proposed development, as detailed in Table 5-1 below.

Transport Mode	**Commuter Usage (%) (day-of-opening)**
Bus	17
LUAS	13
Walk	37
Cycle	15
Stay at home	18

Table 5-1 - Future Target Modal Splits for proposed Prussia Street residential Development

The above targets provide a realistic basis for the Mobility Management Plan, being derived directly from observed 2022 Census travel behaviour within the surrounding area rather than from aspirational assumptions.

The measures set out in the remainder of this section are intended to support the achievement and maintenance of these sustainable travel patterns following occupation of the development.

5.3.2 FUTURE PLANNED PUBLIC TRANSPORT AND CYCLING NETWORK IMPROVEMENTS

The existing sustainable transport accessibility of the subject site will be further enhanced through planned improvements to the public transport and cycling networks within Dublin. These improvements will assist in supporting and maintaining the sustainable modal split targets identified for residents of the proposed development.

<u>Greater Dublin Area Cycle Network Plan</u>

The updated Greater Dublin Area Cycle Network Plan was adopted in January 2023 as part of the Transport Strategy for the Greater Dublin Area 2022–2042. The Plan identifies a comprehensive network of primary, secondary and feeder cycle routes throughout the Greater Dublin Area and provides the framework for the continued development of cycling infrastructure over the period of the Transport Strategy.

The proposed network will progressively improve cycle connectivity throughout Dublin City, providing improved connections between residential areas, employment locations, educational facilities, public transport interchanges and the city centre.

The subject development is particularly well positioned to benefit from improvements to the cycle network given its location on Prussia Street, immediately adjoining TU Dublin Grangegorman and close to Dublin City Centre.

Figure 5-4 illustrates the planned cycle network in the vicinity of the subject site.

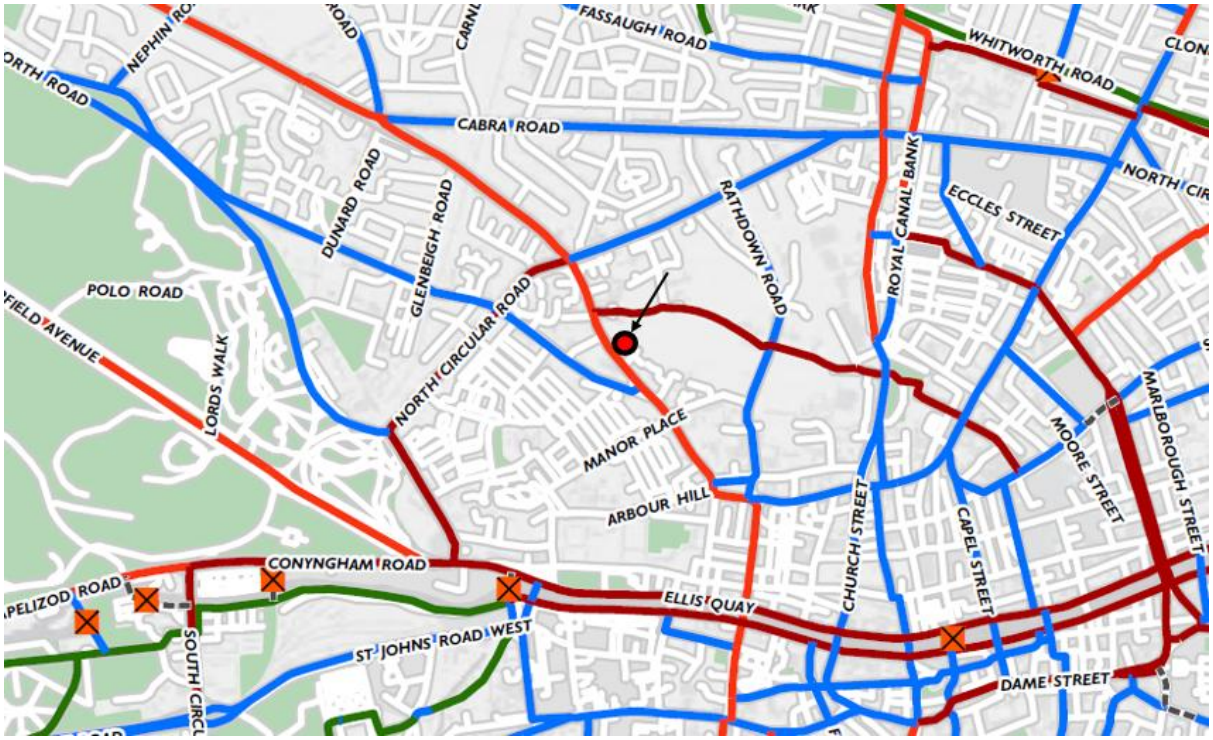

Figure 5-4: Proposed cycle facilities close to the subject site (GDA cycle plan) (primary routes in red, secondary in blue)

The proposed provision of 240 cycle parking spaces within the development, exceeding the requirements of the Dublin City Development Plan, together with continuing improvements to the surrounding cycle network, will assist in achieving and maintaining the target cycling modal split of 15%.

Bus Connects

BusConnects represents a major programme of investment in Dublin's bus network and includes both the restructuring of bus services through the Dublin Network Redesign and the delivery of Core Bus Corridor infrastructure.

The Network Redesign is being implemented progressively. A number of phases have already commenced operation, with further phases planned during 2026. The redesigned network is based around high-frequency spine routes supplemented by orbital, radial and local services, improving opportunities for interchange and providing enhanced connectivity across the Dublin metropolitan area.

Of particular relevance to the subject development is the Blanchardstown to City Centre Core Bus Corridor Scheme. Planning consent has been granted for this scheme as part of the wider BusConnects Core Bus Corridor programme.

The Blanchardstown to City Centre corridor extends from Blanchardstown via the N3 and Navan Road before continuing along Old Cabra Road, Prussia Street, Manor Street, Blackhall Place and onwards

towards the city centre. The scheme therefore passes directly adjacent to the subject development (see Figure 5-5).

The scheme is intended to provide enhanced bus priority along the corridor, principally through dedicated bus lanes together with alternative priority measures at constrained locations. It will also provide improved walking and cycling infrastructure along significant sections of the route.

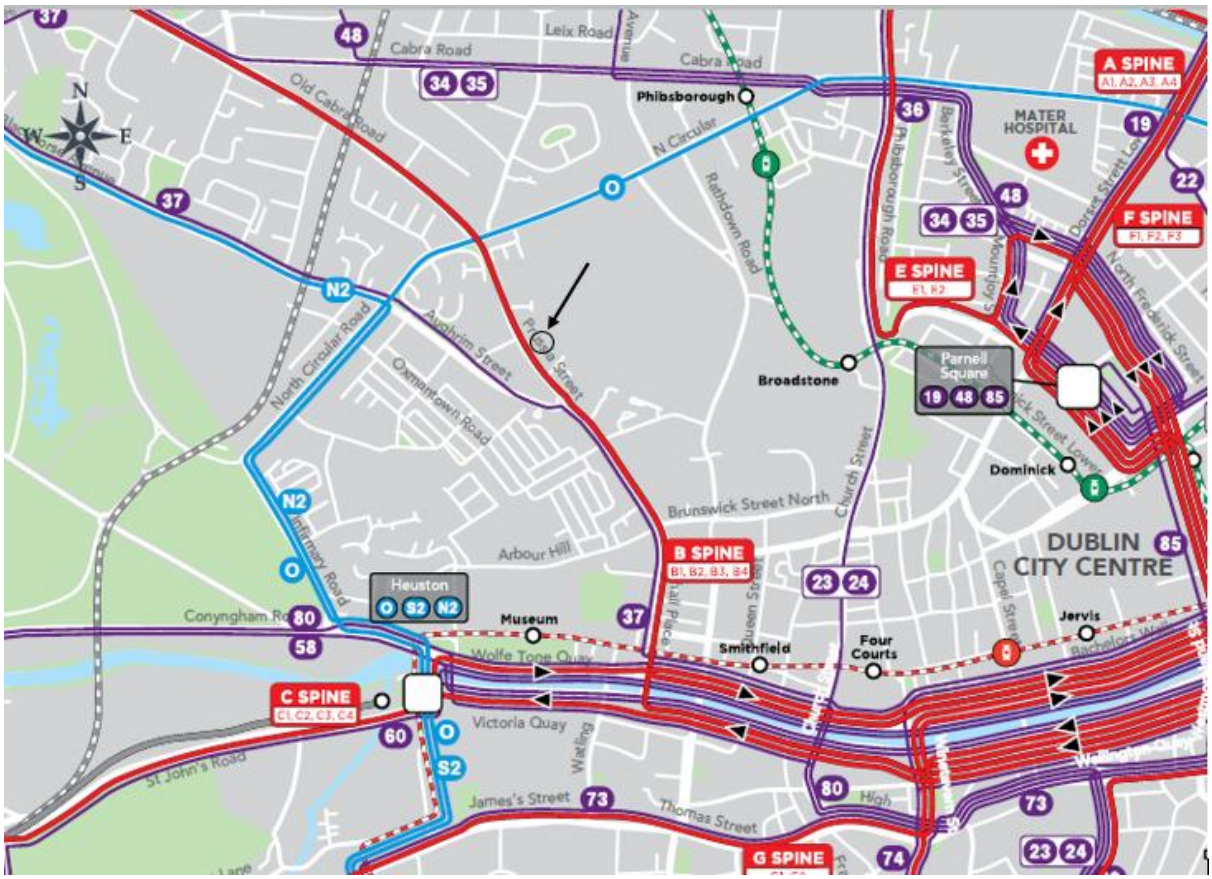

Figure 5-5: Blanchardstown to City Centre Core Bus Corridor in the vicinity of the subject site

The implementation of the Core Bus Corridor will further improve the attractiveness and reliability of bus travel for residents of the proposed development and will reinforce the already high level of public transport accessibility identified in Section 5.2.

5.3.3 COMPATIBILITY OF PRUSSIA STREET SITE WITH BLANCHARDSTOWN TO CITY CENTRE CORE BUS CORRIDOR

Figure 5-6 illustrates the proposed layout of the Blanchardstown to City Centre Core Bus Corridor along Prussia Street in the vicinity of the subject site.

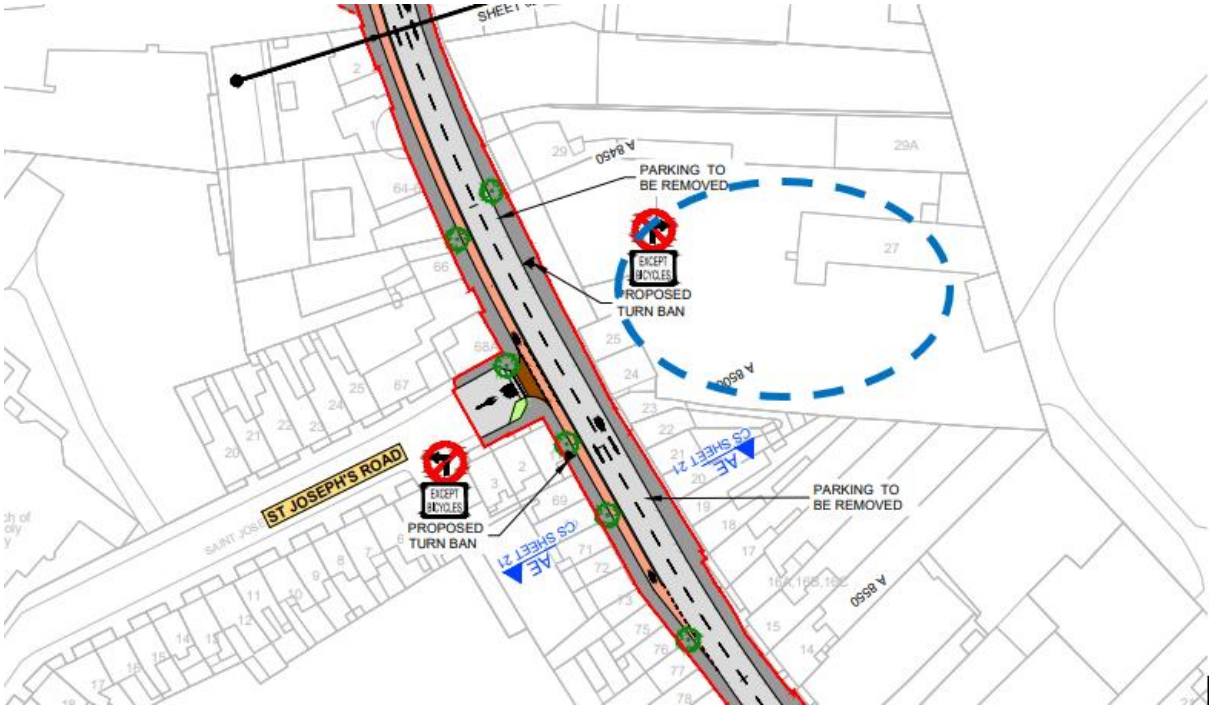

Figure 5-6: Bus Connects

The drawing from the May 2022 Report demonstrates that there are two general traffic lanes planned along Prussia Street close to the development site.

5.3.4 CONCLUDING COMMENT ON MEETING FUTURE MODAL SPLIT TARGETS

The above details on the GDA Cycle Network Plan and the Bus Connects project indicate how projects are planned which will help ensure the achievement of modal share for public transport users and cyclists living within the proposed development.

In order to further encourage the use of sustainable modes of travel, Sections 5.4 and 5.5 set out appropriate mobility management objectives and provide for the appointment of a Mobility Management Plan Coordinator (MMPC) to oversee their implementation and monitor progress towards the target modal splits.

5.4 OBJECTIVES OF MOBILITY MANAGEMENT PLAN STRATEGY

5.4.1 INTRODUCTION

A Mobility Management Plan provides a coordinated framework through which sustainable travel can be encouraged and supported following occupation of a development.

The principal aim of the Mobility Management Plan for the proposed development is to support the zero-car-parking strategy by ensuring that future residents are provided with the information, facilities and support necessary to make sustainable travel choices.

As demonstrated in Sections 2 and 5.3, residents within the surrounding area already exhibit highly sustainable travel patterns. The measures contained within this Mobility Management Plan are therefore intended to support and maintain similar patterns amongst residents of the proposed development and to assist in achieving the day-of-opening modal split targets identified in Table 5-1.

The objectives of the Mobility Management Plan are as follows:

Objective No. 1: Encourage the use of car-club vehicles where residents occasionally require access to a car;
Objective No. 2: Encourage and facilitate maximum use of public transport;
Objective No. 3: Encourage and facilitate cycling; and
Objective No. 4: Encourage and facilitate walking.

The measures proposed to achieve each of these objectives are detailed below.

5.4.2 OBJECTIVE NO. 1 – ENCOURAGING CAR CLUB USAGE

CAR CLUB USAGE

The proposed development will provide zero residential car parking. However, it is recognised that residents may occasionally require access to a car for particular journeys, including shopping, leisure and other journeys which may be less convenient by public transport, walking or cycling.

Car-club membership provides an alternative to private car ownership by allowing residents to access a vehicle when required without the need to own and park a car at the development.

Residents will have access to existing GoCar facilities in the surrounding area, including vehicles located on St Joseph's Road and Aughrim Street, approximately 150 metres and 250 metres from the subject site respectively. A further GoCar facility is available on Manor Street in Stoneybatter, approximately 500 metres from the development (see Figure 5-7).

The availability of these facilities provides residents with occasional access to a private vehicle while supporting the overall objective of reducing car ownership.

Information regarding the location, availability and membership arrangements for car-club services will be provided to residents as part of the Mobility Management Plan information package and will be maintained by the Mobility Management Plan Coordinator.



Figure 5-7: Location of St Joseph's Road and Aughrim Street GoCar parking spaces relative to site of proposed development

5.4.3 OBJECTIVE NO. 2 - ENCOURAGING GREATER USE OF PUBLIC TRANSPORT

Public transport is predicted to account for approximately 30% of resident commuting journeys, comprising 17% by bus and 13% by Luas, based on the target modal splits identified in Section 5.3.

As demonstrated in Section 5.2, the subject site already benefits from a high level of public transport accessibility, with bus services operating along Prussia Street and both the Luas Green and Red Lines accessible from the development.

Public transport accessibility will be further enhanced through the continued implementation of BusConnects, including the Blanchardstown to City Centre Core Bus Corridor which passes directly along Prussia Street.

A key role of the Mobility Management Plan will be to ensure that residents are fully informed of the public transport alternatives available to them.

Up-to-date information will be provided to residents regarding:

- bus and Luas routes serving the development;
- location of nearby stops;
- timetable and frequency information;
- fares and ticketing;
- Leap Card information; and
- online journey planning and real-time passenger information services.

This information will be made available through the development's resident information system, website/app, noticeboard or other appropriate means and will be regularly reviewed and updated by the Mobility Management Plan Coordinator.

5.4.4 OBJECTIVE NO. 3 - ENCOURAGING MORE RESIDENTS TO CYCLE

Cycling is targeted to account for approximately 15% of resident commuting journeys from the day of opening of the proposed development.

The development will provide 240 cycle parking spaces, exceeding the calculated Dublin City Development Plan requirement of 231 spaces. This represents a significant level of cycle parking provision and ensures that residents and visitors will have convenient access to secure cycle parking.

The site's location also provides good cycle accessibility to Dublin City Centre, TU Dublin Grangegorman and surrounding employment, educational, retail and recreational destinations. Existing cycle connectivity will be further enhanced through implementation of the Greater Dublin Area Cycle Network Plan and improvements associated with BusConnects.

The Mobility Management Plan Coordinator will actively promote cycling through measures including:

- provision of information on recommended cycle routes to major nearby destinations;
- information on the existing and planned Dublin cycle network;
- information on cycle journey times to key destinations;
- promotion of the health, environmental and financial benefits of cycling;
- information on bicycle maintenance and local cycle repair facilities; and
- promotion of the cycle parking facilities provided within the development.

These measures, combined with the extensive cycle parking provision and continuing improvements to the surrounding cycle network, will assist in achieving and maintaining the target cycling modal split.

5.4.5 OBJECTIVE NO. 4 - ENCOURAGING MORE RESIDENTS TO WALK

Walking is predicted to represent the largest individual travel mode, accounting for approximately 37% of resident commuting journeys from the day of opening.

This target reflects the highly central location of the development and the existing travel behaviour of residents within the surrounding Electoral Districts, where walking already represents a significant proportion of journeys to work.

The site is within convenient walking distance of TU Dublin Grangegorman, Stoneybatter, Smithfield, Phibsborough and Dublin City Centre, together with a wide range of employment, educational, retail and recreational destinations.

The Mobility Management Plan Coordinator will encourage walking through the provision of information on:

- convenient pedestrian routes to major destinations;
- walking times to nearby employment, educational, retail and recreational destinations;
- pedestrian routes to nearby bus stops and Luas stations; and
- the health and environmental benefits associated with walking.

Walking therefore represents a particularly important component of the mobility strategy for the proposed development and, together with cycling and public transport, provides a realistic alternative to private car travel for a substantial majority of residents' everyday journeys.

5.5 ROLE OF THE MOBILITY MANAGEMENT PLAN COORDINATOR

5.5.1 APPOINTMENT OF MOBILITY MANAGEMENT PLAN COORDINATOR

The management company for the proposed development will appoint a Mobility Management Plan Coordinator (MMPC) to oversee the implementation, promotion, monitoring and review of the measures contained within this Mobility Management Plan.

The MMPC will act as the principal point of contact for mobility-related matters within the development and will liaise, where appropriate, with Dublin City Council, the National Transport Authority, public transport operators, car-club operators and other relevant organisations.

The Coordinator will have an important role in ensuring that residents are aware of the sustainable travel opportunities available to them and in encouraging achievement and maintenance of the target modal splits identified within Section 5.3.

5.5.2 DUTIES OF THE MOBILITY MANAGEMENT PLAN COORDINATOR

The principal aim of the Mobility Management Plan is to support sustainable travel behaviour amongst residents of the development and to minimise dependence on private car travel.

The MMPC will be responsible for implementing and promoting the measures identified within Section 5.4. The principal duties of the Co-ordinator will include:

- providing residents with up-to-date information on walking, cycling and public transport;
- promoting the use of the cycle parking facilities provided within the development;
- promoting nearby car-club facilities as an alternative to private car ownership;
- providing information on public transport routes, timetables, fares and journey-planning facilities;
- promoting the environmental, health and financial benefits of sustainable travel;
- monitoring relevant improvements to walking, cycling and public transport infrastructure within the surrounding area;
- undertaking periodic resident travel surveys; and
- monitoring progress towards the target modal splits identified within this Mobility Management Plan.

<u>Promoting Cycling</u>
The MMPC will promote cycling as a convenient means of travel from the development. Residents will be provided with information on cycle routes, journey times to key destinations, cycle parking facilities and local bicycle repair and maintenance services.

The Co-ordinator will also ensure that residents are aware of the cycle parking facilities provided within the development and will monitor their use following occupation.

Where appropriate, the Co-ordinator may also promote initiatives such as cycle-user groups, bicycle maintenance events and other measures designed to encourage residents who do not currently cycle to consider this mode of travel.

<u>Promoting Walking</u>
The MMPC will promote walking as a convenient and healthy mode of travel, particularly for shorter journeys.

Information will be provided on pedestrian routes and approximate walking times to key destinations including Dublin City Centre, TU Dublin Grangegorman, nearby employment and retail areas, bus stops and Luas stations.

Promoting Public Transport

The MMPC will promote the use of public transport and ensure that residents have convenient access to current information on the services available.

Information will include bus and Luas routes, stop locations, timetables, fares, Leap Card information, real-time passenger information and journey-planning facilities.

The Co-ordinator will also keep residents informed of significant improvements to public transport services and infrastructure serving the area, including the continued implementation of BusConnects.

Promoting Car-Club Usage

The MMPC will ensure that residents are provided with information regarding nearby car-club facilities, including their locations and details of how to access and use the services.

The availability of car-club vehicles will be promoted as an alternative to private car ownership for residents who may occasionally require access to a car.

Monitoring the Mobility Management Plan

Monitoring will form an important element of the Mobility Management Plan.

The MMPC will undertake periodic surveys of residents to establish travel patterns and assess progress towards the target modal splits identified in Section 5.3.

The results of these surveys will be reviewed to determine the effectiveness of the measures contained within the Mobility Management Plan. Where appropriate, the measures may be adjusted or supplemented in response to the monitoring results.

This process will ensure that the Mobility Management Plan remains a living document which can respond to changes in resident travel behaviour and improvements to sustainable transport infrastructure and services following occupation of the development.

5.6 CONCLUDING COMMENTS ON MOBILITY PLAN

This Mobility Management Plan has been prepared to support the proposed zero-car-parking strategy for the development and to demonstrate how sustainable travel patterns can be achieved and maintained following occupation.

The subject site is particularly well suited to a low-car residential development. It is located within Dublin's north inner city, close to Dublin City Centre and TU Dublin Grangegorman, and benefits from a high level of accessibility by public transport, walking and cycling.

The analysis of 2022 Census data presented in Section 2 demonstrates that residents already living within the surrounding area exhibit highly sustainable travel patterns, with only 11% of commuters within the five Electoral Districts assessed travelling to work as a car driver. These observed local travel patterns provide a robust basis for the sustainable modal split targets adopted for the proposed development.

The development itself will reinforce sustainable travel behaviour through the provision of zero residential car parking and 240 cycle parking spaces, exceeding the calculated Dublin City Development Plan requirement of 231 spaces.

Residents will also have access to a range of sustainable travel alternatives, including frequent bus services, both Luas lines, extensive walking and cycling opportunities and nearby car-club facilities. Planned improvements to public transport and cycling infrastructure, including the Blanchardstown to City Centre Core Bus Corridor, will further enhance the sustainable accessibility of the site.

The Mobility Management Plan establishes a coordinated package of measures designed to encourage residents to make maximum use of these alternatives. These measures focus on:

- encouraging use of nearby car-club facilities as an alternative to private car ownership;
- promoting and facilitating public transport use;
- encouraging cycling through the provision of high-quality cycle parking and appropriate travel information; and
- promoting walking for shorter journeys and access to nearby employment, educational, retail and recreational destinations.

A Mobility Management Plan Coordinator will be appointed to implement and promote these measures, provide residents with up-to-date sustainable travel information, monitor travel behaviour and review progress towards the target modal splits identified within Section 5.3.

The combination of the site's highly accessible location, existing sustainable travel patterns within the surrounding area, extensive cycle parking provision, availability of public transport and active travel alternatives, and the measures contained within this Mobility Management Plan provides a strong basis for maintaining a sustainable travel culture amongst future residents.

The Mobility Management Plan therefore demonstrates that the proposed zero-car-parking strategy can operate successfully and sustainably at the subject site.

6.0 ARGUMENTS SUPPORTING THE ZERO-PARKING STRATEGY

6.1 INTRODUCTION

This section provides the overall transport planning justification for the proposed and previously accepted zero-car-parking strategy for the residential element of the development.

As demonstrated within the preceding sections of this report, the subject site is located within a highly accessible part of Dublin's north inner city, where residents have access to a wide range of employment, educational, retail and recreational destinations by walking, cycling and public transport.

The justification for the proposed zero-car-parking provision is based on a combination of the following factors:

- the central and highly accessible location of the subject site;
- the low levels of car ownership and car use already exhibited by residents within the surrounding area;
- the extensive existing public transport, walking and cycling alternatives available to future residents;
- the planned improvements to public transport and cycling infrastructure serving the area;
- the provision of 240 cycle parking spaces within the development, exceeding the requirements of the Dublin City Development Plan;
- the availability of nearby car-club vehicles for residents who may occasionally require access to a car; and
- national and local planning and transport policy which supports reduced or zero car parking provision at appropriate highly accessible urban locations.

In particular, the proposed parking strategy is considered in the context of the Design Standards for Apartments, Guidelines for Planning Authorities (2025), the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and the Dublin City Development Plan 2022–2028.

The following sections consider the relevant policy provisions and demonstrate that the proposed zero-car-parking strategy is appropriate and sustainable at the subject location.

6.2 DESIGN STANDARDS FOR APARTMENTS, GUIDELINES FOR PLANNING AUTHORITIES, 2025

The Design Standards for Apartments, Guidelines for Planning Authorities (2025) provide the current national planning guidance in relation to apartment development and replace the previous 2023 Apartment Guidelines.

The Guidelines support the delivery of apartment development within compact and accessible urban locations and recognise the important relationship between residential density, accessibility and sustainable transport provision.

The subject development is particularly well positioned in this regard. It is located within Dublin's north inner city, approximately 2 km from the city centre, immediately adjoining the TU Dublin Grangegorman Campus and within convenient walking distance of both bus and Luas services.

As demonstrated within Section 5 of this report, the site benefits from a high level of accessibility by sustainable modes of travel. Frequent bus services operate along Prussia Street, the Grangegorman

Luas Green Line stop is approximately 1 km from the development and the Smithfield Luas Red Line stop is approximately 15 minutes' walk from the site. The location also provides extensive opportunities for walking and cycling to employment, educational, retail and recreational destinations.

The proposed development reinforces these locational advantages through the provision of zero residential car parking and extensive cycle parking. A total of 240 cycle parking spaces will be provided, exceeding the calculated requirement of 231 spaces under the Dublin City Development Plan.

The zero-car-parking strategy will not therefore operate in isolation. Residents will have access to a comprehensive range of alternatives to private car ownership, including public transport, walking, cycling and nearby car-club vehicles. These alternatives will be actively promoted through the measures contained within the Mobility Management Plan.

The analysis of 2022 Census data presented in Section 2 provides further evidence that such an approach is appropriate at this location. Approximately 47% of households within the five Electoral Districts assessed do not own a car, while only 11% of commuters travel to work as a car driver. These existing travel patterns demonstrate that relatively low levels of car ownership and car use are already established characteristics of the surrounding area.

The proposed zero-car-parking strategy is therefore considered consistent with the overall principles of the 2025 Apartment Guidelines. It reflects the highly accessible and central location of the development and is supported by the availability of realistic alternatives to private car ownership and use.

6.3 SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES FOR PLANNING AUTHORITIES, 2024

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) provide national planning guidance aimed at supporting compact and sustainable residential development within existing cities and settlements.

The Guidelines recognise the importance of integrating land-use and transport planning and seek to locate higher-density residential development in areas where residents have convenient access to employment, services and amenities and where walking, cycling and public transport provide realistic alternatives to private car travel.

The Guidelines identify Dublin as one of the five cities where sustainable and compact urban development should be focused within or close to the existing built-up footprint and in locations served by existing or planned high-capacity public transport.

Of particular relevance to the proposed development is Specific Planning Policy Requirement 3 (SPPR 3), which addresses car parking provision in city centres and urban neighbourhoods of the five cities. SPPR 3 provides for car parking provision to be minimised, substantially reduced or wholly eliminated in appropriate locations.

The subject development is considered particularly suitable for the application of this approach. The site is located within Dublin's north inner city and benefits from:

convenient access to Dublin City Centre and major employment and educational destinations;
frequent bus services operating along Prussia Street;
access to both the Luas Green and Red Lines;

good pedestrian and cycling accessibility;
planned improvements associated with the Greater Dublin Area Cycle Network and BusConnects;
nearby car-club facilities providing occasional access to a car without requiring private car ownership; and
a proposed provision of 240 cycle parking spaces, exceeding the requirements of the Dublin City Development Plan.

The suitability of a zero-car-parking approach is further supported by existing travel behaviour within the surrounding area. As demonstrated by the 2022 Census analysis presented in Section 2, approximately 47% of households within the five Electoral Districts assessed do not own a car, while only 11% of commuters travel to work as a car driver.

The proposed development therefore represents precisely the type of highly accessible and compact urban location where reduced or zero residential car parking can operate successfully. The proposed zero-car-parking strategy is consequently consistent with the sustainable transport and compact growth principles contained within the 2024 Guidelines and with the approach to car parking established under SPPR 3.

7.0 OVERALL CONCLUDING COMMENT

This Mobility Management Plan has been prepared in support of proposed amendments to the permitted residential development at Prussia Street, Dublin 7. The current application proposes an increase of 10 no. apartments, from 110 no. permitted units to 120 no. units. This represents an increase of 18 no. units relative to the 102-unit development assessed within the Traffic and Transport Assessment submitted with the parent permission. The permitted 85 sqm café is unchanged. The current proposal will also maintain the zero-residential-car-parking strategy previously accepted under both the parent and subsequent amendment permissions.

The proposed development is located within a highly accessible part of Dublin's north inner city, close to Dublin City Centre and immediately adjoining TU Dublin Grangegorman. The site benefits from a high level of accessibility by public transport, walking and cycling, providing future residents with realistic alternatives to private car ownership and use.

Analysis of 2022 Census data for the five Electoral Districts surrounding the subject site demonstrates that sustainable travel patterns are already well established within the locality. Approximately 47% of households do not own a car, while only 11% of commuters travel to work as a car driver. These existing travel characteristics provide a robust basis for the sustainable modal split targets adopted within this Mobility Management Plan.

The modified development will provide 240 cycle parking spaces, exceeding the calculated Dublin City Development Plan requirement of 231 spaces. Residents will also have access to nearby car-club facilities for journeys where occasional access to a car may be required.

The sustainable accessibility of the site will be further enhanced through planned improvements to the surrounding public transport and cycling networks, including the Blanchardstown to City Centre Core Bus Corridor along Prussia Street and continued implementation of the Greater Dublin Area Cycle Network.

The Mobility Management Plan establishes target modal splits for future residents and identifies a coordinated package of measures to encourage and facilitate travel by public transport, walking and cycling and to promote car-club use as an alternative to private car ownership. A Mobility Management Plan Coordinator will be appointed to implement these measures, provide sustainable travel information to residents and monitor travel patterns following occupation.

The proposed and previously accepted zero-car-parking strategy is consistent with the sustainable transport and compact growth principles contained within national and local planning policy, including the Design Standards for Apartments, Guidelines for Planning Authorities (2025), the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and the Dublin City Development Plan 2022–2028.

It is therefore concluded that the proposed zero-residential-car-parking provision is appropriate and sustainable at this highly accessible inner-city location and that the measures contained within this Mobility Management Plan provide a robust framework for achieving and maintaining sustainable travel patterns amongst future residents of the development.

Appendix 1

SITE LAYOUT PLAN



SITE LAYOUT PLAN FOR PROPOSED DEVELOPMENT

Appendix 2

ELECTORAL DISTRICTS – MODAL SPLITS AND CAR OWNERSHIP

ED INFORMATION - 2022 CENSUS

	ON FOOT	ON BIKE	BUS	TRAIN	MOTORCYCLE	CAR DRIVER	CAR PASS	VAN	OTHER	HOME	NOT STATED	TOTAL
ARRAN QUAY B	569	244	336	253	14	229	17	7	3	287	970	2929
Modal splits (%)	**19**	**8**	**11**	**9**	**0**	**8**	**1**	**0**	**0**	**10**	**33**	**100**
ARRAN QUAY C	720	210	322	339	15	197	26	8	7	387	587	2818
Modal splits (%)	**26**	**7**	**11**	**12**	**1**	**7**	**1**	**0**	**0**	**14**	**21**	**100**
INNS QUAY C	486	115	181	118	13	162	9	13	1	148	259	1505
Modal splits (%)	**32**	**8**	**12**	**8**	**1**	**11**	**1**	**1**	**0**	**10**	**17**	**100**
ARRAN QUAY D	311	217	199	121	9	281	16	25	0	196	323	1698
Modal splits (%)	**18**	**13**	**12**	**7**	**1**	**17**	**1**	**1**	**0**	**12**	**19**	**100**
ARRAN QUAY E	487	274	230	116	11	305	13	21	2	279	245	1983
Modal splits (%)	**25**	**14**	**12**	**6**	**1**	**15**	**1**	**1**	**0**	**14**	**12**	**100**
AVERAGE	**24.0**	**10.0**	**11.6**	**8.3**	**0.6**	**11.5**	**0.7**	**0.8**	**0.1**	**11.8**	**20.5**	

	NO CAR	1-car	2-car	3-car	4+ car	not stated	TOTAL
ARRAN QUAY B	763	439	69	11	2	421	1705
% no car	**45**	26	4	1	0	25	**1705**
ARRAN QUAY C	1005	404	49	5	0	437	1900
% no car	**53**	21	3	0	0	23	**1900**
INNS QUAY C	602	273	53	6	3	223	1160
% no car	**52**	24	5	1	0	19	**1160**
ARRAN QUAY D	560	498	86	11	1	159	1315
% no car	**43**	38	7	1	0	12	**1315**
ARRAN QUAY E	672	601	134	13	2	225	1647
% no car	**41**	36	8	1	0	14	**1647**
AVERAGE	**47**						

Appendix 3

TRAVEL PLAN PYRAMID

APPENDIX

3

TRAVEL PLAN PYRAMID


The travel plan pyramid
Promotional Strategy
Services & Facilities
public transport; car clubs; parking management; sub-site travel plans etc.
Coordinator
To develop further measures and oversee the plan on an ongoing basis
Built Environment
Site design; public transport infrastructure; facilities to reduce the need to travel; parking provision; off-site measures
Location
Proximity to existing facilities and services