

AtkinsRéalis



Mobility Management Plan

Castlethorn Old Conna ULC

September 2026

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OLD CONNAUGHT PHASE A1 LRD

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1. Introduction

1.1 Overview

This Mobility Management Plan (MMP) has been prepared in support of the proposed Phase A1 development within the Old Connaught Local Area Plan (LAP) lands and is informed by the vision, objectives and policies of the **Old Connaught Local Area Plan 2025**, the **Dún Laoghaire–Rathdown County Development Plan 2022–2028**, **Transport Strategy for the Greater Dublin Area 2022–2042** and other key sustainable mobility policies including **National Sustainable Mobility Action Plan** and **Moving Together A collaborative Approach to Systems Change in Transport**.

The proposed residential development site forms the first phase provided for under the Old Connaught Local Area Plan. The site is generally bounded by agricultural lands to the north, the M11 to the east, Old Connaught Avenue to the south and Festina Lente equestrian centre to the west. The proposed development is referred to as **Old Connaught Phase A1**.

The proposed development comprises **271no. dwellings**, in a mix of houses, duplex units and apartments, **1no. creche** (c.574 sq m), and all associated and ancillary site development, landscape and boundary treatment works.

The proposed housing mix comprises:

103no. houses (22no. 4-bed, 68no. 3-bed and 13no. 2-bed) ranging from 2 to 3 storeys.

162no. apartments and 6no. duplexes accommodated in a terrace and 4no apartment blocks, including: -

- **Block 1:** 54no. apartments total (19no. 1-bed, 4no. 2-bed (3-person), 25no. 2-bed (4-person)) in 1no. 1 to 5-storey building and 6no. 3-bed duplex units in a 3-storey terrace.
- **Block 2:** 41no. apartments total (9no. 1-bed, 9no. 2-bed (3-person), 23no. 2-bed (4-person)) in 1no. 1 to 5-storey building.
- **Block 3:** 38no. apartments total (13no. 1-bed, 11no. 2-bed (3-person), 14no. 2-bed (4-person)) and the ground floor creche (574 sqm) with associated outdoor play area (c.225.4 sq m), in 1no. 1 to 5-storey building.
- **Block 4:** 35no. apartments total (8no. 1-bed, 11no. 2-bed (3-person), 16no. 2-bed (4-person)) in 1no. 1 to 4-storey building.

Associated and ancillary site development and infrastructure work, include:

On-site attenuation; hard and soft landscaping and boundary treatment works including **public open space (totalling c. 4,519 sq m)** in 2 areas identified as POS1 (1,232 sq m) and POS2 (3,287 sq m) incorporating the existing veteran Oak tree to be retained; **communal open space (totalling c. 1,154 sq m)** in 3 areas identified as COS1 (253 sq m), COS2 (723 sqm) and COS3 (178 sq m); components of the regional attenuation pond to the north east of the site; 5no. ESB substations. Vehicular site access from Old Connaught Avenue, via a proposed new primary North-South street that includes active travel infrastructure and a 7m wide LUAS reservation corridor running parallel to the east of the primary North-South street. A section of the East-West link road, including active travel, will also be provided for along the northern boundary of the site. A total of **289no. car parking spaces** comprising 241no. surface spaces (inclusive of 11no. visitor spaces, 2no. ESB spaces, 2no. Go-Car (shared) spaces, and 9no. disabled spaces) and 48no. undercroft spaces (inclusive of 2no. disabled spaces), 20% of residential car parking spaces equipped with Electric Vehicle charging points. **435no. bicycle parking spaces**, including 351no. resident spaces and 84no. visitor spaces. 12no. motorbike parking spaces., Ancillary stores serving the houses, duplex units and apartments.

The proposed development also includes the construction of a new pumping station, associated single storey building, twin rising mains extending circa 400m along Old Connaught Avenue under the M11 connecting to the existing gravity



foul network on Old Connaught Avenue 125m east of the M11 bridge and associated storage, together with all ancillary site development and reinstatement works required to facilitate these elements.

The Old Connaught LAP establishes a clear strategic objective to deliver the area as a **sustainable urban village**, structured around **compact, mixed-use development**, high-quality placemaking and a **transport system that prioritises active travel and public transport over private car use**. Central to this vision is the creation of **10-minute neighbourhoods**, where residents can access a wide range of daily services and amenities by walking, cycling or public transport, thereby reducing travel demand and supporting healthier, low-carbon lifestyles.

1.2 Sustainable Mobility-Led Development

The Phase A1 development will form an integral part of this sustainable urban village and its movement strategy is explicitly designed to align with the LAP's mobility objectives. The development benefits from and contributes to an **extensive, interconnected active travel network**, comprising footpaths, cycle tracks and greenways that link homes with schools, open spaces, the village centre, employment areas and public transport corridors. Strategic routes, including the **Cherrywood–Bray Greenway** and associated green infrastructure, will provide high-quality, attractive and safe options for walking and cycling for both local and longer-distance trips.

All internal streets within the development will be designed in accordance with the **Design Manual for Urban Roads and Streets (DMURS)**, creating **low-speed, low-traffic environments** that prioritise pedestrians and cyclists. The street network will operate as a network of **quiet, people-centred streets**, incorporating traffic calming, filtered permeability and high-quality public realm to create safe and inclusive spaces for all users.

1.3 Public Transport Integration & Phased Provision

The mobility strategy for Phase A1 recognises the phased delivery of public transport envisaged in the LAP. In the short term, residents will be able to access **high-frequency BusConnects services on Dublin Road**, providing direct connections to Bray, Cherrywood and the wider metropolitan area. In the medium term, the development will support the introduction of **local bus services serving the Old Connaught LAP lands**, to be advanced collaboratively by the **National Transport Authority, Dún Laoghaire–Rathdown County Council and developers**.

In the longer term, the development safeguards and supports the delivery of the **Luas Green Line extension from Cherrywood to Bray via Old Connaught**, a transformative piece of public transport infrastructure identified within the LAP. The layout, density and land-use mix of Phase A1 are planned to be fully compatible with this future light rail corridor, reinforcing the area's role as a highly accessible, transit-supported community.

1.4 Mobility Management Outcomes

Through the integration of land use, active travel, DMURS-compliant street design and phased public transport provision, the Phase A1 development will:

- Support **modal shift away from private car use**;
- Reduce trip lengths and travel demand through **10-minute neighbourhood principles**;
- Provide **safe, attractive and inclusive movement options** for people of all ages and abilities;
- Contribute to the delivery of a **low-carbon, climate-resilient urban village**, consistent with the objectives of the Old Connaught LAP.

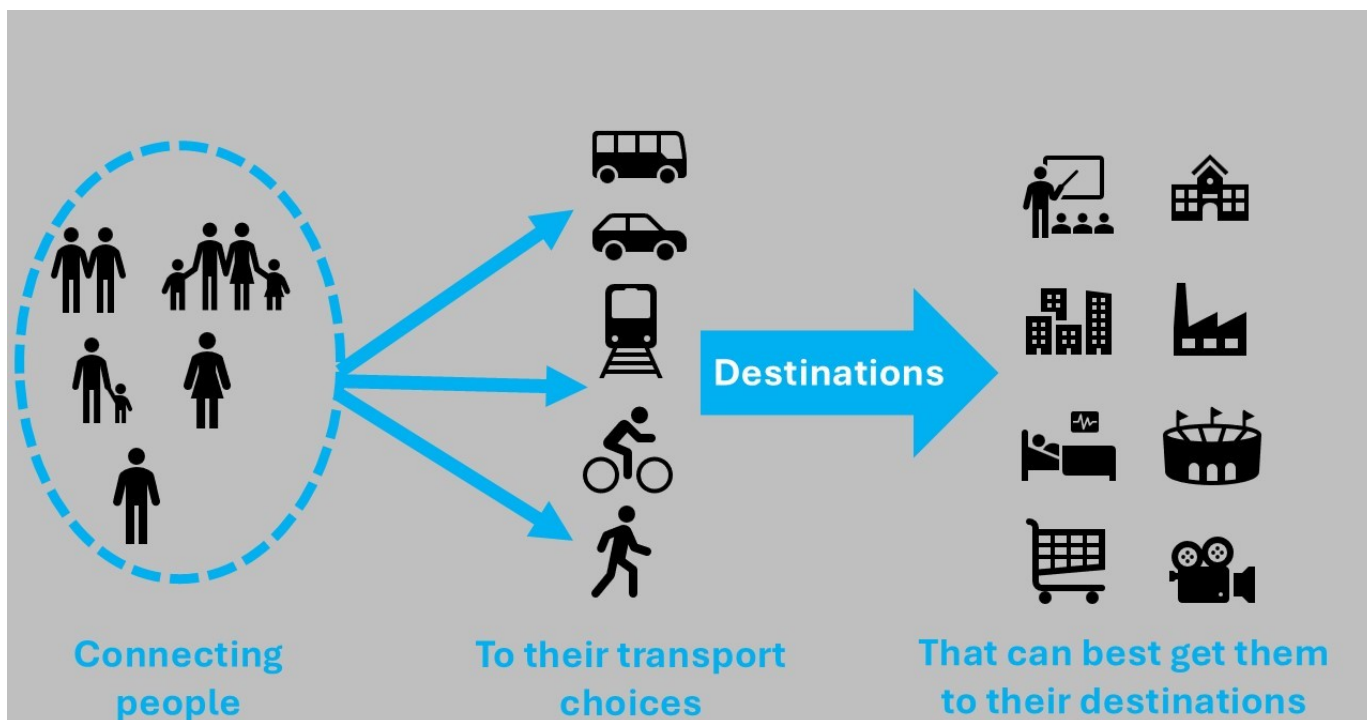
This Mobility Management Plan therefore demonstrates how the proposed development not only complies with but actively **implements the mobility vision and objectives of the Old Connaught Local Area Plan**, ensuring that sustainable movement is embedded from the earliest phase of development.



1.5 What is a Mobility Management Plan?

A Mobility Management Plan (MMP) is a structured package of measures designed to encourage a shift to sustainable travel modes such as walking, cycling, and public transport. Developed on a bespoke basis, MMPs may provide recommendations for both infrastructure improvements and behavioural change initiatives, such as better information dissemination, promotional campaigns, and events.

As a strategic tool, an MMP aims to meet the specific transportation needs of a site while promoting active and sustainable transport modes. It educates and informs people on how, why, and when they travel and fosters a shift away from private car dependency. This approach helps to mitigate the adverse environmental, social, and economic impacts of traffic congestion, benefiting both the development's residents and the wider community.



Phase A1 development is tailored to the site's unique location, context, and layout. It sets out self-regulating measures to manage travel demand and reduce car travel. This MMP provides a framework for sustainable travel planning, which can evolve alongside the continued development of the site and surrounding neighbourhoods. The measures in this MMP focus on:

- Promoting access to the site via alternative, active, and sustainable modes of transport
- Encouraging residents, visitors, and management to adopt sustainable travel practices.
- Reducing single-occupancy car travel.

This MMP serves as a dynamic and evolving mechanism for introducing and maintaining sustainable travel initiatives, benefiting residents, the local community, and the broader environment.

1.6 Structure of This Document

The MMP report provides the basis for the implementation of the MMP. It sets out the objectives and measures to be put in place. Provisionally the MMP Report will be set out using the sections described below:

- Section 2 provides an overview of the relevant Policy Context.



- Section 3 sets out the existing conditions of the Receiving Environment in terms of local accessibility.
- Section 4 establishes Objectives and Targets for the MMP.
- Section 5 outlines the broad Strategy and Measures for the MMP.
- Section 6 outlines the process for Implementation, Monitoring and Review.

This Mobility Management Plan (MMP) sets out a strategy designed to promote travel by active and sustainable modes to the proposed residential development at Old Connaught. This MMP forms part of a planning application and supports the Traffic and Transport Statement (**Atkins Ref 012644DG0014**)).



2. Transport Policy Context

The following section provides an overview of National, Regional and Local transport policies, documents and guidance that are relevant to the site location and development.



The proposed development at Old Connaught is advanced within a **plan-led policy framework** that seeks to integrate land use, transport and placemaking to deliver a **sustainable, low-carbon urban village**. National, regional and local planning and transport policy consistently prioritise **active travel, public transport and reduced car dependency**, with mobility management identified as a key mechanism for achieving these outcomes.

At a national level, **Project Ireland 2040**, the **National Development Plan 2021–2030**, and the **National Sustainable Mobility Policy** establish a clear direction towards compact growth, transport-oriented development and significant investment in walking, cycling and public transport. These policies adopt the **Avoid–Shift–Improve** framework, which aims to reduce unnecessary travel, shift trips to sustainable modes and improve the efficiency and decarbonisation of remaining motorised journeys. Mobility management measures are promoted as a core tool to support behavioural change and reduce travel demand.

The **Transport Strategy for the Greater Dublin Area 2022–2042** translates these national objectives to the metropolitan scale, targeting a substantial increase in the share of trips made by sustainable modes and a corresponding reduction in single-occupancy car use. The Strategy places strong emphasis on aligning new

residential development with high-quality public transport and active travel infrastructure, supported by demand management and low-traffic neighbourhood principles.

The **National Investment Framework for Transport in Ireland (NIFTI)** reinforces this approach by establishing a clear modal hierarchy that prioritises walking and cycling first, followed by public transport, with private car use considered last. This hierarchy underpins the assessment and delivery of transport infrastructure and informs mobility management strategies at development level.

At local level, the **Dún Laoghaire–Rathdown County Development Plan 2022–2028** and the **Old Connaught Local Area Plan (LAP) 2025** provide the statutory framework for the development. Old Connaught is identified as part of the planned growth of the **Key Town of Bray**, with the LAP setting out a clear vision to deliver the area as a **sustainable urban village based on 10-minute neighbourhood principles**. The LAP prioritises:

A. Sustainable Urban Village & 10-Minute Neighbourhood

- The LAP's core vision is to deliver **Old Connaught as a sustainable urban village**, integrating land use, transport, community facilities and open spaces.
- Development is to be structured around **10-minute neighbourhood principles**, ensuring that most day-to-day needs (education, childcare, retail, employment, recreation, community facilities) are accessible by **walking, cycling or public transport**, reducing reliance on private car travel.
- Mixed-use development, a multifunctional neighbourhood centre, and co-location of services are central to reducing travel demand and trip length.

B. Active Travel as the Primary Mode

- The LAP prioritises **walking and cycling as the primary modes for internal movement**, supported by an **interconnected network of footpaths, cycle tracks and greenways**.
- Strategic active travel routes include:
 - The **Cherrywood–Bray Greenway** passing through Old Connaught lands.
 - Greenway and active travel links along **Allies River Road** and other connectors.
- Permeability is a key principle: developments must avoid cul-de-sacs for pedestrians and cyclists and instead provide **direct, safe, legible routes**.
- Safe routes to schools and everyday destinations are required, aligned with universal and age-friendly design principles.

C. DMURS-Compliant, People-Centred Streets

- All new streets are to be designed in accordance with the **Design Manual for Urban Roads and Streets (DMURS)**.
- Street design is to prioritise:
 - **Low-speed, low-traffic environments**.
 - Pedestrian comfort and safety.
 - Cyclist priority and continuity.
 - Traffic calming, filtered permeability, and reduced dominance of private vehicles.

- The LAP supports the use of **bus gates, modal filters, quiet streets and low-traffic neighbourhoods** to reinforce sustainable mode choice.

D. Public Transport – Phased and Future-Proofed

- The LAP recognises a **phased approach to public transport provision**:



- **Short term:** Utilisation of existing and enhanced **BusConnects services on Dublin Road**.
- **Medium term:** Provision of **bus services directly serving the LAP lands**, to be progressed in collaboration with the **NTA, DLRCC and developers**.
- **Long term:** Safeguarding and delivery of the **Luas Green Line extension from Cherrywood to Bray via Old Connaught**.
- Development densities and street layouts are structured to support high-quality public transport and future Transit-Oriented Development.

E. Low-Carbon, Climate-Resilient Mobility

- The LAP embeds an **Avoid–Shift–Improve** approach:
 - Avoid unnecessary trips through mixed-use planning.
 - Shift trips to walking, cycling and public transport.
 - Improve efficiency and reduce emissions of remaining motorised trips.
- Mobility management is explicitly linked to **climate action, health, inclusion and placemaking** objectives.

In this context, the Mobility Management Plan has been prepared to demonstrate how the proposed development will **give effect to national, regional and local transport policy**, by facilitating sustainable travel choices, managing travel demand, and embedding long-term behaviour change measures from the earliest phase of development. The MMP therefore forms a key component of the overall planning response, ensuring that sustainable movement patterns are established in line with the objectives of the Old Connaught LAP and wider transport policy framework.



3. Receiving Environment

This section outlines the receiving environment in the context of the existing transport infrastructure and service provision.

3.1 Site Location

Old Connaught is located in South County Dublin, approximately 20km south of Dublin City Centre, 2.5km southwest of Shankill Village and 2km from Bray. The site falls within the planning jurisdiction of Dun Laoghaire Rathdown County Council. The lands offer an opportunity to transform a rural village into a sustainable urban settlement which respects, enhances and promotes the fabric, heritage and ecology of the existing settlement. The Old Connaught lands have good access to Dublin via the nearby M11 and M50 Motorways. The subject site is located within the Residential zoned lands of the Old Connaught Local Area Plan (LAP).

The location of the site is shown in Figure 3-1.

Figure 3-1 - Location of Development



3.2 Existing Walking and Cycling Facilities

Footpath provision in general is adequate on the surrounding roads with most offering footpaths of ample width on both sides of the carriageway.

The Old Connaught Avenue to which the proposed development directly gains access provides footpaths of adequate width on both sides of the road. Along the R119 crossing facilities are generally uncontrolled with some controlled pelican crossings provided at certain locations. Nominal width advisory cycle lanes are also offered on both sides of the road.

The street layout of the proposed development is being developed in accordance with DMURS and thus the appropriate measures are being considered which will facilitate an accessible, permeable, connected and socially inclusive street network for pedestrian and cyclist movement in line with the design ethos contained therein. The site layout provides for a very high level of permeability within and through the site for pedestrians and cyclists.

3.2.1 Walking and Cycling Isochrones

An analysis of the walking and cycling catchments in terms of journey distance and time has been undertaken and the results of this are presented in Figure 3-2 and Figure 3-3. These are represented in the form of isochrones radiating outwards from the proposed development site in 5-minute journey time intervals.

In terms of walking a wide range of services and facilities are located within 20 minutes of the proposed development area as detailed in Figure 3-2.

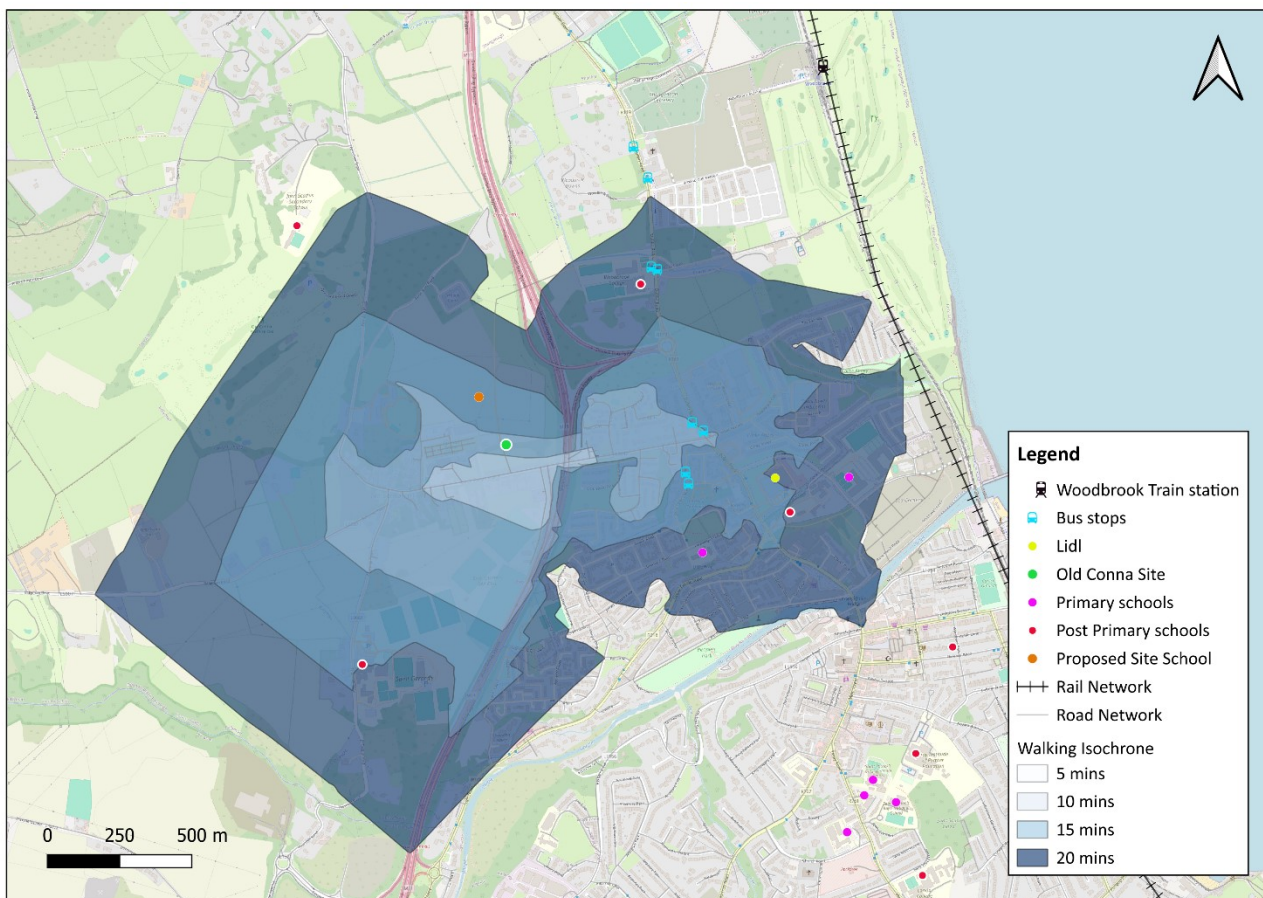


Figure 3-2 – Active Travel Isochrones - 30 Minute Walking Isochrones

In terms of cycling, this catchment is extended further including Cabinteely & Killiney to the north and the southern extents of Bray Town Centre and Bray DART Station as detailed in Figure 3-3. Therefore, there is a wide range of services, facilities and amenities within recognised cyclist distances of the site.

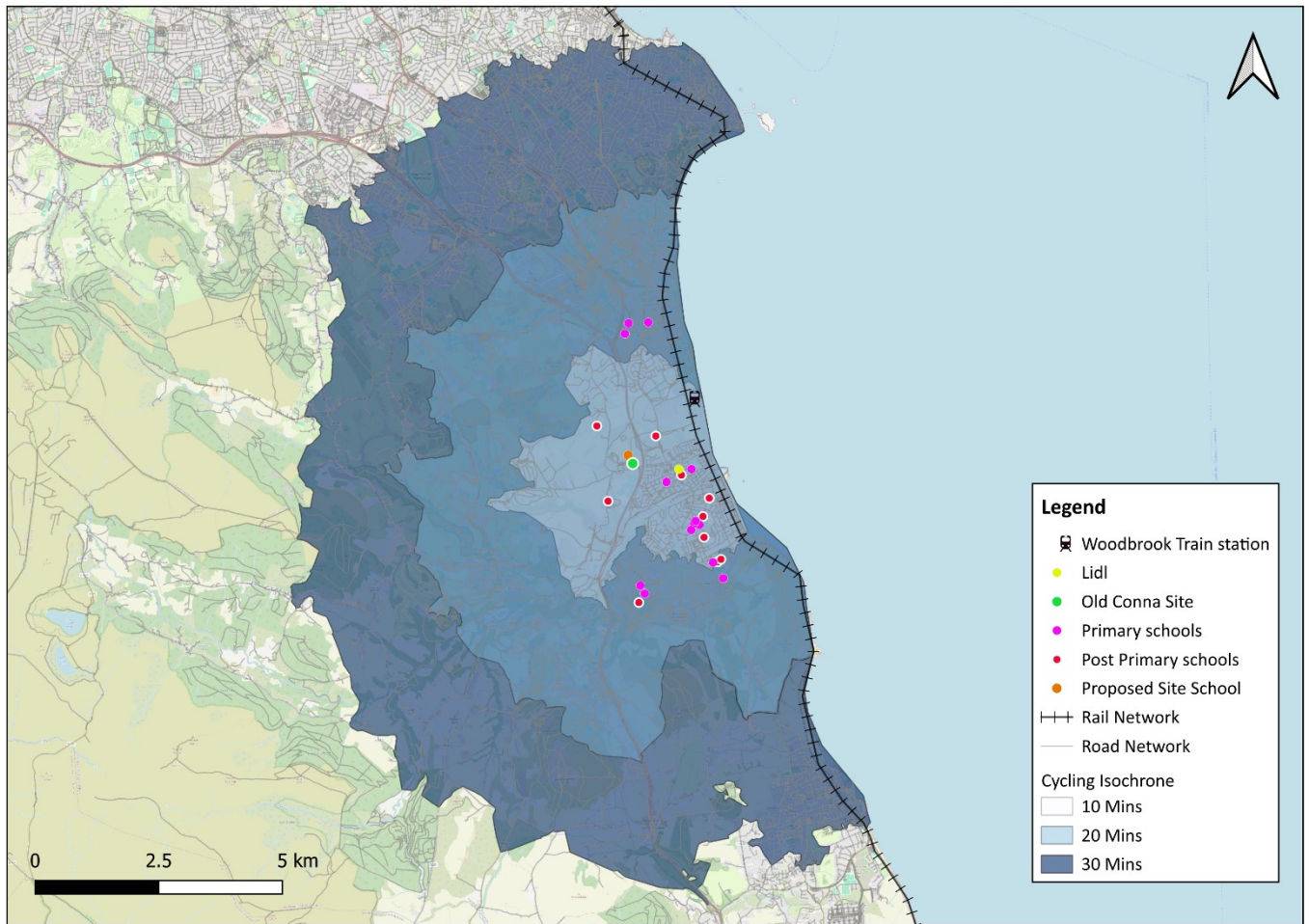


Figure 3-3 – Active Travel Isochrones - 30 Minute Cycling Isochrones

3.3 Public Transport

The following sections provides an overview of public transport infrastructure and services within the existing vicinity of the development of phase A1 lands at Old Connaught.

3.3.1 Dublin Bus

Old Connaught settlement is not currently served by direct bus services. The R761, Dublin Road corridor, located approximately 700m eastward from proposed access point onto Old Connaught Avenue is a major bus corridor providing high frequency services and connections between Bray and Dublin City Centre as well as connections toward Dun Laoghaire Bus stop locations along Dublin Road are shown in Figure 3-4 .

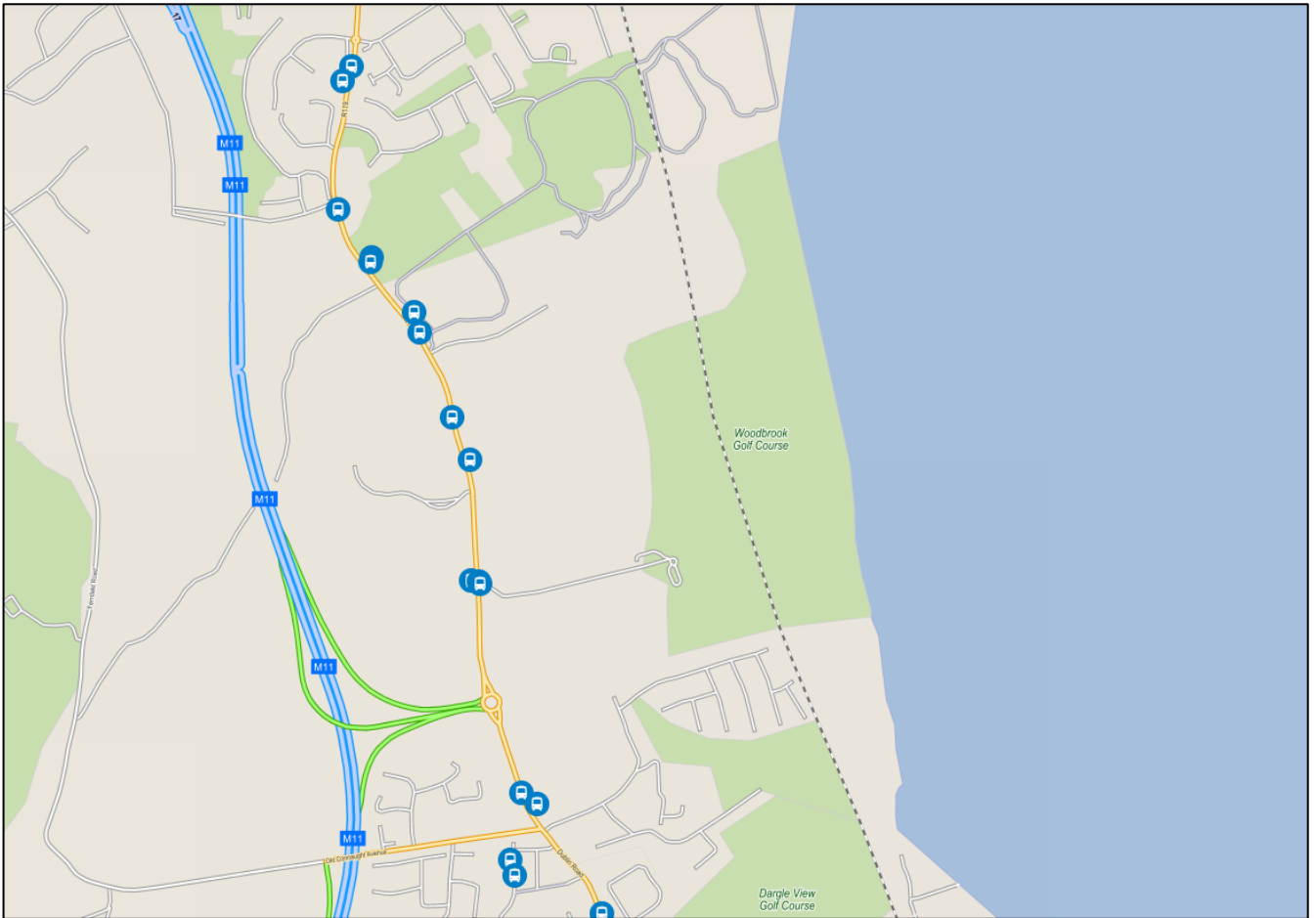


Figure 3-4 - Surrounding Bus Stops adjacent the site

As detailed in Table 3-1 a number of bus services operating (45a, 45b, 84, 84a 145, 155) between Bray and various location in Dublin City Centre and Dun Laoghaire.

Table 3-1 - Bus Routes & Frequencies

Route	Area Served	Frequency	Bus Stop Location	
45A	Kilmacanogue - Dún Laoghaire	Weekday: Am Peak (7 to 10 am): Every 20 mins Off peak: Every 20 mins PM Peak (4 to 7pm): Every 20 mins Saturday: Every 20 mins Sunday: Every 30 mins	Old Avenue	Connaught
45B	Kilmacanogue - Dún Laoghaire (via Shanganagh Cliffs)	Weekday: Am Peak (7 to 10 am): One Service Off peak: No service PM Peak (4 to 7pm): No service Saturday: One service Sunday: One service	Old Avenue	Connaught
E1	Temple Road - Newcastle Road (Sea Road)	Weekday: Am Peak (7 to 10 am): Every 10 mins Off peak: Every 15 mins PM Peak (4 to 7pm): Every 10 mins Saturday: Every 15 mins Sunday: Every 30 mins	Old Avenue	Connaught
L14	Temple Road - Bray Rail Station	Weekday: Am Peak (7 to 10 am): Every 30 mins Off peak: Every 30 mins PM Peak (4 to 7pm): Every 30 mins Saturday: Every 30 mins Sunday: Every 35 mins	Old Avenue	Connaught

3.3.2 Rail Services

In terms of heavy rail, the closest stations are Shankill circa 2.5km to the north and Bray also circa 2.5km to the south. These stations are served by DART and Commuter Rail services. These stations facilitate services that allow for good connection to other onward destination both north and south, as illustrated in Figure 3-5

Woodbrook DART station, located within the Woodbrook Local Area Plan lands, provides a new rail-based transport for the new settlement. The station opened in 2025 and is approximately 2.6 km from the proposed development site. It offers direct rail connections along the coastal corridor, linking Malahide in the north with Howth, Bray, and Greystones to the south.



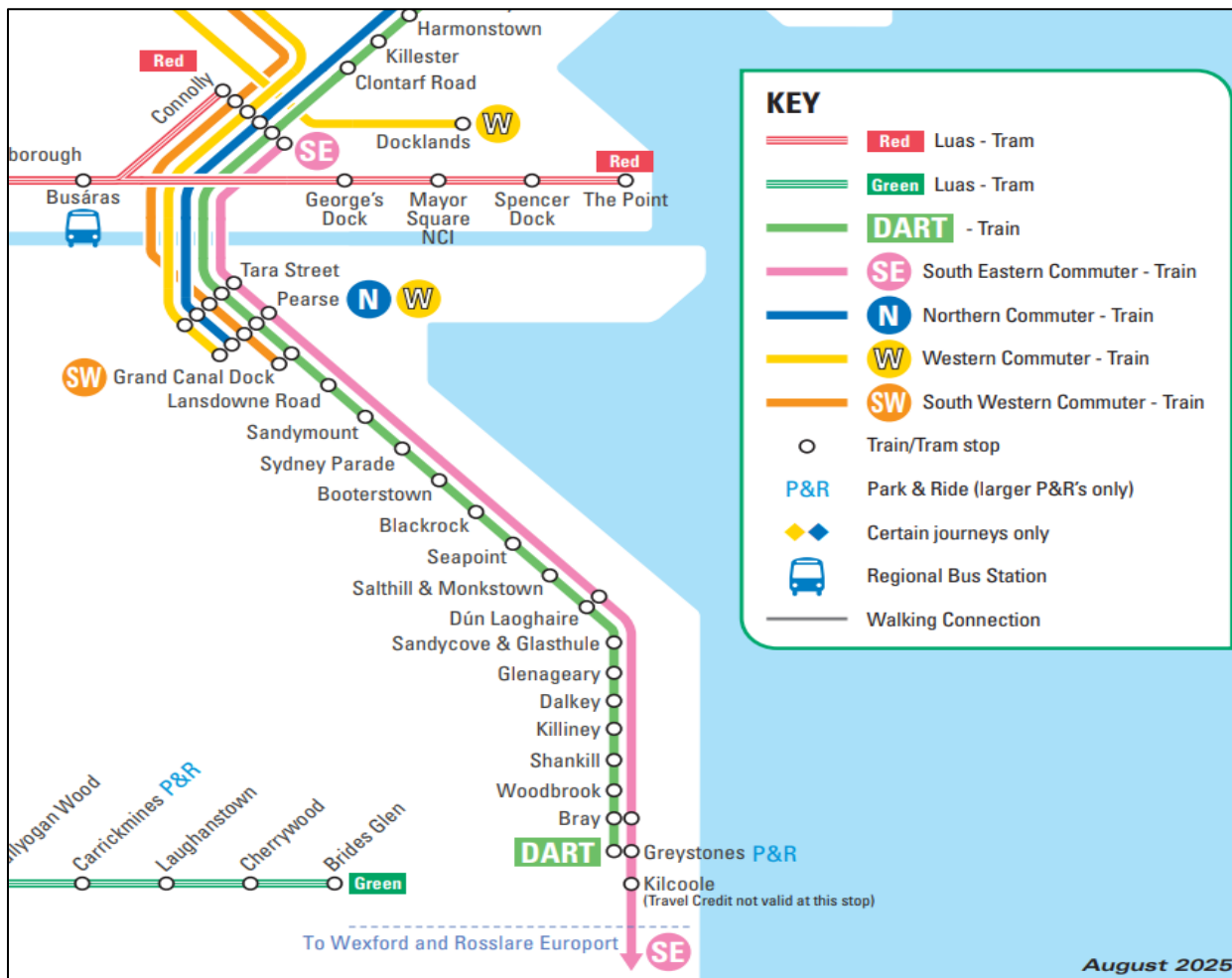


Figure 3-5 - Rail Routes

3.4 Local Road Network

As shown in Figure 3-6, there is a well development road network in the vicinity of the site, including National, Regional and local roads that provide connections to and from the Old Connaught area both for local access and more strategic and regional road base traffic movements.

- National Road – N11/ M11
- Regional Roads – Dublin Road
- Local Roads – Old Connaught Avenue, Thornhill Road, Ferndale Road, Ballyman Road

The proposed development will obtain access from Old Connaught Avenue. To the east of the site along Old Connaught Avenue, the road connects to the Ferndale Road / Thornhill Road junction, followed further south by the Thornhill Road / Ballyman Road junction. To the east along Old Connaught Avenue, the route meets the M11 slip road junction, before reaching the major signalised junction with the R761 Dublin Road and Cork Abbey Avenue. North of this junction lies Wilford Roundabout, which provides strategic access to the M50 motorway to the north and the M11 corridor to the south, forming an important link to the wider regional road network. The roads and key junctions are shown in Figure 3-6.

Old Connaught Avenue, its junction onto Dublin Road and Dublin Road link at the junction to Old Connaught Avenue south to Bray and north to Wilford Roundabout junction experience congestion and delay during peak AM and PM hours.

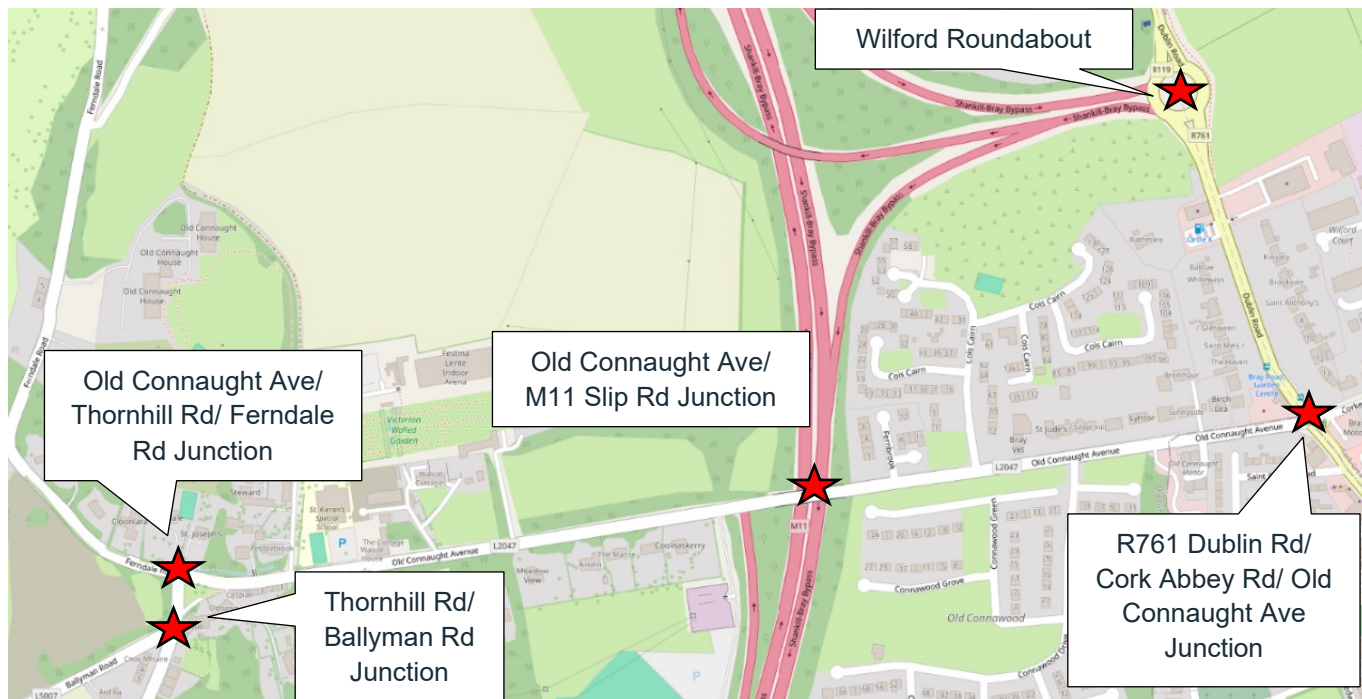


Figure 3-6 – Key Roads & Junctions Proximate to the Site

4. Future Transport Proposals

This section outlines the future transport proposals, infrastructure and policy framework that will influence how residents and visitors access the site using a range of multi-modal options. The Old Connaught Local Area Plan (LAP) promotes the coordinated and phased delivery of transport infrastructure in parallel with development, ensuring that accessibility is embedded from the outset. As development progresses, this approach will provide residents and users with enhanced transport services and infrastructure, with a strong emphasis on active and sustainable travel.

In addition, wider transport infrastructure and service improvements delivered under the Greater Dublin Area Transport Strategy—including enhancements to public transport, active travel networks and the strategic road network—will further strengthen connectivity at local, sub-regional and metropolitan levels. Collectively, these measures will expand sustainable travel opportunities and are expected to positively influence travel behaviour and modal choice over the lifetime of the development.

4.1 Old Connaught LAP

Overall Transport Vision

The Old Connaught LAP adopts a **movement-first, sustainable transport framework**, where walking, cycling and public transport are prioritised ahead of private car use. Transport provision is explicitly **phased to align with residential build-out**, ensuring that accessibility, permeability and safety increase progressively as population grows. The Plan integrates land use and transport, aiming to reduce car dependency while providing sufficient strategic road infrastructure to support development and wider network connectivity.

Key principles underpinning all phases include:

- A **connected active travel network** linking neighbourhoods, schools, open spaces and public transport.
- A **planned vehicular network** designed to support access while discouraging through-traffic in residential areas.
- **Safeguarded public transport corridors**, particularly for the future Luas Green Line extension.
- Low-speed, self-enforcing streets designed in accordance with **DMURS**, generally targeting 30km/h environments.

Figure 4-1 shows the Old Connaught LAP masterplan layout and connectivity and movement principles.

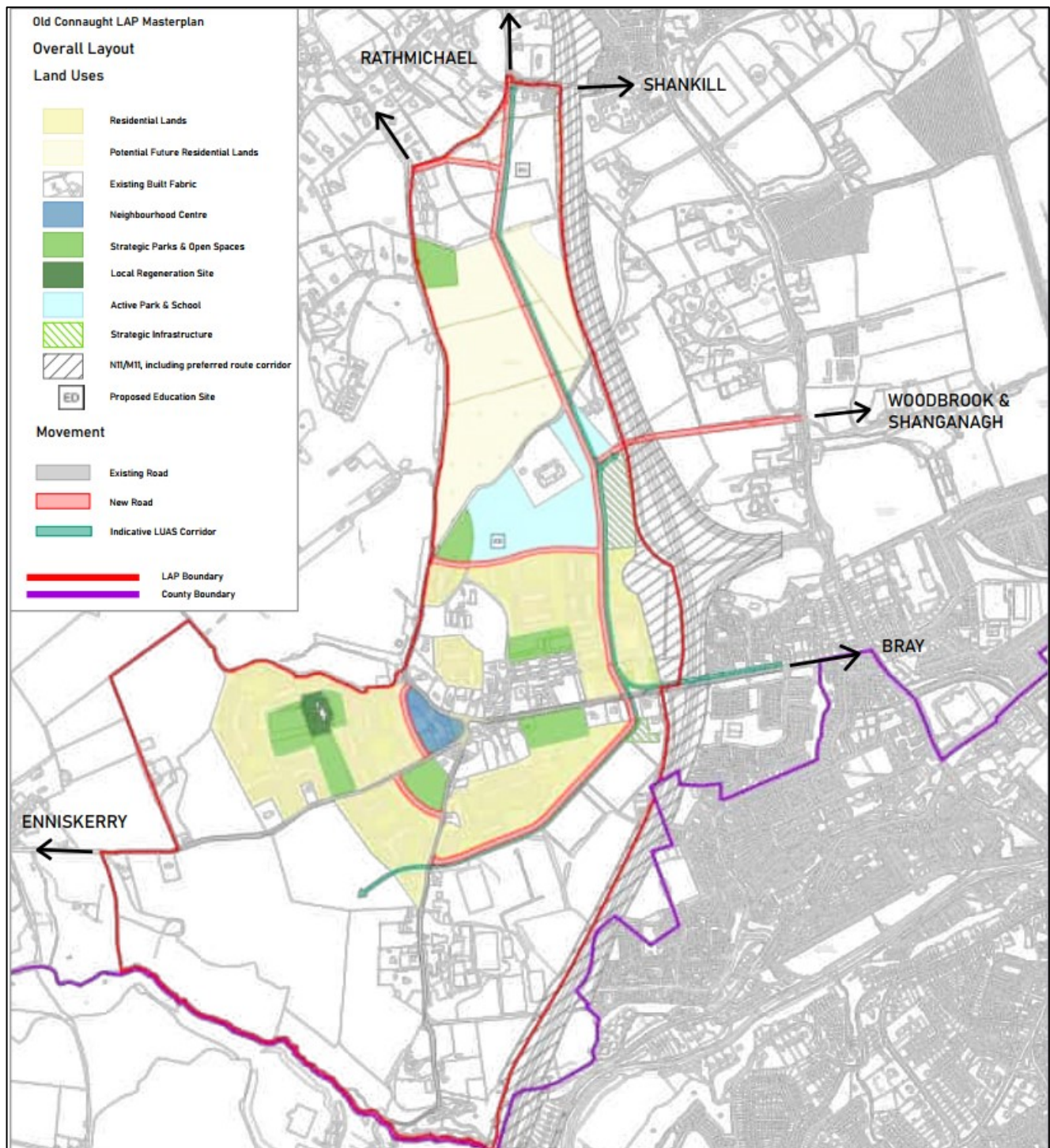


Figure 4-1 - Old Connaught LAP Context

Phase A: Early Development and Network Establishment

Role of Phase A

Phase A is identified as the **sequentially preferable first phase**, delivering approximately **1,254–1,611 homes**. It performs a critical role in **establishing the primary movement framework** for the Central Character Area and wider LAP lands.

Sub-Phase 1: Foundational Infrastructure

Transport delivery in Sub-Phase 1 focuses on enabling early development while embedding sustainable travel from the outset:

- **North–South Road (Partial Delivery):**
A new north–south link road is delivered between **Old Connaught Avenue and Crinken Lane / Ballybride Road**, forming the backbone of future connectivity.
- **Active Travel Integration:**
Walking and cycling facilities are provided alongside the new road, ensuring safe and direct non-vehicular access from first occupation.
- **Public Transport Readiness:**
The alignment of the north–south route is designed to accommodate a **future Luas corridor**, even though services may not be operational at this stage.

This sub-phase ensures that early residents are not dependent solely on the private car and that future upgrades can occur without retrofitting.

Sub-Phase 2 and Completion of Phase A

As Phase A progresses:

- **Link Road Delivery:**
A new **east–west link road between Ferndale Road and the north–south route** is provided, improving internal circulation and distributing traffic more evenly.
- **Expanded Active Travel Network:**
Strategic walking and cycling routes are extended, including connections to the **Cherrywood–Bray Greenway** and Allies River Road greenway corridors.
- **Traffic Management Measures:**
One-way systems, bus gates, modal filters and quiet street treatments (e.g. on Old Connaught Avenue) are introduced to prioritise residents, buses, pedestrians and cyclists over through-traffic.

By the end of Phase A, the core internal street and movement structure for Old Connaught is substantially in place.

Phase B: Consolidation and Network Enhancement

Scale and Purpose

Phase B supports a further **858–1,030 homes** and builds upon the transport infrastructure delivered in Phase A. At this stage, emphasis shifts from primary road provision to **network optimisation, permeability and public transport enhancement**

Transport and Movement Outcomes

- **Enhanced Connectivity:**
Existing roads and paths are extended to serve new neighbourhoods, ensuring seamless walking and cycling continuity across phases.



- **Public Transport Improvement:**
The LAP commits to working with the **National Transport Authority (NTA)** to expand **high-frequency bus services**, taking advantage of increased population density.
- **Street Reallocation:**
Additional road space may be reassigned to active modes where required, supporting safer and more attractive streets.
- **Junction Upgrades and Traffic Calming:**
Localised junction improvements and further traffic calming reinforce the low-speed, people-focused environment.

Phase B effectively moves Old Connaught from an emerging neighbourhood to a **fully functioning, multimodal urban district**.

Phase C: Long-Term Strategic Potential

Strategic Context

Phase C lands, with potential for around **1,050 homes**, are currently zoned **Strategic Land Reserve (GB)** and are not committed for immediate development. Their inclusion reflects long-term planning flexibility rather than certainty.

Transport Safeguards

- **Protection of Strategic Corridors:**
Road and light rail alignments identified in earlier phases are protected to ensure Phase C can integrate without undermining network performance.
- **Public Transport-Led Growth:**
Any future development would be expected to align with delivery of higher-order public transport, notably the **Luas Green Line extension**, should it proceed.
- **Active Travel Extension:**
Walking and cycling networks would be naturally extended into Phase C, maintaining continuity with established areas.

Cumulative Outcome

Across all phases, transport and movement at Old Connaught will evolve from **basic enabling infrastructure to a fully interconnected, sustainable transport system**. Early delivery of roads and active travel routes ensures accessibility from the start, while later phases focus on **modal shift, permeability and public transport integration**. The phased approach avoids car-led development patterns and ensures that infrastructure provision remains proportionate, timely and future-proofed as Old Connaught grows into a mature, low-carbon community.

4.2 Bus Connects Network Redesign

Bus Connects is the further development of the bus services as set out in the GDA Transport Strategy. This project is currently being progressed by the NTA to implement both network and bus corridor improvements to overhaul the current bus system in Dublin. The BusConnects network for Bray-Enniskerry-Shankhill can be seen in Figure 4-2. The proposed routes will service Old Connaught:

- Route X1 - Kilcoole – Greystones – City Centre (Hawkins Street)



This commuter route, operated by Dublin Bus, runs Kilcoole to Hawkins Street in city centre via Greystones. Key stops include Greystones Station, Bray Business Park, Southern Cross Road, Stillorgan Park, Donnybrook Depot, Hawkins Street. This route will be serviced every 20-30 minutes on weekdays, and 30-minute frequency on both Saturday and Sunday.

- Route X2 – Newcastle - Kilcoole - Greystones - Brides Glen - City Centre (Hawkins Street)

This commuter route, operated by Dublin Bus, runs Newcastle to Hawkins Street in city centre via Greystones. The route allows for a switch at Cherrywood and/or Brides Glen for access to Luas Green Line. Key stops include Greystones Station, Bray Business Park, Southern Cross Road, Brides Glen Luas, Stillorgan Park, Donnybrook Depot, Hawkins Street. It will be serviced every 45 minutes on weekdays, and 45-minute frequency on both Saturday and Sunday.

- Route E1- Northwood - City Centre - Bray Main St. – Ballywaltrim

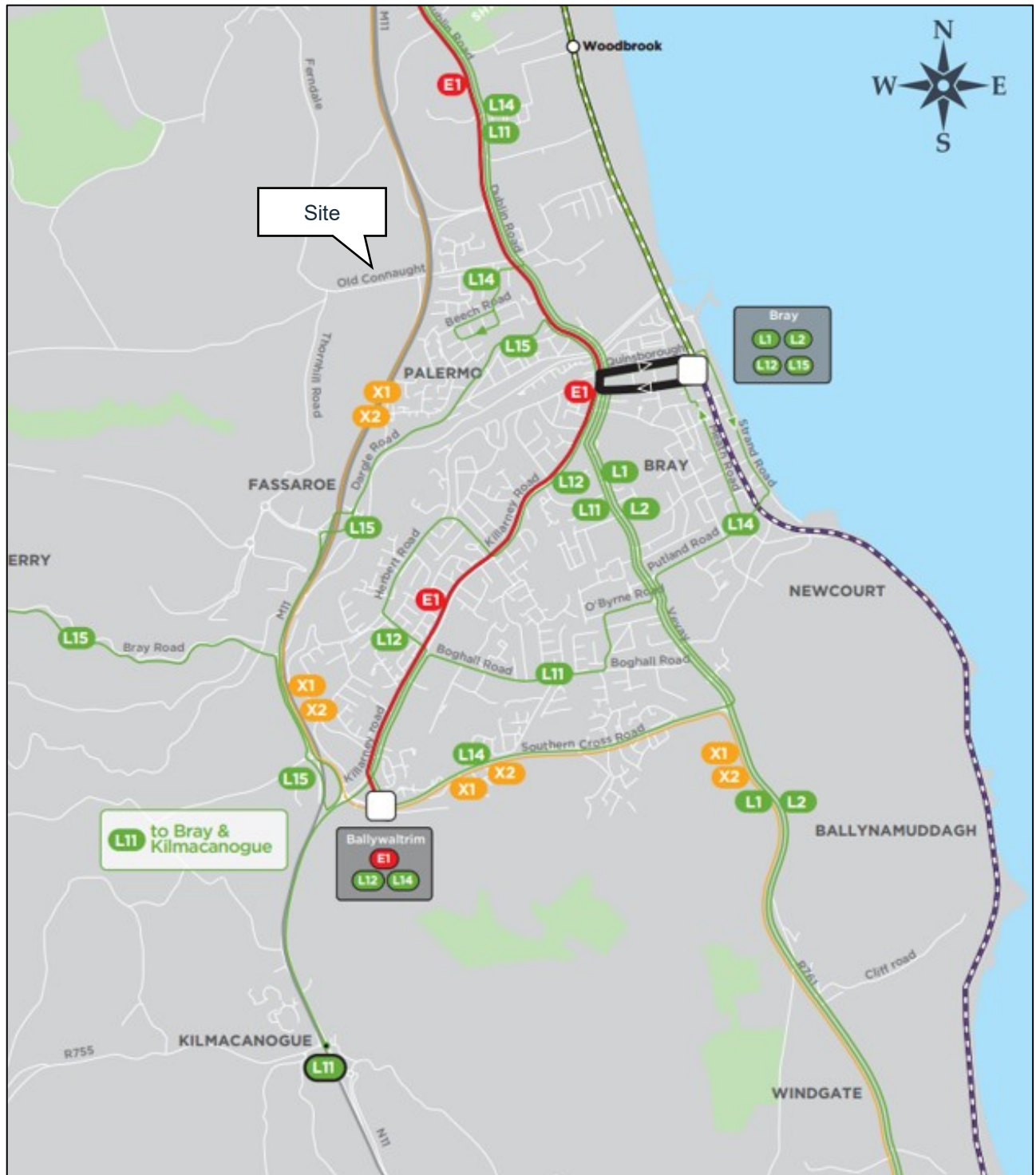
This commuter route, operated by Dublin Bus, runs Northwood to Ballywaltrim via the city centre. Key stops include Bray Main Street, Woodbrook, Shankill, Cherrywood, Loughlinstown, Cabinteely, Mount Merrion, UCD, Donnybrook, St. Stephens Green, O'Connell Street, Broadstone, DCU, Ballymun, Ikea. This route will be serviced every 10 minutes on weekdays, with Saturday's frequency expected to be 13 minutes and Sunday's frequency expected to be 15 minutes.

- Route L11 – Kilmacanogue - Bray - Dún Laoghaire

This commuter route, operated by Dublin Bus, runs from Kilmacanogue to Dún Laoghaire via Bray. Key stops include Bray Main Street, Woodbrook, Shankill, Sallynoggin and Dun Laoghaire. The route will have a service frequency of 20-30 mins on the weekdays and 30-minute frequency on both Saturday and Sunday.

The redesigned network and services are shown in Figure 4-2

Figure 4-2 - Proposed BusConnects Network (Source: 2025 Revised Network)



4.3 Rail Based Public Transport DART/Luas

4.3.1 Luas Green Line Extension

The GDA Transport Strategy confirms that sufficient demand exists to support the extension of the **Luas Green Line from Bride's Glen to Bray**, and that progression of this project should be pursued subject to further design and statutory processes. While the precise alignment and stop locations have not yet been determined, the Old Connaught LAP safeguards a light rail corridor through the site.

Within Sub-Phase 1 of Phase A of the Central Character Area, a dedicated corridor is identified and protected, and a potential Luas stop location is indicated adjacent to public open space and an active travel route. This approach ensures future-proofing of the development and positions the area to benefit directly from higher-capacity public transport in the longer term.

4.3.2 DART & Heavy Rail

The Dublin–Bray rail corridor forms part of the **South-Eastern Commuter Line**, one of the most heavily used sections of the national rail network. A series of confirmed and emerging investment measures are planned or underway which will materially improve rail capacity, reliability, accessibility and integration with other modes.

DART+ Programme (Core Corridor Works)

While the DART+ Coastal North and West projects attract most attention, the **existing electrified Dublin–Bray corridor is a critical beneficiary of the wider DART+ Programme**, through fleet renewal, signalling upgrades and power supply works.

Key Improvements on the Dublin–Bray Line

- **Introduction of new DART+ rolling stock**, including electric and battery-electric units, replacing aging DART trains dating from the 1980s.
- **Installation of new train protection and control systems**, required to safely increase service frequencies.
- **Overhead line equipment renewal**, improving reliability and resilience of electric services.
- **Targeted track renewals and operational upgrades**, delivered through staged engineering possessions.

These works are essential to enable **higher DART frequencies**, particularly in peak periods, and to support future timetable enhancements across the south-eastern corridor.

In addition to the above the Bray DART Station Interchange Upgrade and Woodbrook DART station have recently been completed and are now operational providing a step change in the quality and connectivity of heavy rail services in the area.

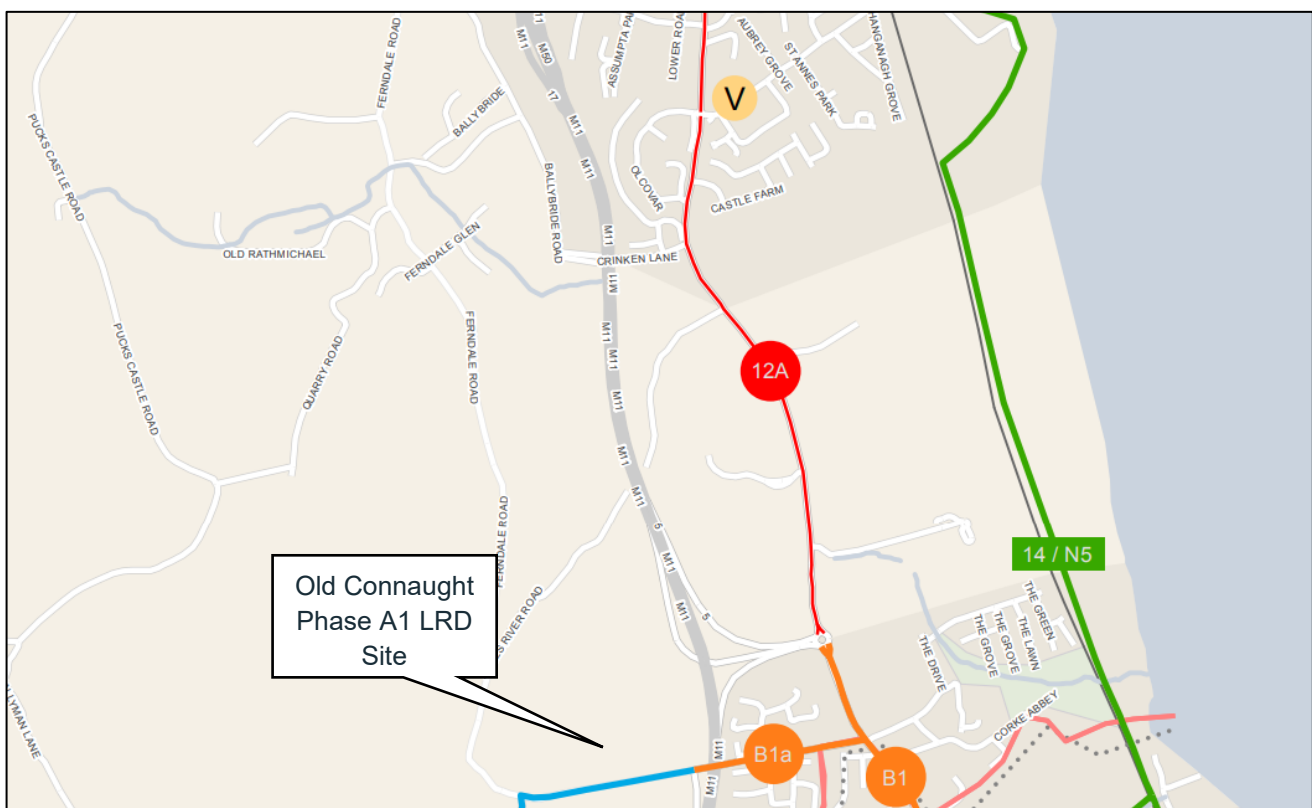
4.4 Cycle Network

The Greater Dublin Area Cycle Network Plan proposes to expand the urban cycle network to over 1,485 kilometres in length and will provide over 1,300 kilometres of new connections between towns in the rural areas of the GDA. The network is intended to provide a quality of service sufficient to attract new cyclists, as well as catering for the increasing numbers of existing cyclists. The proposed routes of relevance to the proposed development are as follows:

- **Primary Route 12 / 12A** – Bray to City Centre. This route extends from Bray to the City Centre via Woodbrook and traverses the R119, the R837, the N11 and the R138.
- **Greenway Route 14/ W11/ N5** – Wicklow town to Dublin City Centre. This route forms part of the Southern East Coast Trail. In vicinity of the proposed development the route will extend from Bray to Dún Laoghaire onwards.

These measures significantly enhance the feasibility of walking and cycling for local trips and for access to public transport, supporting sustainable modal choice for future residents. This is illustrated in Figure 4-3.

Figure 4-3 - Proposed Cycle Network in Vicinity of Site (Source: 2022 GDA Cycle Network Plan)



4.5 Strategic Road Network and Bus Priority on N11/M11

4.5.1 N11/M11 Junction 4 to Junction 14 Improvement Scheme

The N11/M11 Junction 4 to Junction 14 Improvement Scheme is a nationally significant project identified in Project Ireland 2040. While primarily focused on improving road capacity, safety and operational efficiency, the scheme also supports regional connectivity for public transport and freight movement.

4.5.2 N11/M11 Bus Priority Interim Scheme

In advance of the full N11/M11 upgrade, the N11/M11 Bus Priority Interim Scheme is being progressed to deliver peak-period bus priority measures between Loughlinstown and Glenview. This scheme is intended to:

- Improve bus journey times and reliability on a key regional corridor;
- Provide a more competitive alternative to car travel;
- Support the wider BusConnects and Core Bus Network objectives.

Enhanced bus priority on the N11/M11 will complement the E-spine and express services serving Bray, further strengthening the public transport offer available to residents of the Old Connaught area.

4.6 Implications for Travel Choice

The combined effect of high-frequency bus services, safeguarded light rail infrastructure, accessible DART stations, and an enhanced active travel network will fundamentally influence future travel behaviour at Old Connaught. The transport framework supports:

- Reduced reliance on private car travel;
- Strong mode share for walking, cycling and public transport;
- Accessibility to employment, education and services at local, regional and metropolitan scales.

The phased delivery of transport infrastructure alongside development ensures that sustainable travel options are available from early occupation and improve over time, consistent with national and regional transport policy objectives.



5. MMP Strategy and Measures

5.1 Introduction

This section outlines the Mobility Management Plan (MMP) strategy for Old Connaught Phase A1 LRD. This framework MMP focuses on promoting active and sustainable travel modes by leveraging the design principles of the proposed development and integrate behavioural change measures to encourage sustainable travel choices.

As demonstrated in section 3 and 4, the development and its surrounding environment has been designed in accordance with DMURS principles, ensuring the layout supports active travel and reduces the reliance on private cars. The MMP builds on these physical interventions with complementary “soft” measures to enhance the adoption of sustainable travels behaviours. The MMP will be delivered through a coordinated effort led by the Management Company. Key elements include the distribution of Travel Information and ongoing monitoring to ensure the effectiveness of the proposed measures.

5.2 Objectives

This MMP aims to:

1. Reduce car dependency and single-occupancy car journeys.
2. Promote sustainable travel behaviours by encouraging walking, cycling, and public transport use.
3. Ensure efficient car use i.e. through car sharing/car club facilities.
4. Raise awareness among development users of the sustainable transport options available to them.
5. Promote healthy lifestyles and active communities.
6. Support national and local policies, including the DLRCC Development Plan (2022–2028) and Smarter Travel initiatives.
7. Enhance accessibility for all site users.
8. Involve communities in the development of the travel surveys to increase participation numbers.

These objectives align with broader climate action goals, addressing environmental, social and economic challenges posed by single occupancy car-dominated travel patterns.

5.3 Benefits

Implementing the MMP will deliver numerous benefits:

- **Health and Well-being:** Increased physical activity through walking and cycling has been proven to positively impact mental and physical health.
- **Environmental Gains:** Reducing car use contributes to lower greenhouse gas emissions and improved air quality.



- **Economic Savings:** Residents and visitors can save on commuting costs by using sustainable travel options.
- **Community Connections:** Shared travel modes build social connections among residents.
- **Reduced Congestion:** Encouraging alternative travel modes alleviates pressure on local road networks.

5.4 Targets

Modal split targets have been set to establish performance indicators for the proposed development. Achieving a sustainable modal split for commuting is of key importance in meeting our climate action goals and the targets set relate to commuting to work and education only. Although not included in the targets, this MMP also aims to influence all resident and site visitor trip making needs, including social, recreational and retail trips.

The targets have been developed having regard to:

- Baseline **Central Statistics Office (CSO) 2022 Census journey-to-work data** for Dún Laoghaire–Rathdown County;
- The **Greater Dublin Area (GDA) Transport Strategy 2022–2042**, including its future mode share ambitions for the metropolitan area;
- The **phased delivery of transport infrastructure and services** within Old Connaught and the wider Bray–South Dublin area, including BusConnects, rail, active travel and local road interventions.

The resulting mode share targets are intended to be **ambitious but realistic**, reflecting both the suburban location of the site and the step change in sustainable transport provision planned over the lifetime of the development.

5.4.1 Baseline Mode Share Context

The most recent CSO Census (2022) provides an appropriate baseline for understanding existing travel behaviour within Dún Laoghaire–Rathdown County. Table 5-1 summarises the journey-to-work mode split.

Table 5-1 - CSO 2022 Mode Share: Dún Laoghaire–Rathdown

Mode	% Share
Walking	6.5%
Cycling	6.1%
Bus	7.5%
Rail (DART / Luas / Train)	12.3%
Motorcycle / Scooter	0.7%
Car Driver	40.7%
Car Passenger	1.9%
Van	2.2%
Other / Lorry	0.2%
Work from Home	18.5%
Not stated	3.5%



For analytical purposes, the above data are grouped into the following categories:

- **Active Modes:** Walking + Cycling = **12.6%**
- **Public Transport:** Bus + Rail = **19.8%**
- **Car-Based Travel:** Car driver, car passenger, van, motorcycle, other, and not stated = **≈47%**
- **Other:** Primarily work from home = **≈18.5%**

This baseline reflects relatively strong public transport usage compared with national averages, but continued **dominance of car-based travel**, typical of outer suburban locations.

5.4.2 Policy Context – GDA Transport Strategy

The GDA Transport Strategy 2022–2042 sets clear regional objectives to:

- Reduce the proportion of trips by private car;
- Significantly increase the share of **active travel and public transport**;
- Align transport investment with compact growth and phased land use development.

For outer metropolitan areas such as Bray and south Dún Laoghaire–Rathdown, the Strategy anticipates a **progressive shift away from car dependency**, supported by:

- High-frequency bus corridors (BusConnects);
- Expansion and modernisation of the rail network (DART+);
- Higher density, walkable neighbourhoods;
- Comprehensive active travel networks.

The Old Connaught LAP is explicitly aligned with these principles through its land-use zoning, street hierarchy, permeability requirements and public transport safeguarding.

5.4.3 Adjusted Mode Share Targets for Old Connaught Phase A1 LRD

The future mode share targets for Phase A1 have been derived by adjusting the CSO baseline to reflect:

- Delivery of **BusConnects E-Spine services on the Dublin Road**;
- Local BusConnects routes serving Bray and surrounding residential areas;
- Enhancements to **Bray DART Station and the new Woodbrook Station**;
- High-quality internal walking and cycling networks within Old Connaught;
- Long-term safeguarding of the **Luas Green Line extension** through the LAP lands;
- Increasing levels of remote and hybrid working.

The assumed opening year for Phase A1 is **2028**, with subsequent horizons at **+5 years (2033)** and **+15 years (2043)**.



Table 5-2 - Proposed Mode Share Targets: Phase A1
Opening Year (2028)

Mode	Share
Active Travel	15.4%
Public Transport	21.7%
Cars	44.7%
Other (incl. WFH)	18.2%
Total	100%

Opening Year +5 (2033)	
Mode	Share
Active Travel	17.7%
Public Transport	23.3%
Cars	42.6%
Other (incl. WFH)	16.4%
Total	100%

Opening Year +15 (2043)	
Mode	Share
Active Travel	22.4%
Public Transport	26.5%
Cars	38.4%
Other (incl. WFH)	12.7%
Total	100%

5.4.4 Interpretation of Targets

- **Active travel** increases steadily as local facilities, schools, services and public transport become embedded within walking and cycling catchments.
- **Public transport mode share** increases in line with improved service frequency, reliability and interchange quality, and with the potential future delivery of light rail.
- **Car mode share** reduces materially over time, consistent with both national policy and observed trends in well-served suburban developments.
- **Other modes**, including working from home, remain significant in early phases but gradually reduce as more residents commute to employment.

These trends are consistent with other recently delivered or emerging suburban growth areas within the Dublin Metropolitan Area.



5.4.5 Monitoring and Review

The mode share targets set out above are considered **robust, achievable and policy-aligned**. However, they will be subject to periodic review through:

- Travel surveys and Residential Travel Plans;
- Monitoring of public transport service levels and infrastructure delivery;
- Future LAP or Development Plan updates.

Should key infrastructure (e.g. Luas extension or additional rail capacity) be delivered earlier than assumed, further upward adjustments to sustainable mode share could be justified.

5.5 Strategy

Travel Information Packs will be a cornerstone of the MMP and will be distributed to all new residents at the point of sale by the Management Company. These packs will include:

- Public transport information, including bus stop locations.
- Walking and cycling route maps.
- Information on car parking management and car sharing schemes.
- Details about active and sustainable transport measures, such as bicycle parking, EV charging, and GoCar / Car Sharing membership.
- Local service and facility guides.
- Updates on forthcoming transport infrastructure improvements.

The Management Company will be responsible for updating the packs and ensuring their distribution aligns with residents' needs. Monitoring and review processes will guide the implementation of measures to maximise their effectiveness.

5.6 Measures

5.6.1 Key Measures

Appointment of a Travel Plan Coordinator to run the travel survey (TPC): to encourage sustainable travel behaviours for all site users a Travel Plan Coordinator will be appointed to continue to lead on the ongoing development and implementation of this MMP. A key element of this role will be to coordinate the travel survey to establish the baseline modal split of trips to and from the development by all site users. The survey will also establish insights and experiences of traveling to and around the site, their current travel behaviours, attitudes, opportunities for change, barriers to sustainable travel and ideas to overcome the barriers. The travel survey will be carried out every two years, enabling modal splits to be monitored and for the MMP to be refined. Some of the actions of the TPC include:

- coordinating the travel surveys every two years after the implementation of this plan
- monitoring the results against the previous surveys



- identifying opportunities for sustainable travel activities and initiatives e.g. a site wide active travel competition amongst the other developments within Old Connaught LAP lands. .

Residential Sales Staff Training: Training shall be provided to staff responsible for meeting with prospective residents of the proposed development. The training will focus on ensuring all staff are familiar with the objectives of the MMP and are able to communicate both the limited on-site car parking provision and available local sustainable travel opportunities to prospective buyers or tenants.

Sustainable Travel Pack: A Sustainable Travel Pack will be provided to all new residents of the proposed development. The pack for the development should include details about:

- benefits of going car-free / reduced car ownership.
- available physical infrastructure such as cycle parking, cycle routes and nearby bus stops.
- promotional type interventions.
- available incentives to support walking, cycling, public transport use and car sharing.
- Information about local services and facilities that are within comfortable walking distance.
- Information on future transport infrastructure
- modal share targets, monitoring programme and opportunities to provide feedback.
- contact details for TP Coordinator/s (TPCs).

As far as possible, the obligations outlined in this section are designed to be suitable for review and monitoring. The list, however, is not exhaustive and an appointed TPC will be free to investigate other potential initiatives in light of particular circumstances when the proposed development opens, and the results of travel surveys are available.

5.6.2 Walking

Walking is a key sustainable travel mode and is ideal for short journeys and linking between public transport routes. The following measures will encourage site users to travel by foot:

- High-quality pedestrian infrastructure, including accessible footpaths, pedestrianised streets, and traffic-calmed areas.
- Displaying information and advice concerning safe pedestrian routes to/from the proposed development.
- Features such as lighting, signage, and crossings at key locations.
- Health promotion campaigns, emphasising the physical and mental health benefits of walking.
- Landscaping and considered design choices to promote place-making and create pleasant spaces for site users to walk around.
- Walking activities, such as a local resident walking group, will be organised and managed by the Travel Plan Coordinator.



5.6.3 Cycling

Cycling is a viable mode for journeys up to 10 km and complements public transport for multimodal trips. The following measures will encourage site users to travel by bike:

- Secure and sheltered bicycle parking for residents and visitors, located conveniently throughout the development.
- Cycle maintenance facilities, such as repair stations with tools and pumps.
- Promotional initiatives, including Bike-to-Work scheme information.
- Cycling maps and guidance, outlining safe routes to key destinations and nearby amenities.
- Cycling events and activities, such as a local resident cycling group, will be organised and managed by the Travel Plan Coordinator.

The proposed development provides a high quantum of cycle parking (1 spaces per bedroom and 1 spaces per 3 residential units for visitor) along with a **range of cycle parking typologies**, designed to maximise usability, efficiency, and inclusivity.

Cycle parking locations have been carefully planned to ensure:

- **Direct and convenient access** from residential units, particularly for apartments via internal stores
- **Passive surveillance and natural oversight**, enhancing security
- Integration with the **wider active travel network**, enabling seamless onward journeys
- Adequate provision for **ground-level and accessible spaces**, ensuring ease of use for all residents

For houses, private rear garden access and laneways facilitate **secure, convenient at-home storage**, complementing the communal provision within apartment blocks.

The overall approach to cycle parking:

- **Exceeds minimum policy standards**
- Provides a **high-quality, diverse, and legible offering**
- Actively supports **modal shift toward cycling**
- Reinforces the development's **10-minute neighbourhood and sustainable transport objectives**

5.6.4 Public Transport

Public transport use reduces congestion, improves mental and physical health and supports sustainable urban development. The following measures will encourage site users to travel by public transport:



- Providing real-time information tools to help residents plan journeys accurately. Promoting TaxSaver commuter tickets and integrated ticketing systems. Mapping public transport routes and stops, with walking times and connections.

5.6.5 Car Sharing

Car sharing forms a key component of the development's sustainable mobility strategy and is promoted as a primary alternative to private car ownership. It enables residents to access a vehicle for occasional use without the need to own a car, thereby reducing overall car ownership levels and supporting the efficient use of parking provision within the development.

Car sharing can significantly reduce reliance on private vehicles while maintaining flexibility for residents. As part of the amended proposals, an initial provision of 2 no. dedicated car-sharing spaces will be delivered within convenient, accessible and highly visible locations , in order to maximise utilisation. These spaces will be reserved exclusively for car-sharing use and will be available for use by all residents of the development and the public, providing access to a vehicle without necessitating private car ownership.

5.6.6 Car Parking Management

Resident car parking bays, visitor car parking bays, servicing and set-down areas, and car-sharing provision are actively managed through a comprehensive Car Parking Management Plan (CPMP), which establishes a controlled permit-based system, visitor management arrangements, and enforcement regime to ensure effective operation.



6. Monitoring and Review

6.1 Overview

The MMP strategy and measures outlined will be implemented over a period of time which will be continuously monitored to ensure the MMP continues to deliver on its objectives and targets. A programme of monitoring and review of the MMP should be designed to collate information to evaluate the effectiveness of the measures in place. The MC will have overall responsibility for the MMP.

Monitoring will be particularly important in understanding ongoing changes in work patterns, including those influenced by changes to infrastructure and services in the area.

The TPC would be responsible for maintaining this, focusing on the following:

- Monitoring levels of walking, cycling, public transport and car use;
- Monitoring resident and visitor car parking usage, including demand and utilisation;
- Monitoring usage and demand for car-sharing services;
- Monitoring usage and demand for EV charging points;
- Monitoring demand for cycle parking and supporting facilities;
- Monitoring feedback from residents and the Management Company in relation to transport and parking arrangements.

The information gathered through monitoring will form the basis for the ongoing review and refinement of the MMP.

6.2 Monitoring Report

Each year, on or around the anniversary of the introduction of the MMP, the TPC will review this document. The objective of the review will be to assess the success of the MMP and to identify the potential for future refinement and updating. The major element of the review will involve the re-issue of resident and visitor travel surveys. The re-issue of the surveys offers the opportunity to gather new information about wider attitudes towards travel. Analysis will also yield updated modal split information for comparison with data derived at the introduction of the MMP.

The TPC will compile the Annual Monitoring Report. The report will also incorporate the results of ongoing monitoring throughout the preceding period.

The MMP is a 'live' document and therefore the proposals and measures are not exhaustive or conclusive. It will be developed and shaped by the specific travel characteristics for the residents of and visitors to the proposed development in this location.

A consideration of how the MMP has performed in relation to the following will provide a proposed schedule for ongoing monitoring and review of the MMP:

- set targets.
- measures undertaken; and



- further remedial actions to be undertaken should targets not be met.

Table 6-1 sets out a range of measures that should be taken by the appointed TPC, when these measures should be first carried out and the frequency that these measures should be carried out thereafter.

Table 6-1 - MMP Proposed Monitoring Schedule

Measure	First Occurrence	Frequency	Responsibility
Conduct residential travel survey	Within 18 months of first occupation	Annually	TPC
Issue Travel Information packs to Residents	Upon Occupation of each unit	As Required	TPC / Sales Team
Provide pedestrian route information to residents	Upon occupation of each unit	Annually	TPC
Provide cycle route information to residents	Upon occupation of each unit	Annually	TPC
Promote car-sharing schemes among residents	Upon development opening	Continuous	TPC
Monitor car parking demand and utilisation (including permit usage)	Upon development opening	Continuous	TPC
Monitor effectiveness of parking management and enforcement measures	Upon development opening	Continuous	TPC
Monitor EV charging demand and utilisation	Upon development opening	Continuous	TPC
Provide public transport information to residents	Upon occupation of each unit	Annually	TPC
Set up Travel Plan Monitoring System	Within 18 months of development opening	Annually	TPC
Monitor usage of walking, cycling, public transport, and car-sharing modes	Within 18 months of development opening	Annually	TPC
Monitor bicycle parking demand and supporting facilities	Within 18 months of development opening	Annually	TPC
Review and update the MMP	1 year after initial surveys	Annually	TPC



Record feedback on the MMP from residents	Upon implementation	Continuously	TPC
Promote Bike-to-Work and TaxSaver schemes	Upon occupation of each unit	Annually	TPC
Provide updates on forthcoming transport infrastructure	Upon implementation	Continuous	TPC



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