25003

| revision: | description: | date: |
|---|---|---|
| 1 | Part VIII Submission | 06/03/2026 |



# Residential Travel & Mobility Management Plan

## 14-15 Fitzwilliam Quay

### Dublin City Council

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## 1.0 Introduction

This Residential Travel Plan / Mobility Management Plan (MMP) has been prepared to accompany the proposed adaptive reuse development at 14–15 Fitzwilliam Quay, Ringsend, Dublin 4, which will provide 15 no. 1-bedroom social housing apartments within an existing three-storey office building.

The purpose of the Mobility Management Plan is to support and promote sustainable travel behaviour among residents and visitors by prioritising walking, cycling and public transport, thereby reducing reliance on private cars. Mobility management plans are recognised tools for reducing traffic congestion, improving environmental performance and supporting sustainable urban development.

The plan has been prepared with reference to:

- Dublin City Development Plan 2022–2028
- National Smarter Travel policy
- Transport Strategy for the Greater Dublin Area
- Dublin City Development Plan Mobility Management Objectives (Section 8.5.5)

The site is located within Strategic Parking Zone 2 under the Dublin City Development Plan, where reduced parking provision and car-free developments are supported in highly accessible locations served by high-quality public transport and active travel infrastructure.

## 2.0 Proposed Development

The proposed development consists of the adaptive reuse and refurbishment of a vacant office building at Fitzwilliam Quay to provide:

- 15 no. one-bedroom social housing apartments
- Landscaped communal garden and amenity space
- Secure bicycle parking facilities
- Refuse and recycling storage
- Associated site works

The project prioritises the reuse of existing building fabric, supporting climate action objectives by reducing embodied carbon and construction waste.

The existing forecourt area, previously used for surface parking, will be transformed into a landscaped communal garden, improving residential amenity and supporting sustainable transport through the provision of secure bicycle parking.




*Image A: Location Maps – aerial view and OS map extract*

**Policy Context**

The Mobility Management Plan aligns with the transport and climate objectives of the Dublin City Development Plan 2022–2028, particularly those relating to mobility management and sustainable transport. Key policy objectives include:

- Promoting sustainable travel behaviour through mobility plans for new developments
- Reducing reliance on private cars in accessible urban locations
- Supporting the 15-minute city where daily services are accessible by walking or cycling
- Encouraging car-free and low-parking developments in Strategic Parking Zones
- Prioritising walking, cycling and public transport as the primary transport modes

The plan therefore supports a shift towards more sustainable travel patterns consistent with national and local climate action policies.

## 3.0 Site Accessibility

Location

The site is located at Fitzwilliam Quay in Ringsend, Dublin 4, adjacent to the River Dodder and within a well-established residential area close to the city centre.

The surrounding area benefits from excellent access to public transport, employment centres, and local amenities.

**Public Transport Accessibility**

The site benefits from strong public transport connectivity:

Bus services

Multiple Dublin Bus routes operate within approximately 300–500 m of the site, providing connections to the city centre and wider metropolitan area.

Routes serving the area include:

- Route 1 – Santry to Sandymount
- Route 47 – Belarmine to Poolbeg Street
- Route 56A – Tallaght to Ringsend
- Route 77A – Ringsend to Citywest

These services provide regular connections to employment areas, healthcare services and educational facilities.

Rail and Light Rail

- Grand Canal Dock DART Station is located approx. 900 m away (11–12 minute walk)
- Luas Red Line (Spencer Dock / The Point) stops are approximately 1.2–1.4 km away

These connections provide high-frequency services linking the site to Dublin city centre, Docklands employment areas and the wider metropolitan region.

**Walking, Cycling and the 15-Minute City**




*Image B: Travel connections diagram*

The site is firmly embedded within a 15-minute city catchment, where daily services, employment, recreation and transport are readily accessible on foot or by bicycle. Key amenities within a short walking distance include:

- Ringsend Village centre – approximately 500m (6–7 minutes' walk)
- Ringsend Park – approximately 700m (9–10 minutes' walk)
- Grand Canal Dock employment and service area – approximately 900m–1km (11–13 minutes' walk)
- Dodder Greenway – immediately adjacent to the site along Fitzwilliam Quay

The site is within a 15-minute cycle of College Green and the wider city core. This level of accessibility supports the principles of the 15-minute city, promoted by Dublin City Council to encourage compact urban living, reduced car dependency and healthier, more sustainable travel choices.

**Cycling Infrastructure and Bicycle Parking Provision**

Cycle parking provision has been designed in accordance with Dublin City Council Development Plan 2022–2028, Appendix 5, Table 1. Based on the approved unit schedule, the proposal provides:

- 15 no. long-stay parking spaces, calculated at 1 space per 1-bedroom apartment
- 7.5 no. (8 provided) short-stay / visitor cycle parking spaces, calculated at 1 space per 2 apartments

This results in a total cycle parking provision of 23 spaces, comprising sheltered long-stay spaces and conveniently located short-stay visitor spaces. All cycle parking is secure, well-lit, accessible and suitable for a range of bicycle types, including e-bikes. This level of provision meets the required standards and supports modal shift towards cycling, in accordance with Dublin City Council policy objectives.

The site is strategically located adjacent to established and emerging cycling infrastructure, including the Dodder Greenway, which provides a high-quality segregated cycle route linking the site to the wider city and coastal routes, together with on-road and segregated cycle lanes serving the Docklands and city centre.

## 4.0 Car-Free Development

Given the exceptional accessibility of the site by public transport, walking and cycling, and its location within a compact urban area, the proposal does not provide on-site car parking. This approach provides an equitable, sustainable and future-proof model of urban living, and has regard to:

- The Dublin City Development Plan 2022–2028 which supports zero car parking in highly accessible locations
- The proximity to frequent public transport services and everyday amenities
- The adaptive reuse nature of the project within an existing urban building
- Prioritising of high-quality communal amenity space

The removal of car parking from the site enables the transformation of the front forecourt into a landscaped communal garden, delivering enhanced residential amenity, biodiversity and urban greening benefits.

This approach is justified for the following reasons:

**Strategic Parking Zone 2**

The site is located within Strategic Parking Zone 2, where the Dublin City Development Plan supports reduced or zero parking provision in highly accessible locations.

**Exceptional Public Transport Accessibility**

The development is located within walking distance of:

- Multiple Dublin Bus routes
- DART rail services
- Luas light rail services

This level of accessibility significantly reduces the need for private car ownership.

**Active Travel Infrastructure**

The site is immediately adjacent to the Dodder Greenway, providing high-quality cycling and walking infrastructure. The surrounding Docklands and Ringsend area also benefits from:

- Segregated cycle lanes
- Pedestrian-friendly streets
- Short travel distances to employment areas

**Compact Urban Living**

The development supports the compact growth and 15-minute city model promoted in the Development Plan, where residents can access daily services without reliance on private vehicles.

**Improved Urban Environment**

The removal of car parking allows the existing forecourt to be transformed into a landscaped communal garden, enhancing biodiversity, improving visual amenity and supporting sustainable drainage.

## 5.0 Mobility Management Measures

The following measures will be implemented to encourage sustainable travel behaviour.

**Information and Awareness**

Residents will receive a Sustainable Travel Information Pack containing:

- Public transport maps and timetables
- Walking and cycling route maps
- Information on Transport for Ireland (TFI) services
- Leap Card information
- Cycle-to-Work scheme information

Information boards may also be provided within the building entrance.

**Walking and Cycling Promotion**

Measures include:

- Secure and convenient cycle parking
- Clear pedestrian routes within the site
- Information on local walking routes
- Promotion of cycling initiatives such as the Cycle-to-Work scheme

The adjacent Dodder Greenway provides a key active travel route supporting daily trips.

**Public Transport Promotion**

Residents will be encouraged to use public transport through:

- Provision of information on bus, DART and Luas services
- Guidance on TFI Leap Cards
- Information on journey planning tools such as Transport for Ireland Journey Planner

**Car Sharing and Shared Mobility**

Although the development is car-free, residents will have access to alternatives to private car ownership including:

- Car-sharing services operating within the Docklands area
- Taxi and ride-hailing services
- Public transport connections for longer journeys

**Implementation and Monitoring**

The Mobility Management Plan will be implemented by the building management team or housing management body responsible for the development. Key actions include:

- Distribution of sustainable travel information to residents
- Periodic review of travel information resources
- Monitoring of cycling facilities and usage
- Updating travel information as transport services evolve

Travel behaviour may be reviewed periodically to ensure the continued effectiveness of the plan.

## 6.0 Conclusion

The proposed residential development at 14–15 Fitzwilliam Quay is located in a highly accessible inner-city location with excellent public transport connectivity and strong active travel infrastructure.

The car-free development approach is consistent with:

- Strategic Parking Zone 2 policies
- Dublin City Development Plan transport objectives
- Climate action and sustainable mobility strategies

Through the implementation of this Mobility Management Plan and the provision of high-quality cycling facilities, walking routes and access to public transport, the development will promote sustainable travel behaviour and contribute positively to Dublin's transition towards a low-carbon transport system.