

Vanisland Limited

Confey Phase 1a LRD Application

Mobility Management Plan

Reference:

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

This standalone Mobility Management Plan (MMP) has been prepared by Arup to accompany the Stage 3 of Confey Phase 1a LRD application in accordance with the requirements of Item 11 of the Kildare County Council LRD Opinion addressing the Council's specific requests for a comprehensive mobility management plan including mode share targets, action plan and monitoring programme.

The proposed development forms part of the development of a sustainable new residential neighbourhood at Confey as part of the Confey Lands Masterplan and in accordance with the Leixlip Local Area Plan 2020-2023 (extended to 2029) and the Confey Urban Design Framework. The application site is bound by the R149 to the east, the L1015 to the north, Paceland and Captains Hill (residential dwellings) to the north-east, greenfield lands to the west, and the Royal Canal to the south.

The proposed development comprises a mixed residential scheme of 272 units, including a range of housing types such as terraced houses, duplex units, and apartments distributed across the site. The scheme includes 101 terraced houses (predominantly 3- and 4-bedroom units), 12 own-door apartments, and 78 duplex units arranged in low-rise formats. In addition, a central mixed-use area (Block A) provides a further 81 apartments and duplex units across four blocks (A1–A4), ranging in height from three to six storeys. All residential units are provided with private amenity space in the form of gardens, balconies, or terraces, and are supported by a combination of public and communal open spaces, including approximately 1 hectare of strategic open space forming a linear park to the north of the Royal Canal.

The development also incorporates a range of supporting uses and infrastructure at ground floor and podium level within Block A, including a childcare facility, commercial units, a café/restaurant, and associated service areas such as bike storage, bin storage, plant areas, and an ESB substation.

Providing a well-connected, permeable and legible block structure supplemented by a series of pedestrian and cycle routes and infrastructure the scheme will promote active travel and public transport usage, with a vision to tie the proposed development with the consented DART+ West Railway Order, while providing for integration of the proposed development with the emerging upgrade works to the Captain's Hill.

This report presents an assessment of the site accessibility and the objectives of the MMP, setting out the initiatives proposed to help meet these targets.

2. Site Assessment

This section provides an overview of the site connectivity to the wider transport network and assessment of the accessibility by different modes of transport.

2.1 Local Road Network

The local road network in the vicinity of the site is shown in Figure 2-1.

The M4 runs to the south of Leixlip in an east to west direction. The most direct access from the M4 to Leixlip is available from junction 6 which intersects with the R449 and a more indirect access to Leixlip is junction 5 which intersects with the R148.

The R449 provides a direct link to Intel and terminates at a roundabout junction with the R148. The R148, the former N4 runs through the Main Street linking Leixlip to Maynooth to the west. It is also possible to gain access to the Main Street of Leixlip via Green Lane, which runs through the residential estates in the west of Leixlip.

Vehicular access to the site from the national road network is primarily provided via the R149 Captain's Hill which intersects with Leixlip Main Street, which links to the M4 Junction 5 via the R148 to the east. Alternative access routes are possible either via Lucan to the east from M4 junctions 3/4 via Clonee Road and the R149 or by travelling around the west of Intel via the R148, the L1014 and the L1015 Dunboyne Road approaching the Confey Lands from the west.

Vehicular access is also available via the M3 located to the north of the Confey lands. The nearest junction off the M3 with either the R147 /R149 and the L3025 is however more than 5km from the site and is not expected to be an attractive route.

Within the Confey lands the most prominent roads include the R149 Captain's Hill, which directly connects to Leixlip, and the L1015 Dunboyne Road, which runs in an east-west direction. There are also local rural roads available which serve farms and one-off housing in the area.

A range of planned road network improvements have been identified in the vicinity of the proposed development site through national, regional and local studies. The TII M50 Resilience Study (2019) identifies eleven potential diversion routes between Junction 6 (N3) and Junction 7 (N4), including options passing near St Catherine's Park, although no preferred route has yet been selected.

At a local level, the Leixlip LAP 2020–2026 proposes upgrades to Cope Bridge to provide two traffic lanes with segregated pedestrian and cycle facilities. This will significantly improve connectivity of the site with Leixlip across the canal.

Improvements to the L1014 and L1015, realignment of the R149 between the L1015 and the Fingal boundary, and enhancement of the R149/R148 junction at Captain's Hill are a few more of the interventions proposed in the surrounding area.

Further proposals incorporated within the Confey lands include upgrades to the R149 north of the railway line to create a more urban street environment, the provision of a new c.800m orbital arterial route linking the L1015 at Mount Thunder, the L5051 and the R149 via an upgraded L5052, and the development of local link connections between this outer route and an inner 400m network.



Figure 2-1 Road network in the vicinity of the site

2.2 Pedestrian Accessibility

Given the nature of the lands where the development is proposed, which currently consist of greenfield lands, pedestrian infrastructure in that area is limited at present. However, the Confey Masterplan envisages significant active travel improvements as part of the movement and access strategy proposed to improve the connection between Leixlip and Confey. Pedestrian movement and accessibility to the development will benefit from the following improvements:

- Two pedestrian/cycle bridges across the Royal Canal and railway line east at Glendale Meadows and connecting through to St. Catherine's Park and west at River Forest Park connecting to existing services and amenities within the wider Leixlip area;
- A dedicated pedestrian/cycle connection extending from each of the proposed new pedestrian/cycle bridges to the east and west along a c. 400m circumference from Confey Railway Station extending through a proposed new parkland to the north east;
- Dedicated and passively supervised new connections off the Royal Canal Greenway providing ease of access to the new street;
- Pedestrian and cycle paths will be provided along the principal roads and together with other linkages will maximise pedestrian and cyclist permeability in the area. Junctions will be designed to give greater priority to pedestrians and cyclists than to vehicular movements.

It is anticipated that following the proposed improvements in the active travel infrastructure, the site will be characterised by good pedestrian connectivity and accessibility, providing a well developed active travel network which prioritises walking and cycling through the development of a network of well-connected, coherent and permeable links.

2.3 Cyclist Accessibility

At present the only connection between the Confey Phase1A site and Leixlip across the canal is via Cope bridge which is a narrow bridge where cyclists must join general traffic. The cycling infrastructure in the wider area is limited, with some existing cycle lanes within Leixlip along the R148 and Green Lane linking to Intel and towards the R449, and no cycle facilities on Main Street, Captain's Hill or the roads within the Confey lands. However, most routes within the Leixlip residential estates can be classified as quiet routes where traffic moves slowly, and traffic volumes are low, while there are also several off-road pedestrian routes within residential areas that are cyclable.

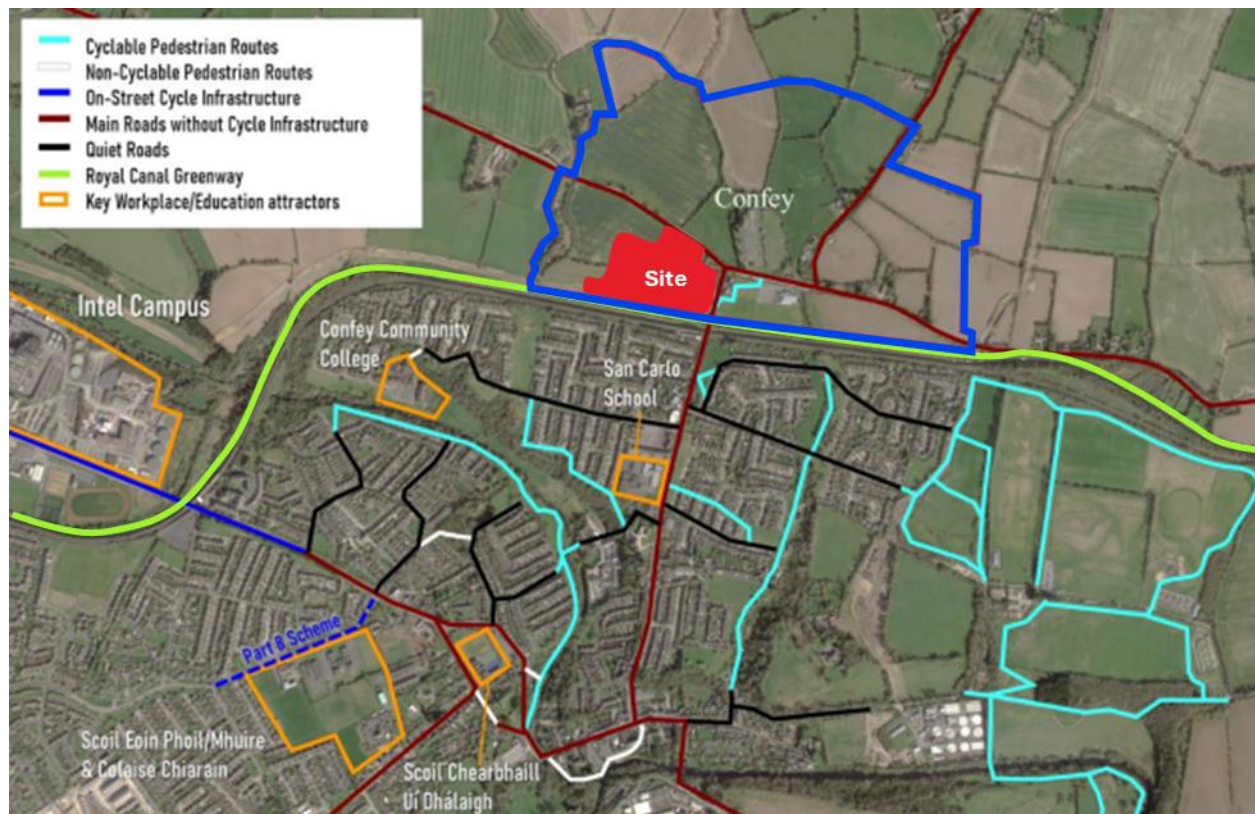


Figure 2-2 Existing cycle network

Even though the existing cycling infrastructure in the vicinity of site is not extensive at present, the proposed active travel improvements described in Section 2.2 will improve cyclist accessibility, while it is also expected that the proposed development will avail of significant cycling infrastructure improvements in the future as envisaged in the Greater Dublin Area Cycle Network Plan.

As shown in Figure 2-3, the Plan proposes that the towpath adjacent to the Royal Canal is developed as a greenway, which would make this route more suitable for commuting and strengthen the connections to Intel, Maynooth, Blanchardstown and beyond. A greenway is also proposed from Captain's Hill, south of the railway line to follow a route to the east through the residential estates which then swings south through St. Catherine's Park and beyond. An inter-urban link is proposed along the R149, bounding the site to the east, which then continues along the L1015 and heads north towards Meath. A secondary link is proposed along Captain's Hill, connecting with the inter-urban link, while a primary radial link is proposed on Main Street and the R148. These proposals are expected to improve cycle access to the site and the wider area significantly, assisting in the integration with Leixlip and the surroundings.

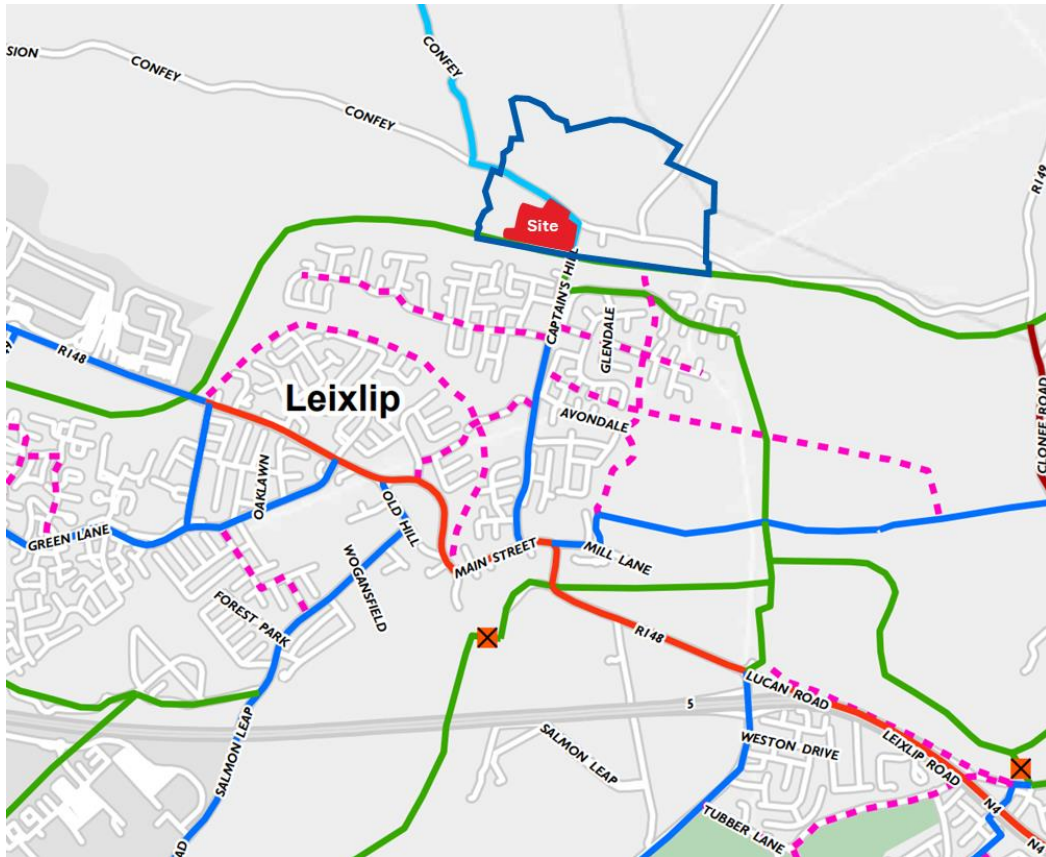


Figure 2-3 GDA Cycle Network Plan

2.4 Public Transport Accessibility

2.4.1 Rail

The site of the proposed development is located on the Dublin – Sligo Railway Line. The Leixlip Confey train station is located south, adjacent to the development. The station is served by the Dublin – Maynooth commuter rail service provided by Iarnród Éireann. Table 2-1 shows the frequency of existing railway services on the railway line. During weekdays train services are at a 15-minute frequency to Dublin. This is a highly frequent service providing an excellent service to Dublin convenient to use to commute to work, education facilities or shopping and waiting times for the next train is limited. Train services to Maynooth are running at a 30-minute frequency, providing a connection for students travelling to Maynooth for educational purposes.

Table 2-1 Rail service frequency

From	Journey Time	Frequency (Weekday)	Frequency (Sat)	Frequency (Sun)
Leixlip Confey – Dublin Connolly	33 mins	~15 minutes during peak hours	~20 minutes during peak hours	~20 minutes during peak hours
Leixlip Confey – Maynooth	12 mins	~30 minutes during peak hours	~30 minutes during peak hours	~30 minutes during peak hours

2.4.2 Bus Services

Bus services within Leixlip saw recent significant improvements when the NTA's BusConnects scheme was implemented. BusConnects Dublin includes the Network Redesign and the Core Bus Corridor project, aiming at introducing a redesigned, higher capacity and more coherent bus network. The BusConnects routes currently operating within Leixlip and surroundings is shown in Figure 2-4.

BusConnects C Spine serves Leixlip via the C3 route. This route connects Maynooth to Ringsend in Dublin via Leixlip, operating every 20 to 30 minutes. Leixlip is also complemented by route C5 which is a night service connecting Maynooth to Ringsend via River Forest and provides an hourly service.

There are also three local routes serving within the vicinity of the site and provide a service every 30 minutes. These routes links to the C3 and includes the:

- L54: From River Forest to Red Cow Luas via Lucan Village, Balgaddy and Clondalkin
- L58: From River Forest to Hazelhatch via Hewlett Packard
- L59: From River Forest to Hazelhatch via Green Lane

Route 52, a radial route operating hourly from Intel to Ringsend Road, also serves the surrounding area. A peak time route, route X31 runs along Captain's Hill and River Forest, providing three morning peak services to Earlsfort Terrace in Dublin and three evening peak services back to Leixlip.

In addition to these services, two more lines serve certain bus stops at Captain's Hill and the R148. Line 139 connects Naas Hospital and TU Dublin campus at Blanchardstown. It runs every 90 minutes and serves the bus stops along Captain's Hill near the site. Line 767 runs between Maynooth, Straffan Road, and Dublin Airport, with a frequency of 30 minutes during weekdays and 60 minutes during weekends.

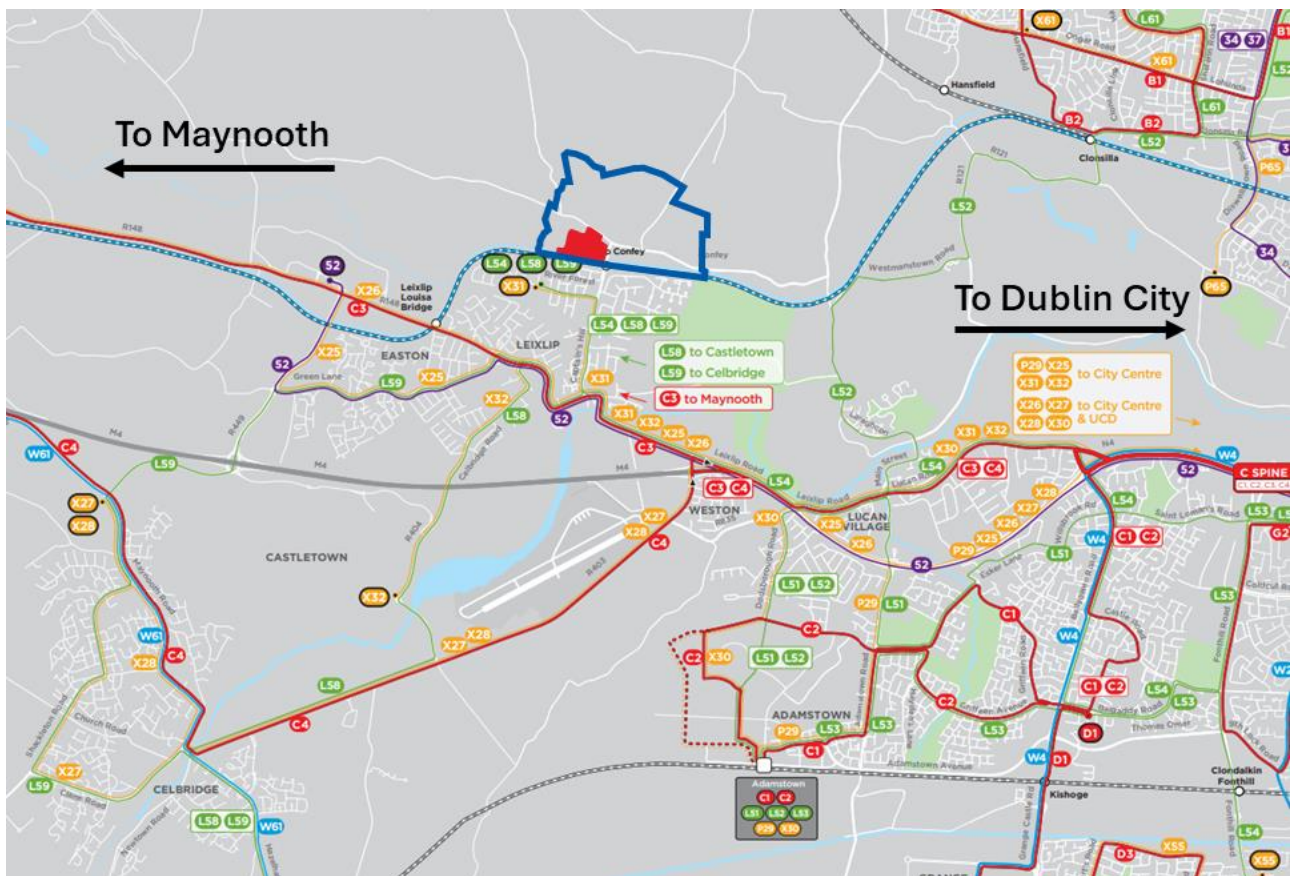


Figure 2-4 BusConnects network in the vicinity of the site

Figure 2-5 shows the bus services available at bus stops within the vicinity. The nearest bus stop within the vicinity is on Captain's Hill within Leixlip, located approximately 400m from the site. From this location it is possible to avail of the C5, L54, L58, L59, X31 and 139 bus services.



Figure 2-5 Bus services in the vicinity of the site

2.4.3 Planned DART+ West Upgrade

As part of the DART+ West, the Dublin-Sligo rail line from Connolly Station to Maynooth will be electrified, while level crossings along the line will be removed and the signalling infrastructure of the line will be upgraded. This work will be carried out to provide additional railway services on this line and thereby to improve the capacity and frequency of services and therefore the quality of the service.

Passenger capacity will increase from the current 5,000 to an expected 13,200 passengers per hour per direction, while the increased train frequency between Maynooth and M3 Parkway and Dublin City will facilitate fast, frequent and reliable transport to the surrounding communities.

2.5 Key Transport Improvements

This section provides a description of the key transport proposals as per the local guidance documents and plans for transportation schemes in the area, which are expected to benefit the proposed development improving accessibility of the site and the wider Confey lands and facilitating the use of sustainable transport modes.

2.5.1 DART + West Cope Bridge Upgrade

Cope Bridge currently operates as a shuttle link, where only one direction of traffic can be accommodated, controlled by traffic signals. A narrow footpath of approximately 1.5m is available on the eastern side of the bridge. As part of the permitted proposals for Dart+ West, Irish Rail intends to upgrade the bridge by removing the footpath in the road so that two-way traffic can be accommodated. To compensate for the loss of the existing footpath, two active travel bridges will be provided adjacent to the existing bridge. Each bridge will provide a 2.0m footpath and a 2.0m cycleway.

This facility will enhance the connectivity between Confey and Leixlip significantly. The Dart + West railway order has been granted planning permission, and it is expected that works will be completed in 2028. The applicant is in regular engagement with Irish Rail to coordinate these upgrades with the proposed development. In addition, the applicant will also liaise with the Traffic Management Section of the Transport, Mobility and Open Spaces Department regarding any required upgrade works to the traffic signals on Cope bridge.

2.5.2 Captain's Hill Active Travel improvement

Kildare County Council intends to improve active travel adjacent to Captain's Hill. This improvement will provide some segregated footpath and cycle routes adjacent to the road carriageway. It will furthermore address existing junctions adjacent along the road to facilitate right turning movements from the adjacent residential meetings into Captain's Hill. The upgrade of the junctions also includes the improvement of Captain's Hill and Main Street, where vehicle queuing currently occurs frequently.

The proposed Captain's Hill improvement will connect to the proposed Cope Bridge active travel bridges proposed by Irish Rail. A Part 8 is being progressed for the works and upgrade of Captain's Hill is expected to be provided in advance of the occupation of the proposed residential units.

2.5.3 Greenway Pedestrian and Cycle Linkage

The Royal Canal Greenway constitutes a significant asset for the area where the proposed development is located, providing a direct link to Intel, along with the proposed Collinstown enterprise and employment zone south of it, which is a key potential workplace destination for future residents of Confey. The Royal Canal Greenway constitutes the most convenient and direct route between Confey and Intel, taking approximately 30-minutes to walk or 10-minutes to cycle. In addition, connection beyond Intel to the west reaching Maynooth, facilitates access to Maynooth University. To the east, the Greenway will link the site to Ongar/Blanchardstown, and onwards to Dublin City.

2.6 Site Access Arrangements

The development will provide for two main accesses, from the R149 to the east and the L1015 to the north, and associated internal roads, pedestrian and cycle paths, car and cycle parking, mobility hub, and the provision of the proposed infrastructure up to the application site boundary to facilitate future connections to adjoining lands.



Figure 2-6 Site layout plan and proposed main accesses

2.6.1 Pedestrian Access

Pedestrian access will be provided off the R149 Confey Road, where the main entrance of the site is proposed. Pedestrians coming from the rail station or from Leixlip town will use the new active travel bridges, to be provided alongside Cope bridge, while also the pedestrian improvements along the R149 will provide unhindered pedestrian movement through continuous footpaths and pedestrian crossings at appropriate locations.

All internal roads within the proposed development site will be provided with high quality continuous pedestrian facilities, which will be interconnected to the pedestrian routes through the parks and green open spaces. These will also integrate with existing and future pedestrian infrastructure in the surrounding area, both outside and inside the Confey lands, ultimately creating a coherent and well connected network. This will take the form of pedestrian priority shared spaces where possible, while along main road links with higher traffic volumes it will take the form of high-quality footpaths which continue across minor arms. Filtered permeability will be provided at many of the junctions across the site, meaning that while car access will be restricted, pedestrian movement will be maintained.

Overall, the enhanced pedestrian network and calming internal streets will ensure that walking always feels like the quickest, most pleasant way to get around.

2.6.2 Cycle Access and Parking

Cyclists will be able to reach the site on safe, segregated cycle routes from every direction, with cycle lanes proposed to be provided along both the R149 Confey Road and the L1015 Dunboyne Road. In addition, the active travel improvements along Captain's Hill which will include segregated cycle tracks and upgraded signal timings, along with junction improvements at Newtown Glendale and River Forest. Furthermore, the proposed development will integrate with the Royal Canal Greenway which will provide a fully segregated cycle route to and from the site. In the longer term, the new pedestrian-and-cycle bridge proposed across the Royal Canal and railway line at River Forest Park will provide a direct link from the site to south, connecting to existing services and amenities within the wider Leixlip area.

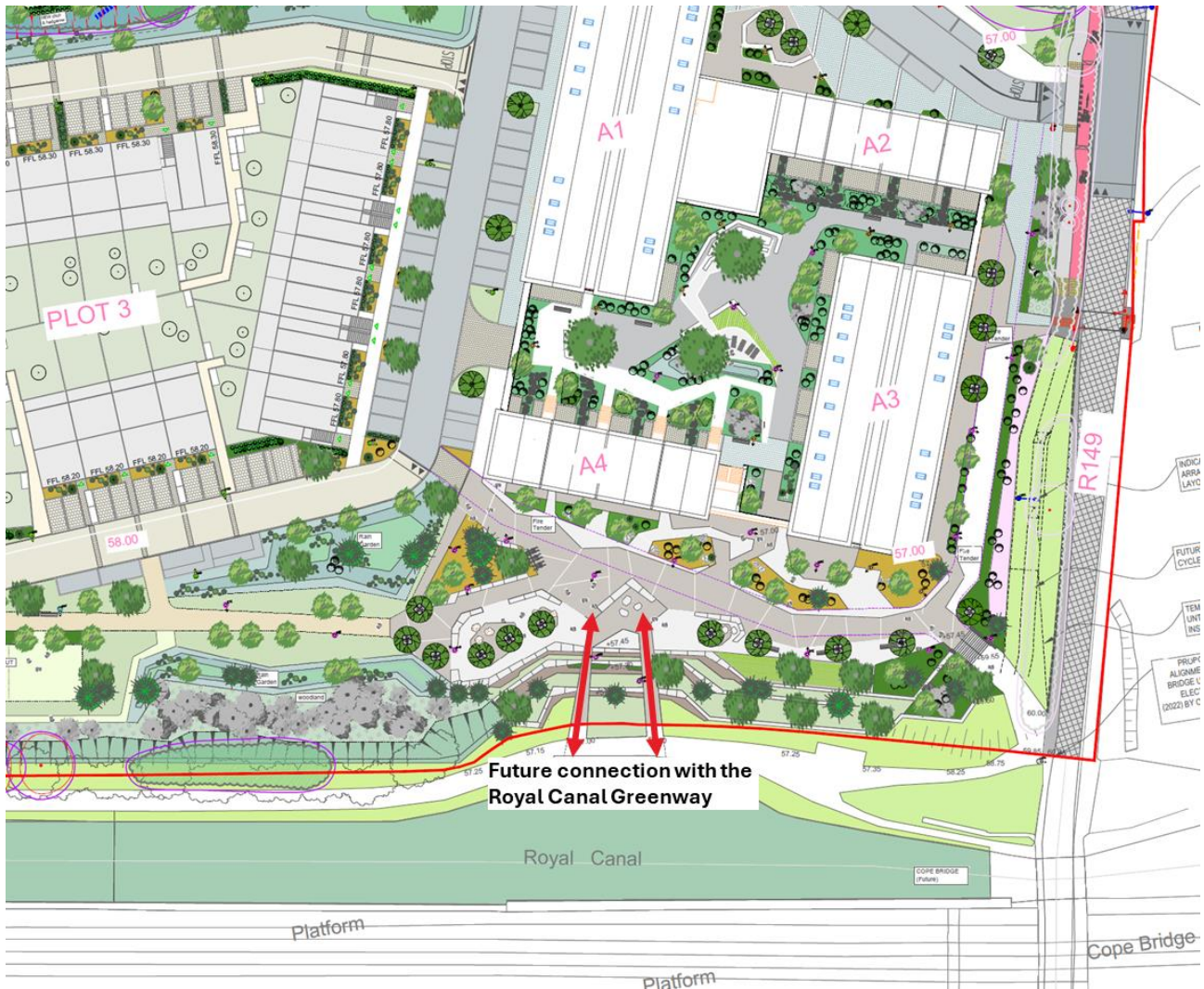


Figure 2-7 Connection with Royal Canal Greenway

The internal network within the site is proposed to provide high quality cycle infrastructure throughout the development, including primary network of two-way cycle routes and additional secondary connecting routes, main road cycle infrastructure, and quiet street treatments. Routes will link to the Royal Canal Greenway and in the longer term when the canal bridge is in place, a connection to this bridge will also be provided. Frequent mid-block cut-through mean the entire block structure remains fully permeable by active modes even as motor traffic is filtered out.

Supporting infrastructure reinforces the active travel-first culture through the provision of the mobility hub (refer to section 2.7), as well as the provision of a significant number of cycle parking spaces, in line with the Development Plan standards.

The Planning Authority requires the provision of a minimum level of secure cycle parking facilities in association with new developments in accordance with the National Cycle Manual and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

Table 2-2 shows the cycle parking requirements as specified in the Compact Settlements Guidelines for Planning Authorities (2024) and the KCC Development Plan 2023-2029 as updated in Variation No.3, along with the provision within the proposed development.

Table 2-2 Cycle parking

Land use	Sub-category	KCC CDP standard	Min required	Spaces provided
Residential	Houses with garden access (89 no.)	In private garden	N/A	Within private amenity space
	Mid-terrace houses without garden access (12 no., 3-bed)	1 per bedroom	36	36
	Duplex lower units with garden access (39 no.)	In private garden	N/A	Within private amenity space
	Duplex / Apartments within R1 (42 no., without garden access)	1 per bedroom	126	126
	Block A apartments (81 no.; 169 bedrooms)	1 per bedroom	169	182
Subtotal long-stay			331	344
Childcare	Creche	1 per 5 staff + 1 per 10 children	18	18
Commercial	Café / restaurant + retail	1 per 30 sqm dining + 1 per 100 sqm GFA	20	20
Visitor (short stay)	Apartments only (93 no. units)	1 per 2 apartments	47	48
Subtotal short-stay			47	68
Grand total			378	412

2.6.3 Bus Service Proposals

The Confey Masterplan and the Strategic Transport and Mobility Report highlight the importance of providing a bus service running through the scheme connecting back to Leixlip. The proposed bus route envisaged in the longer term, when the full Masterplan area is developed, is shown in Figure 2-8. A bus stop will be provided near the main entrance, directly adjacent to the proposed retail, and in close proximity to the mixed use area. This stop will also be located near the proposed mobility hub to facilitate intermodal trips.

Running in an anticlockwise direction reduces the number of right-turning movements required for the bus, increasing reliability and safety. Where necessary, bus priority measures in the form of bus lanes and/or bus priority signals should be provided and a longer bus lane is likely required on the northbound approach due to the volume of general traffic along this lane during the PM peak. At each of these stop lines, bus priority signals can be incorporated into the signal design.

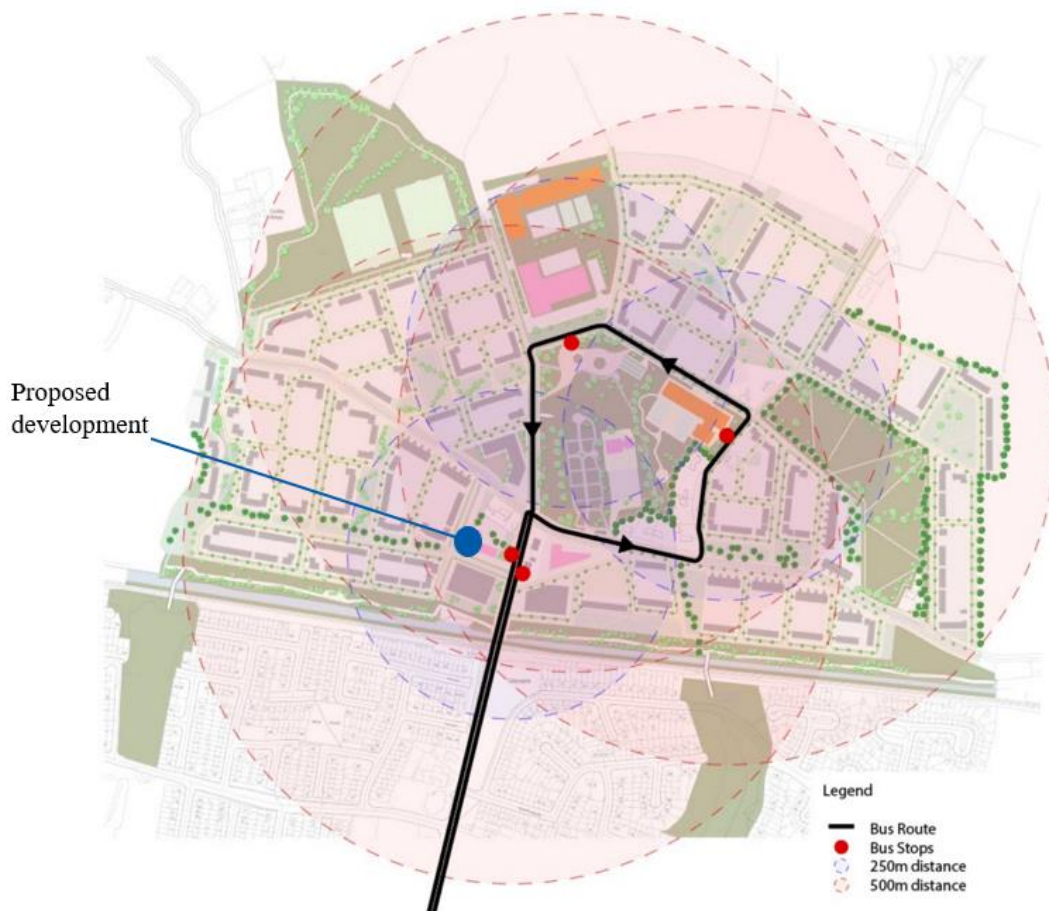


Figure 2-8 Indicative masterplan bus route and stops

Figure 2-9 below shows the proposed interim and long-term bus stop design, which lies slightly further to the south of the proposed stop location as part of the masterplan, but ultimately better serves the proposed development and better integrates with other proposed infrastructure, while still fulfilling the intent of the indicative masterplan stop locations.

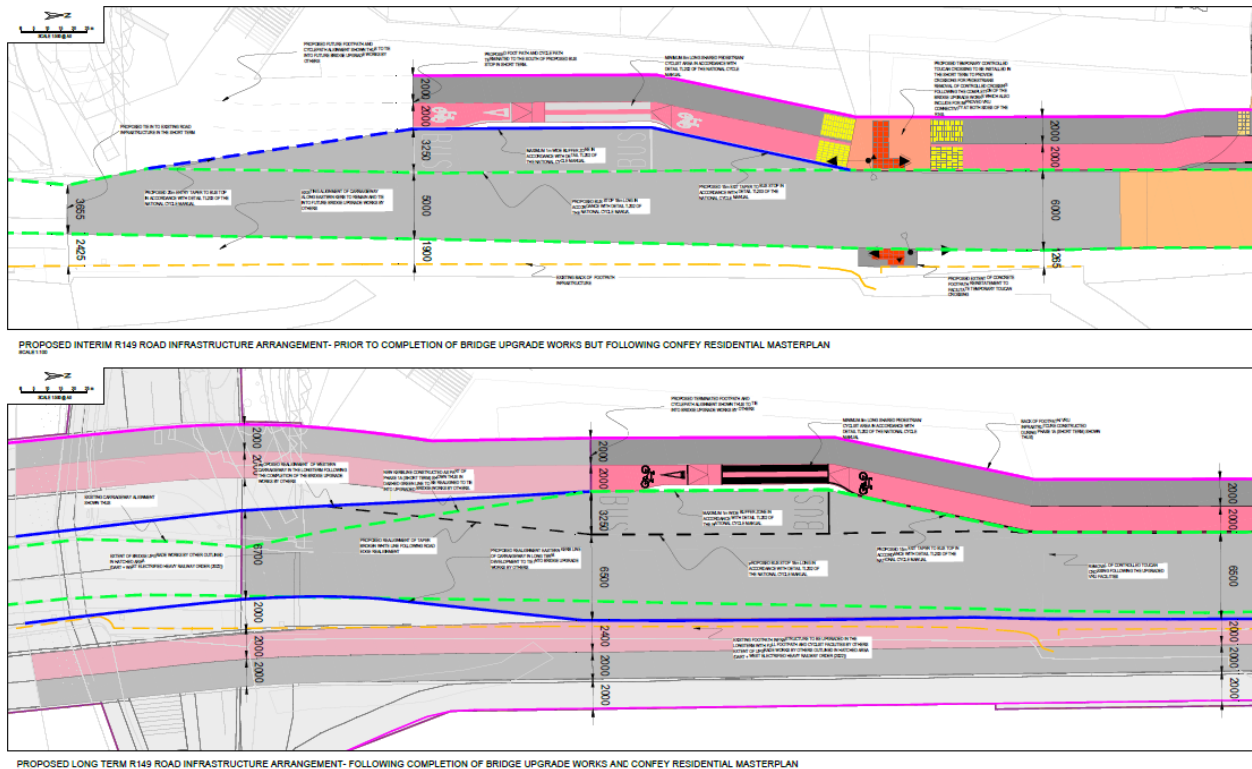


Figure 2-9 Proposed Interim and Long-term Bus Stop Design

2.6.4 Car Access and Parking

Car access to the proposed development site is provided at two locations. The main entrance is proposed from the east side, off the R149, where a new T-junction on the existing road lets vehicles turn straight onto the site's primary street running to the north of buildings A1 and A3. A second, entrance is provided on the northern side, providing direct access from the L1015.

Entering the site, vehicles will use the spine road that links the two gateways. Other road links peel off this main spine to serve each plot, with some of the ending in small parking courts. Some road links with raised tables are also proposed across the site to further enhance traffic calming particularly near the areas where pedestrian activity will be higher, such as the public open spaces, the linear parks and play areas. In effect, cars can enter, circulate to reach any front door or parking court, and exit at the same two points, but they cannot traverse the site end-to-end. This ensures that traffic speeds will be low and makes the network operate as a series of calm neighbourhood pockets.

The approach of the Confey Phase 1a LRD to car parking aims to limit proposed on street parking. Car Parking is particularly limited for the area of the development within 400 metres of the Confey railway station, where parking will be provided in small, shared clusters that serve the scheme's higher-density buildings. From 400 to 800 metres from the station, the provision includes a blend of communal bays and on-plot car parking spaces for the purely residential streets. Figure 2-10 shows the parking provision within the proposed development by depicting the allocation of spaces to the different unit types. Some communal spaces are also provided near the retail, creche, and other land uses.

Table 2-3 outlines the proposed car parking provision compared to the car parking standards that apply to the development as per the Compact Settlements Guidelines for Planning Authorities (2024) and the KCC Development Plan 2023-2029 as updated in Variation No.3. The updated car parking standards described in Variation No.3 of the CDP specify the requirements for new residential developments taking account of the accessibility of the lands, which is defined as follows:

- *Accessible: Lands within 500m (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.*

- *Intermediate: Lands within 500m (i.e. up to 5-6 minute walk) of a reasonably frequent (minimum 15 minute peak hour frequency) urban bus services; and lands within 500-1000m (i.e. 10-12 minute walk) of existing or planned high frequency urban bus service.*
- *Peripheral: Lands that do not meet the proximity and accessibility criteria for accessible and intermediate locations.*

Considering the above, the proposed development site location is considered as intermediate, given the frequency of the bus services running in the vicinity of the site.

As shown in Table 2-3, it is proposed that 370no. car parking spaces are provided for the proposed development, which is significantly lower than the maximum allowed spaces. 302no. spaces of the total car parking provision will be allocated for the residential units comprising of spaces on street and in curtilage. 23no. spaces will serve the commercial units, including both staff and visitor spaces, and an additional 11spaces will be provided for the childcare facility, including 4no. spaces for staff and 7no. drop off spaces. 3no. car sharing spaces will be provided at the mobility hub on street, while an additional 31no. spaces will be allocated to visitor parking on street. Car parking spaces will have a minimum 2.5x5.0 in dimension.

In line with the parking requirements for electric vehicles, it is noted that 20% of the car parking spaces will include EV charging infrastructure, with ducting provided for the remaining spaces. Where parking associated with units is being supplied on street, dedicated charging points for use by residents are to be provided adjacent to parking spaces. The proposed EV charger layout is provided in Figure 2-11.

It is also noted that 5% of the proposed parking spaces will be set aside for disabled parking.

Given the small-scale, neighbourhood-serving nature of the proposed commercial uses (a 358 sq.m café / restaurant and 615 sq.m retail across Blocks A1 to A4), no dedicated loading bays are proposed within the site. Deliveries to these units will be accommodated via the kerbside parking spaces in Station Square South during off-peak periods, in accordance with Chapter 15 of the Kildare County Development Plan 2023-2029. A delivery management protocol will be set out in the Operational Management Plan for the development.

Table 2-3 Car parking

Land use		KCC CDP Car Parking Standard (maximum) (as updated in Variation No.3)	Compact Settlement Guidelines Car Parking Standards (maximum)	Max Number of Car Spaces allowed	Proposed Number of Car Spaces provided
Residential	House	1.5 spaces per unit in accessible locations where maximum provision is justified to the satisfaction of the Planning Authority. Car parking should be substantially reduced in accessible locations. 2 spaces per unit in intermediate and peripheral locations where maximum provision is justified to the satisfaction of the Planning Authority.	2 per dwelling	202	302

	Apartment	1.5 spaces per unit + 1 visitor space per 4 apartments	2 per dwelling	257 (as per KCCDP) 342 (as per CSG)	
Education/ Childcare	Creche	0.5 per staff member plus 1 per 4 children		46	Drop off: 7 Staff:4
Commercial	Restaurant / Café	1 per 10 sqm GFA		35	Staff: 4 Visitor: 19
	Retail or Other Commercial	1 per 20 sqm GFA		33	
Mobility Hub					Car share: 3
Visitor					31
Total				573 (as per KCCDP) 658 (as per CSG)	370



Figure 2-10 Car parking provision



Figure 2-11 EV chargers layout

2.7 Mobility Hub

The proposed development incorporates the provision of a mobility hub, designed to facilitate seamless interchange between multiple modes of transport and promote sustainable travel behaviour. A mobility hub is a centralised area that provide residents and employees with a suite of different mobility options acting as a focal point for integrated mobility services, enabling efficient transfers between walking, cycling, public transport, and shared mobility options, reducing the reliance on private cars.



Figure 2-12 Mobility hub example

By offering a sustainable alternative to private car use, including shared mobility options, the hub will enable residents, employees, and visitors to complete first-mile and last-mile journeys efficiently and sustainably. By providing a bike sharing service, residents who don't own a bike may opt to use a shared bike to cycle into the town centre, which can often be the first step in encouraging long-term behavioural mobility change, where people first try out different mobility options, and eventually make a permanent switch, buying their own bike.

Some of the elements considered for implementation in the mobility hub include bike/e-bike/cargo bike rental and bike parking (18 shared bike spaces and 2 cargo bike spaces), car sharing spaces (3 spaces), and amenities such as a café, small retail and other. Figure 2-13 shows the location of car sharing and bike sharing spaces to be provided at the mobility hub.

Operators such as Bleeper, Moby and Go-Car will be contacted to offer their services on site facilitating the operation of the mobility hub and providing a wide variety of services. Moby has already been engaged in early-stage discussions with Ballymore regarding the potential provision of shared mobility services at the proposed Confey Phase 1A development and have expressed an interest in working with the project team to explore suitable mobility solutions. A letter of engagement from Moby Bikes LTD is provided in Appendix A.

The provision of private shared bike fleets of different types (including standard, e-bike, and cargo bikes) will provide a suitable solution for all users according to their needs, while also the maintenance of the fleet, providing insurance and customer support provided by the operators will ensure the efficient operation of the scheme. Other complementary services such as secure cycle parking solutions (e.g. lockers and bike bunkers), bike libraries for longer-term use, and subsidised leasing packages for employees and residents that include ongoing maintenance and repairs, can also be provided.

Strategically located near the primary entrance of the site and in proximity of bus stops, the mobility hub will serve as a vital link between the development and the surrounding area, including Leixlip town, supporting regional integration. As part of the broader mobility network, it will contribute to a more accessible, low-carbon, and well-connected community.

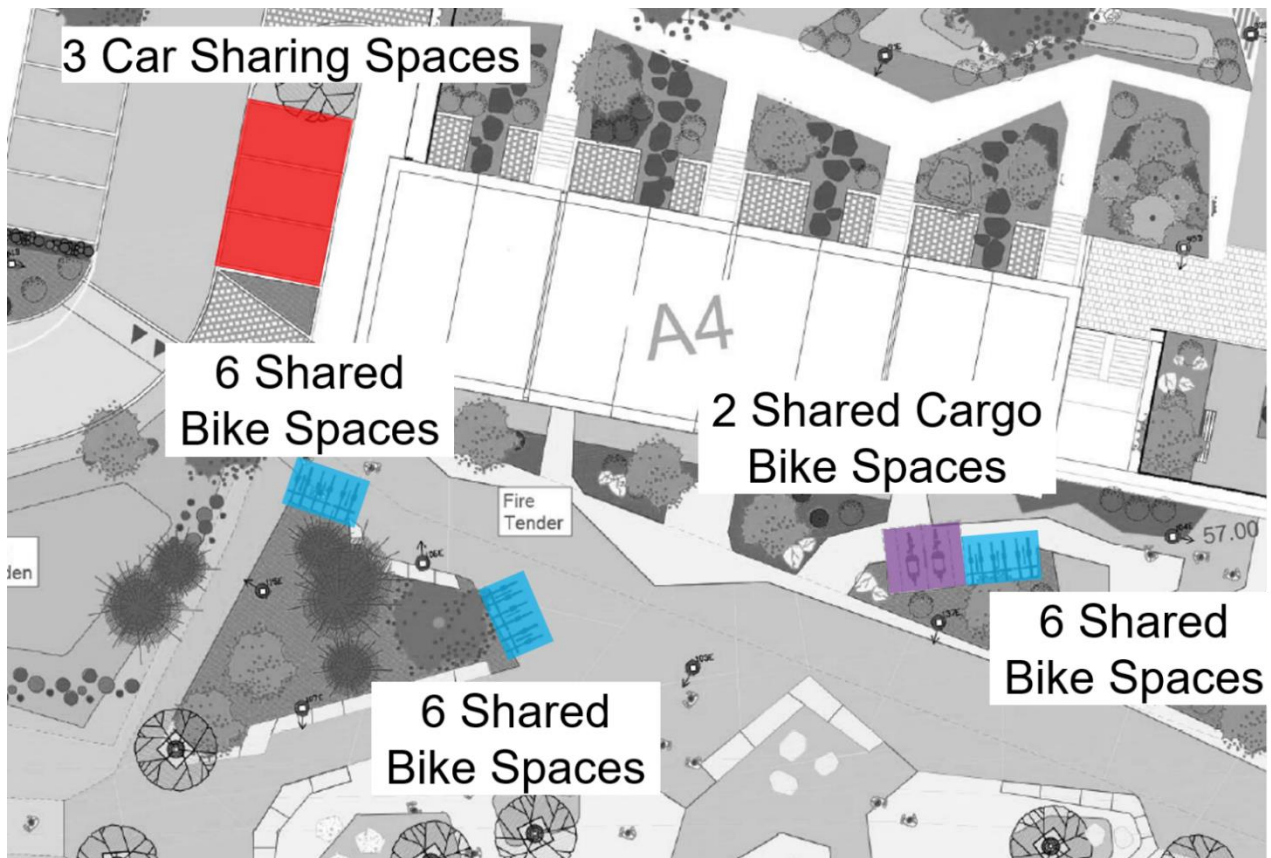


Figure 2-13 Car sharing and bike sharing spaces provided at the Mobility Hub

3. Mobility Management Framework

A key objective of the development will be to promote sustainable access by all modes of transport. To achieve this goal, a Mobility Management Framework has been created with proposed measures to achieve this goal.

3.1 Objectives

The primary objectives in terms of mobility management in the proposed development will be the following:

- Reduce car dependency and demand;
- Promote the use of sustainable travel modes;
- Create awareness of alternative modes of transport available;
- Reduce the environmental effects associated with increased car use such as congestion, parking impacts, longer journey times and increased pollution;
- Set, and work towards, achievable modal split targets based on strategies to improve alternative modes of transport.

The proposed phase 1a development as well as the full Confey masterplan has incorporated a range of mobility management measures within the design of it. For development phase 1a,

- The proposed development complies to the Design Manual for Urban Roads and Streets (DMURS) principles;
- Footpaths and cycle paths are provided along the internal roads and external roads adjacent to it;
- The proposed development is linked to the proposed future Cope bridge upgrade by Irish Rail;
- The development design ensures that the proposed development is also connected to the proposed Royal Canal Greenway located to the north of the railway line;
- A bus stop is provided for on the R149 to ensure BusConnects can be expanded to the development;
- Active travel infrastructure will be provided along Captain's Hill. These works include improved footpaths, new cycle ways, protected cycle routes through junctions and landscaping;
- A Mobility Hub will be provided as part of Phase 1a to provide travel options for residents;
- Local amenity facilities will be provided as part of the development to ensure that services such as retail, food and beverage, Gym and creche services can be acquired with minimum travel distance.

As the development phases roll out, additional mobility management initiatives will be provided including:

- Expansion of the footpath and cycle lane network including off road routes and potential for further linkage to the Canal greenway;
- The further development of the mobility hub to continue to meet travel requirements of residents including bike share, e-bike rental, car share, etc.
- The provision of bus lanes and a circular bus route around the core area of the Confey Masterplan area;
- The provision of high quality public realm space and street design which encourages active travel
- Continued provision of limited car parking spaces within subsequent development phases;
- Maximising the use of open space, linked to pedestrian and cycle networks;
- New north south pedestrian and cycle bridges across the railway line and Canal including the River Forest bridge and the Newtown Glendale bridge;
- Ongoing discussions with Irish Rail to improve access from the Confey development to the future Dart + West railway station;

3.2 Mode Split

Based on the improvement of public transport and the prevailing transportation and planning policies, it is expected that the car mode share will decrease in the future years. In addition, the nature of the development in its proposed high development density and the likely lower car ownership should also be considered in the identification of an appropriate and achievable mode split target.

To determine a reasonable estimated mode split for the Confey Masterplan area, similar existing and proposed sites were examined to use as a benchmark. The mode split targets for existing and planned development areas can provide some insight on the expected mode shift behaviour as a result of sustainable measures introduced in the planned districts. The sites chosen were similarly sized largely residential masterplan sites, in the surrounding areas of Dublin City, with rail links to the city centre.

Pelletstown showed a mode split of 36% for car based transport, 19% for buses and 15% for rail. Cherrywood which is a high-density mixed use development to the south of Dublin with the Luas Green line serving its centre has set a mode share target for car drivers to 39%, while public transport is expected to constitute 32% and active modes 20%. For Clonburris, a planned development to the west of Dublin, the mode share target for private car is 43%, while public transport represents 24% and active modes 34%.

The mode split for Leixlip was derived from Census 2022 data for commuting trips to/from the area to form a basis for comparison. Car mode share in Leixlip was 42% according to Census 2022 data. The Strategic Transport Assessment that was carried out for the Confey Masterplan identified the future target mode share for the area.

The proposed mode split target (Figure 3-1) is ambitious but achievable considering the proposed future transportation infrastructure within the area and the proposed sustainable transportation measures to be undertaken. The target mode share for cars in Confey is set at 32%, once the development is fully developed, the proposed transport infrastructure within the area is delivered and the development site is fully connected to Leixlip and surrounding areas. As noted earlier in this report, the car mode split assumed for the phase 1a (and subsequent earlier stages) was assumed to be higher, slightly below that of Leixlip town currently.

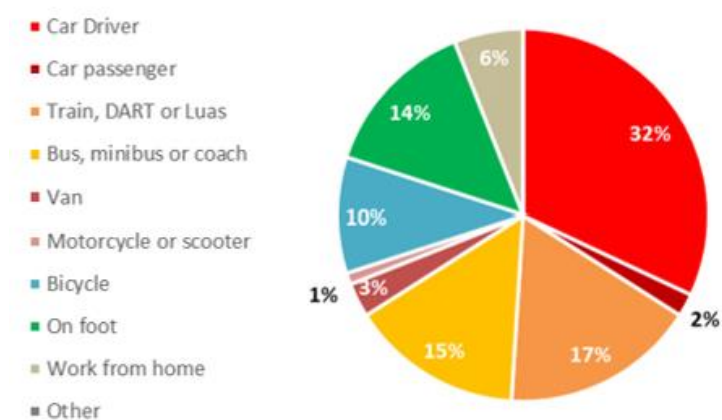


Figure 3-1 Proposed future mode split targets for Confey

3.3 Travel Plan

Upon completion and occupation of the proposed development, it is proposed that a Travel Plan is developed to set out a roadmap for the measures to be implemented to contribute to sustainable transport by optimising the existing transportation infrastructure, reducing car dependency, and creating awareness of alternative modes of transport.

At this stage, it is important to set out the aims and potential contents of such a plan, proposing actions that could be taken when the development is occupied. The main objective of the Travel Plan will be to influence the residents' travel habits from the outset of the development's occupation. Life events such as moving to a new apartment are the moments at which sustainable behavioural changes can be achieved, and so the moment the new residents move into the development is the best moment to influence the existing

behavioural (or travel) patterns. It is intended that, as a lease/sale condition, all occupants are required to adhere to the principles of sustainable travel as described in the Travel Plan.

3.4 Travel Plan Management

It is recommended that Travel Plan Coordinators are nominated to oversee the development and implementation of the Plan. These coordinators should liaise on a regular basis to review the progress of the plan, and co-ordinate events.

A key objective of the Travel Plan should be co-ordinating with the occupiers to ensure that they are striving towards the targets set in the Travel Plan. The key responsibilities of the coordinators are set out below:

- To develop and support a culture of sustainable travel into and within the buildings
- To raise awareness of sustainable transport issues in the buildings
- To act as a single point of contact for all queries relating to the Travel Plan and transport issues in the area and to centrally coordinate the Travel Plan initiatives
- To coordinate the development and implementation of the Travel Plan
- To liaise with the National Transport Authority programme and channel learning and resources from the national Smarter Travel Workplace programme to the Area
- To liaise with external bodies and local public transport operators on transport issues in the area
- To liaise with car-sharing, and bike-sharing operators
- To promote smarter travel events in the area
- To coordinate the monitoring and reporting of the Travel Plan progress towards achieving targets, setting clear dates for actions to ensure that the Travel Plan makes progress.

3.5 Action Plan

The Travel Plan Coordinators will oversee the promotion and implementation of promotional measures as outlined in the non-exhaustive list below. The Travel Plan Coordinators will set a timeline and targets for the actions.

The Travel Plans should set out a number of mobility management measures that are relevant to the development. Table 3-1 below lists a selection of measures that are considered applicable to the development.

Table 3-1 Action Plan

Reduced Car Parking and Car Sharing
• Reduced car parking provision compared to the permitted number of car spaces. Already reduced car parking is proposed for Phase 1a.
• Liaise with GoCar and/or other car sharing operators to investigate their offerings for the implementation of the mobility hub
• Implementation of a bespoke residential car-club.
Walking and Cycling
• Provision of a mobility hub including bike rental and other functions.
• Liaise with bike sharing operators such as Bleeper and Moby investigate the potential offering of complementary services such as bike libraries for longer-term use, and leasing packages.
• Provide cyclists' equipment (pump, puncture repair kit etc.).

• Promote walking and cycling through organised events
• Collaboration with local schools (including San Carlo Senior School and Confey Montessori Pre School and Afterschool) to identify and implement mobility management measures to promote sustainable travel behaviour among future residents in line with the Safe Routes to School initiative.
Public Transport
• Display public transport maps in common areas, as well as real-time public transport information.
• Continued discussions with local authority and transportation providers to improve the linkage of the proposed development to the surrounding environment

3.6 Monitoring and Review

An annual review will be carried out on each of the Travel Plan targets and action plan to assess progress.

Travel pattern data will be obtained by undertaking a survey of existing travel patterns upon occupation of the development. A fundamental part of the Plan is monitoring to determine progress, identify problem areas and initiate corrective measures to ensure targets are achieved. This monitoring programme will be carried out on an on-going basis.

The basic procedure will consist of:

- Reviewing the implementation of the different Travel Plan measures
- Carrying out a travel survey
- Controlling the achievement of the different targets
- Proposing corrective measures if needed.

Appendix A

Moby Letter of Engagement



Letter of Engagement – Confey Development

09 JUNE 2026

TO WHOM IT MAY CONCERN

Re: Expression of Interest – Mobility Services at Confey Development

This letter confirms that **MOBY BIKES LTD** is engaged in early-stage discussions with **Ballymore (Confey Development Site)** regarding the potential provision of shared mobility services at the proposed **Confey Phase 1A development**

We are an experienced provider of **bike-sharing, e-mobility solutions, and mobility hubs** supporting residential developments in achieving sustainable transport outcomes.

At this stage, we can confirm:

- We have reviewed the Confey scheme in principle
- We recognise the **potential for integrated mobility services** within the development
- We are **interested in working with the project team** to explore suitable mobility solutions
- We are prepared to engage with the Local Authority to align with transport planning and sustainability goals

This correspondence is intended to demonstrate **active engagement** between the parties and does not represent a binding commitment. Any future involvement will be subject to further feasibility assessment and commercial agreement.

We welcome the opportunity to develop this proposal further as the project progresses.

Yours sincerely,

DocuSigned by:

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Thomas O'Connell

Founder & CEO

MOBY BIKES LTD

thomas@mobymove.com