NATIONAL MOBILITY HUBS PILOT DÚN LAOGHAIRE-RATHDOWN

PART 8 CHIEF EXECUTIVE'S REPORT

Planning Reference PC/IC/01/26

AUGUST 2026

dlr Comhairle Contae County Council
NTA Údarás Náisiúnta Iompair National Transport Authority
An Roinn Iompair Department of Transport
AECOM

Table of Contents

1. Executive Summary 1
2. Notice of Development: Planning Reference PC/IC/01/26 4
3. Project Background 5
4. Project Objectives 5
5. Policy and Zoning Context 6
5.1 Policies 6
5.2 Land Use Zoning 7
6. Nature and Extent of the Proposed Development 10
7. Existing Site Conditions 13
8. Environmental Screening 13
8.1 Appropriate Assessment Screening 13
8.2 Environmental Impact Assessment Screening 13
9. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the Area 14
10. Consultation Summary 15
10.1 Pre-Part 8 Stakeholder Engagement and Consultation 15
10.2 Dún Laoghaire-Rathdown County Council Interdepartmental Consultation 16
11. Part 8 Statutory Public Consultation 18
11.1 Part 8 Communication 18
11.1.1 Site Notices 18
11.1.2 Newspaper Advert 18
11.1.3 Online Communications 18
11.2 Submission Process 18
11.3 Prescribed Bodies 19
12. Summary of Submissions & Chief Executive's Response 20
12.1 Thematic Analysis 20
13. Summary 56
14. Recommendation 59

Appendix A General Arrangement Drawings 61
Appendix B Environmental Impact Assessment Screening Determination 62
Appendix C Appropriate Assessment Screening Determination 63
Appendix D List of Persons or Bodies who made Submissions or Observations 64
Appendix E List of Mobility Hubs recommended to proceed in NMHP Dún Laoghaire-Rathdown Phase 1 67

This report is submitted in accordance with Part XI, Section 179(3) of the Planning and Development Acts, 2000 (as amended), Part 8 of the Planning and Development Regulations, 2001 (as amended), and Section 138 of the Local Government Act 2001 (as amended).

1. Executive Summary

This report outlines the Part 8 statutory public consultation for the proposed National Mobility Hubs Pilot (NMHP) Dún Laoghaire-Rathdown, including a summary of the submissions received and the Chief Executive's responses.

The NMHP is a national initiative led by the Department of Transport (DoT) and the National Transport Authority (NTA) to support sustainable, shared and integrated transport by providing a network of mobility hubs that improve access to micromobility and EV car-sharing services. On behalf of the NTA, and in collaboration with Dún Laoghaire-Rathdown County Council (DLRCC), AECOM was appointed as consultants for the preliminary design and assessment of the public consultation submissions.

As part of the Part 8 process for this development, a statutory public consultation was carried out over a period of six weeks, from 22nd May 2026 to 3rd July 2026. Public notices were published and erected in accordance with statutory requirements. The Part 8 was publicised via the DLRCC CitizenSpace Consultation hub and on DLRCC social media platforms. Relevant prescribed bodies were informed of the Part 8 proposal and provided with copies of the Part 8 development documentation, and their views were invited.

The Part 8 proposal as per the plans and particulars that went on public display on 22nd May 2026 comprised the following works:

> *Installation of 73 of the mobility hub sites across the Dún Laoghaire-Rathdown County Council administrative area. Of the 73 sites, 64 will provide for e-bikes, e-scooters and/ or e-cargo bikes only. For these sites the proposed works may include some or all of the following:*
>
> - *Installation of Sheffield bike stands, scooter parking stands and e-cargo bike parking bays;*
> - *Information poles and wayfinding (including road markings);*
> - *Relocation of existing traffic signs, where required;*
> - *Footpath upgrades and dropped kerbs, where required;*
> - *Localised pavement and earthworks, where required.*
> - *Additional drainage channel, where required.*
> - *Proposed footpath/traffic islands.*
>
> *Of the 73 sites, eight sites provide for e-bikes, e-scooters and/ or e-cargo bikes and EV car share. These sites propose some or all of the above works with the addition of an EV charging station (max 2 x 22kW plugs) and associated ducting to facilitate EV car sharing. Of the 73, one site provides EV car share only.*

All works are designed to integrate into the existing streetscape using conventional street-furniture-type components. No tree removal is anticipated, and planted areas will be retained, where possible.

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) screening have been completed for the proposed development. The screenings conclude that the development is not likely to result in significant environmental effects and therefore, that an Environmental Impact Assessment Report (EIAR) is not required; and the development does not require progression to Stage 2 Appropriate Assessment.

The preliminary design for the NMHP Dún Laoghaire has been informed by the following design guidance and standards: NTA Cycle Design Manual; Design Manual for Urban Roads and Streets (DMURS); ZEVI's Universal Design Guidelines for EV Charging Infrastructure and TII DN-GEO-03030.

The proposed scheme was considered in the context of national, regional and local plans and policies and this Part 8 NMHP development aligns with the relevant policy objectives contained therein. The proposed development is in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area.

A total of 227 valid submissions and observations were received within the consultation period, of which 151 submissions were received via the Citizens Space public consultation portal; 74 submissions were received via email, and two submissions were received via post.

All submissions and observations received were reviewed and documented by the project team. The issues raised in the submissions and observations are summarised and responded to in Table 4 and Table 5 of this report (see Section 12).

The topics raised in each of the submissions have been categorised into themes as presented in Section 12. Overall, submissions expressed broad support for the objectives of the National Mobility Hubs Pilot and the promotion of sustainable transport. The most frequently raised theme related to the suitability of individual hub locations, safety, e-scooter provision, traffic and parking impacts, accessibility, anti-social behaviour, and integration with public transport. Submissions also proposed alternative locations or design refinements while remaining supportive of the wider aims of the project. Where submissions raised points relevant to future phases of the NMHP Dún Laoghaire-Rathdown, these have been noted and will be carried forward to inform the development of the programme beyond this phase 1.

The feedback received through the consultation process has informed recommendations for the project and consequently, several changes are recommended to the proposed development.

A notable change to the proposed scheme is the removal of e-scooter vehicles, in their entirety, from the NMHP Dún Laoghaire-Rathdown scheme. This decision has been informed by anticipated changes in Irish legislation regarding the regulation and use of e-scooters. As such, the National Transport Authority and Department of Transport have resolved to omit e-scooters from the NMHP scheme. Consequently, the space originally allocated to e-scooters as part of the Part 8 mobility hub design layout will be retained with potential for expansion of e-bikes/micromobility stands (excluding e-scooters) in the future.

Recommended changes to the scheme include the removal of *Sorrento Drive (Site ID 41)* mobility hub from the NMHP Part 8 development. A further eight mobility hubs will be omitted from the Part 8 development (Phase 1) and will be reconsidered in the general vicinity as part of Phase 2 of the NMHP Dún Laoghaire-Rathdown scheme.

These mobility hubs for omission from Phase 1 are:

1. *Albert Road Lower (Site ID 99)*
2. *Castle Farm (Site ID 47)*
3. *Clonard Lawn (Site ID 123)*
4. *Clonkeen Rd/Kill Lane (Site ID 109)*
5. *Holywell / Kilmacud Road Upper (Site ID 131)*
6. *Mulvey Park (Site ID 52)*
7. *St Patricks Avenue Car Park, Dalkey (Site ID 98)*
8. *Stonemasons Way (Site ID 134)*

As a result of the removal of nine mobility hubs from this Part 8 development Phase 1, the total number of mobility hubs recommended under Phase 1 is reduced to 64 mobility hubs.

Additionally, alterations are recommended to *Blackrock DART Station Car Park (Site ID 35)* and *Sallynoggin Road / Pearse Street (Site ID 103)* mobility hubs which comprises the removal of the EV car share element from these two mobility hubs under Phase 1. The installation of EV car share will be reconsidered in the general vicinity as part of Phase 2.

Considering the aforementioned, this report recommends proceeding with a total of 64 mobility hubs. A breakdown of mobility hub type is shown below:

Recommended number of Mobility Hubs	Mobility Hub Type
55	**E-Bike**
4	**E-Bike, E-Cargo Bike**
5	**E-Bike, EV Car Share**

Furthermore, as a result of the consultation process, several minor improvements to specific mobility hub sites have been proposed and will be considered as part of the detailed design stage of the development. These are summarised as follows:

- **Sandyford Hall Avenue and Sandyford Hall Rise (Site ID 80 & 168):** Minor improvements will be considered as part of the detailed design stage to include that the Road Safety Audit (RSA) recommended review of public lighting and visibility is addressed.
- **DLR Lexicon, Haigh Terrace (Site ID 169):** Minor improvements will be considered as part of the detailed design stage to review the cargo bike parking configuration.
- **Eden Park (Site ID 38):** Minor improvements will be considered as part of the detailed design stage to integrate with existing bike parking facilities.
- **Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007) (Site ID 149):** Minor improvements will be considered as part of the detailed design stage to provide appropriate tactile paving, as recommended in the Road Safety Audit (RSA) report.
- **Beaumont Avenue (Site ID 53):** Minor improvements will be considered as part of the detailed design stage to include pedestrian crossing facilities, as recommended in the Road Safety Audit (RSA) report.
- **Windy Arbour Luas Stop (Site ID 51):** Minor improvements will be considered as part of the detailed design stage to include a new pavement within the mobility hub.

The Part 8 development will be subject to the following conditions:

- Mitigation measures as outlined in the EIA Screening Determination shall be carried out to include preparation of a Construction and Environmental Management Plan (CEMP), Construction Traffic Management Plan (CTMP), Resource Waste Management Plan (RWMP) and noise emissions management measures.
- Conditions as outlined by the DLRCC Drainage and Water Section (received as part of the interdepartmental Part 8 consultation).
- The requirements outlined in the Transport Infrastructure Ireland (TII) Part 8 submission.
- To any such minor amendments and minor or immaterial alterations to the plans and particulars of the development.

In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined in the drawings that accompany this report subject to the requirements and conditions outlined in Section 13 and Section 14 of this report.

2. Notice of Development: Planning Reference PC/IC/01/26

In accordance with the Planning and Development Act 2000, as amended, and Article 81 of the Planning and Development Regulations 2001, as amended, public notices in respect of this Part 8 development were published and erected by Dún Laoghaire-Rathdown County Council (DLRCC).

Plans and particulars of the proposed development were available for public inspection from Friday, 22 May 2026 to Friday, 3 July 2026 inclusive at the DLRCC offices in County Hall, Marine Road, Dún Laoghaire and Council Offices, Dundrum Office Park, Main Street, Dundrum. All documentation was also available to view online via the DLRCC Citizen Space public consultation hub (https://dlrcoco.citizenspace.com/). Relevant prescribed bodies were informed of the Part 8 proposal and provided with copies of the Part 8 development documentation, and their views were invited.

Submissions and observations with regards to the proposed development could be made from 22nd May 2026 up to and including 3rd July 2026.

3. Project Background

Dún Laoghaire-Rathdown County Council is one of five urban areas (together with Cork City, Carlow Town, Dundalk and Sligo Town) selected as candidate locations for inclusion in the National Mobility Hubs Pilot (NMHP) project. The pilot is funded by the Climate Action Fund as set out in the National Policy Statement on Shared Mobility and the Provision of Hubs (Department of Transport, 2025).

The NMHP project, led by the National Transport Authority (NTA) and supported by the Department of Transport (DoT) will assess the impact of hub density and network effects across five diverse urban areas. The NMHP aims to accelerate the transition towards sustainable, shared, and integrated transport across Ireland by providing convenient access to shared mobility options, thereby supporting modal shift, providing additional transport options, reducing carbon emissions, reducing reliance on private cars and enhancing first/last-mile connectivity.

This Part 8 represents Phase 1 of a two-phase mobility hub pilot project of approximately 121 mobility hubs throughout the Dún Laoghaire-Rathdown County Council administrative area. The two-stage phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the sites proposed in Phase 2 are still being developed, and some of which need to be agreed with landowners.

On behalf of the NTA, and in collaboration with Dún Laoghaire-Rathdown County Council (DLRCC), AECOM was appointed as consultants for the preliminary design and assessment of the public consultation submissions.

4. Project Objectives

1. By 2030, contribute to the goals of the Climate Action Plan by increasing active travel journeys and decreasing private car journeys, targeting reduced CO_2 emissions within the NMHP areas.

2. By 2030, increase the number of trips accessing education, healthcare, community, retail and leisure sites by sustainable modes within the NMHP areas

3. By 2030, contribute to improved health and wellbeing by increasing physical activity within the NMHP areas

4. By 2030, foster the development of more liveable, accessible neighbourhoods and enhance urban vitality and densification within NMHP areas by reducing car use and reallocating space to improve connectivity for sustainable travel modes.

5. On completion of the NMHP in 2030, report real-life, on the ground learnings of the pilot to inform the future delivery and roll-out of mobility hubs across Ireland.

5. Policy and Zoning Context

5.1 Policies

Table 1 below outlines the key relevant documents at the international, European, national, regional and local level that have been reviewed as part of this Part 8 project. The proposed NMHP Dún Laoghaire-Rathdown aligns with climate, transport and urban planning policies, including policies aimed at reducing emissions, enhancing energy efficiency, active travel support, modal shift and supporting sustainable transport and transport equity integration. Consequently, the proposed development is strongly supported by plans and policies at all levels (i.e. European, National, Regional and Local).

Table 1 Relevant policies and plans pertaining to the NMHP Dún Laoghaire-Rathdown

International Policy
• 2030 Agenda for Sustainable Development
European Policy
• EU Green Deal (2020) • EU Sustainable and Smart Mobility Strategy • EU Transport White Paper • European Urban Mobility Framework
National Policy
• Climate Action Plan (2025) • National Planning Framework 2040 (NPF) - First Revision • National Development Plan 2021-2030 (NDP) and 2025 Review • National Sustainable Mobility Policy (2022) • National Investment Framework for Transport in Ireland (NIFTI) (2021) • EV Charging Infrastructure Strategy 2022 – 2025 • EV Infrastructure Implementation Plan 2022 – 2025 • National Oil Reserves Agency Act 2007 • National Policy Statement on Shared Mobility and the Provision of Hubs • Shared Micromobility Services – Advice Note for Local Authorities 2024 • Sustainable Mobility Policy Action Plan 2026-2030 • Programme for Government 2025
Regional Policy
• Eastern Regional Assembly – Regional Spatial & Economic Strategy
Local Policy
• Dún Laoghaire-Rathdown County Development Plan 2022–2028 • Dún Laoghaire-Rathdown Climate Action Plan 2024-2029 • Dún Laoghaire-Rathdown Local Area Plans   - Ballyogan and Environs

- Blackrock
- Dundrum
- Sandyford Urban Framework Plan
- Stillorgan
- Woodbrook – Shanganagh
- Kiltiernan – Glenamuck
- Old Connaught

5.2 Land Use Zoning

Active travel infrastructure and modes such as walking, wheeling and cycling are considered highly compatible with, and supportive of the land use zoning objectives of the areas in which the proposed mobility hubs are located and adjacent to. Having considered the scheme in the context of the zoning objectives outlined in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (as varied), it is determined that it complies with the land use zoning objectives of the County Development Plan. It should be noted that some of the proposed mobility hubs are located within the extent of the road (pursuant to Roads Act 1993), and that roads within the County Development Plan are not covered by a specific land use zoning objective. Table 2 indicates the mobility hub site ID reference number and zoning type that each mobility hub falls within or adjacent to.

Eight of the 73 proposed mobility hub sites provide e-scooter, e-bike and/or e-cargo bike parking and EV car share infrastructure.

One mobility hub site proposes EV car share only. The sites that propose EV Car Share will provide charging for no more than 2 no. vehicles using one charging station with max 2no. 22kW plugs (Site ID nos. 33, 34, 35, 38, 52, 53, 98 103 and 168). Four of these sites are within or adjoining land with the zoning objective F, "to preserve and provide for open space with ancillary active recreational amenities". In these cases, all the proposed mobility hub land is located within existing car parks/public roads and consequently, no additional land take is required. It is considered that the proposed development does not detract from the designated 'F' zoning objective. The remaining 5 no. EV Car Share mobility hub sites are located on or adjacent to zoning objectives A, DC and NC as described in Table 2 and are considered to be consistent with and supportive of the zoning objectives.

Table 2 Land use zoning and mobility hub sites

Zoning	Objective	Mobility Hub Site ID
F	To preserve and provide for open space with ancillary active recreational amenities.	26, 33, 38, 47, 61, 65, 75, 77, 80, 88, 97, 100, 103, 110, 115, 122, 123, 124, 125, 126, 129, 131, 148, 152, 153, 156, 163, 165, 168
A	To provide residential development and improve residential amenity while protecting the existing residential amenities.	30, 37, 40, 41, 51, 52, 53, 54, 60, 87, 89, 90, 96, 99, 107, 108, 113, 114, 134, 149
NC	To protect, provide for and/or improve mixed-use neighbourhood centre facilities.	45, 46, 85, 94, 98, 109, 119, 127, 132, 143
SNI	To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.	95, 111, 155
MTC	To protect, provide for and/or improve major town centre facilities.	112, 160, 169

MOC	To provide for a mix of uses which complements the inner core, but with less retail and residential and more emphasis on employment and services.	58, 59
DC	To protect, provide for and/or improve mixed-use district centre facilities.	35, 71
MIC	To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development.	162
TLI	To facilitate, support and enhance the development of third level education institutions.	68
E	To provide for economic development and employment.	82
W	To provide for waterfront development and harbour related uses.	34

The proposed scheme has been developed in accordance with the policies and objectives of the Dún Laoghaire Rathdown County Development Plan 2022–2028. It supports key objectives relating to sustainable transport, active travel, and emissions reduction. In the context of the proposed development, the following are relevant sustainable transport and climate action objectives are set out within County Development Plan:

- **Policy Objective T1:** Integration of Land Use and Transport Policies – It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES).
- **Policy Objective T4:** Development of Sustainable Travel and Transport - It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009 –2020' and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035.
- **Policy Objective T11:** Walking and Cycling - It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and integration of walking, cycling and physical activity with placemaking including public realm improvements.
- **Policy Objective T13:** County Cycle Network - It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.
- **Policy Objective T15:** Bike Rental Schemes - It is a Policy Objective to support the provision of bike rental (pedal, e-bike, and other powered personal vehicles) across the County.
- **Policy Objective T18:** Car Sharing Schemes - It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.
- **Policy Objective T23:** Roads and Streets - It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.
- **Policy Objective T32:** Personal Safety - It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus

stops, carparks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well-lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built-up areas.

- **Policy Objective OSR5:** Public Health, Open Space and Healthy Placemaking - It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilities people whether at home, at work or at play to lead a more active way of life.
- **Policy Objective CA1:** National Climate Action Policy: National Climate Action – It is a policy Objective to support the implantation of International and National objectives on climate change, including the 'Climate Action Plan 2021 Securing Our Future', the 'National Adaptation Framework' 2018, the 'National Energy and Climate plan 2021-2030', and take account of the 'Climate Action and Low carbon Development (Amendment) Act 2021', and subsequent updates, other relevant policy, guidelines and legislation, that support the climate actional policies included in the County Development Plan.
- **Policy Objective CA2:** Regional Climate Action – It is a Policy Objective to work closely with the Eastern Midland Regional Authority (EMRA) the Dublin Metropolitan Climate Action Regional Office (Dublin CARO), City of Dublin Energy Management Agency (Codema) and the Sustainable Energy Authority of Ireland (SEAI) to achieve the climate action policies and objectives set out in the Eastern and Midland Region Spatial and Economic Strategy (consistent with RPO 3.1, 36, 7.4, 7.30, 7.31, 7.32, 7.33, 7.35, 7.38, 7.40, 7.42, 7.43, 7.7, of the RSES).
- **Policy Objective CA4:** Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP) – It is a Policy Objective to implement and take account of the Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP), to take account of the 'Climate Action and Low Carbon Development (Amendment) Act 2021', and subsequent updates of both and to transition to a climate resilient low carbon County. (Consistent with SO8 of the NPF, RPO 7.32, 7.33 of the RSES).
- **Policy Objective CA16:** Low Emission Vehicles – It is a Policy Objective to support and facilitate the rollout of the alternative low emission fuel infrastructure through the Development Management process, prioritising electric vehicle infrastructure.

The NMHP Dún Laoghaire-Rathdown scheme has been considered in the context of DLRCC land use zoning designations; national, regional and local plans and policies (as listed in Table 1) and the Part 8 scheme aligns with the relevant policy objectives contained therein.

Having regard to the Dún Laoghaire-Rathdown County Development Plan 2022-2028, the proposed development is determined to be consistent with the policies and objectives as outlined in the County Development Plan and consistent with the proper planning and sustainable development of the area.

6. Nature and Extent of the Proposed Development

The Part 8 proposal as per the plans and particulars that went on public display on 22nd May 2026 comprised the following works:

> *Installation of 73 of the mobility hub sites across the Dún Laoghaire-Rathdown County Council administrative area. Of the 73 sites, 64 will provide for e-bikes, e-scooters and/ or e-cargo bikes only. For these sites the proposed works may include some or all of the following:*

- Installation of *Sheffield bike stands, scooter parking stands and e-cargo bike parking bays;*
- *Information poles and wayfinding (including road markings);*
- Relocation of existing traffic signs, where required;
- *Footpath upgrades and dropped kerbs,* where required*;*
- *Localised pavement and earthworks, where required.*
- *Additional drainage channel, where required.*
- *Proposed footpath/traffic islands.*

Of the 73 sites, eight sites (Nos. 33, 34, 35, 38, 52, 53, 103, 168) provide for e-bikes, e-scooters and/ or e-cargo bikes and EV car share. These sites propose some or all of the above works with the addition of an EV charging station (max 2 x 22kW plugs), installation of a mini pillar, and associated ducting and utilities. Of the 73, one site provides EV car share only.

Of the 73 mobility hub sites, 8 sites (Nos. 33, 34, 35, 38, 52, 53, 103, 168) provide for e-scooters, e-bikes, and/or e-cargo bikes, and EV car share. These sites would include some, or all, of the infrastructure noted above with the following additional works:

- Installation of 1 to 2 No. EV charger (max 2 x 22kW plugs).
- Installation of a mini pillar.
- Associated ducting and utilities.

One site (Site ID 98) provides for EV car share only.

All works are designed to integrate into the existing streetscape using conventional street-furniture-type components. No tree removal is anticipated, and planted areas will be retained, where feasible. The overall footprint of the mobility hub sites in Dún Laoghaire-Rathdown is approximately 0.93 hectares.

In collaboration with Dún Laoghaire-Rathdown County Council (DLRCC), AECOM has prepared a General Arrangement drawing for each of the mobility hub sites included in this Part 8. These General Arrangement drawings are provided in Appendix A and a map of the Dún Laoghaire-Rathdown Part 8 mobility hub site locations (phase 1) is provided in Figure 1.

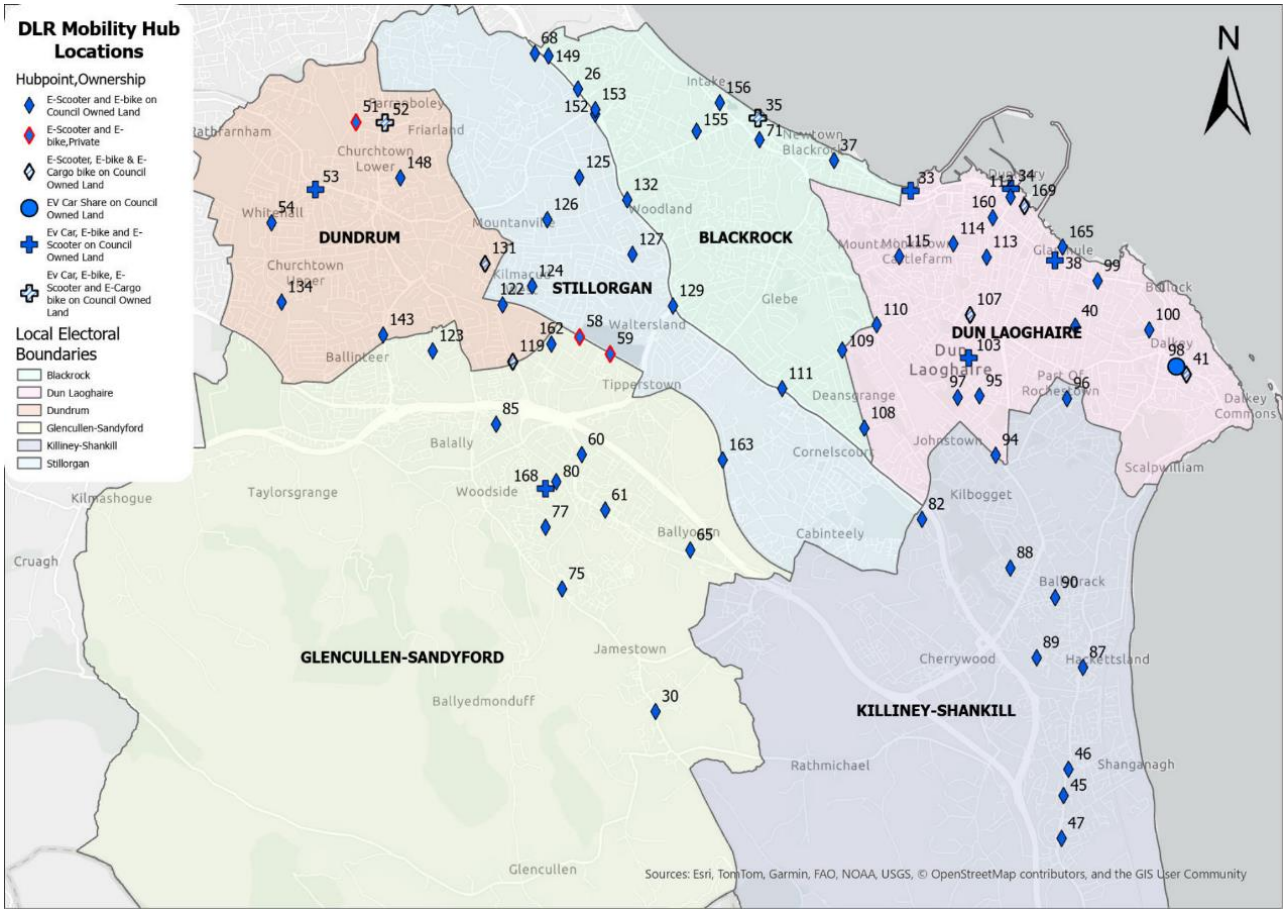


Figure 1 Dún Laoghaire-Rathdown Mobility Hub Locations

The proposed mobility hub sites are in a variety of urban environments across Dún Laoghaire-Rathdown. Site selection has sought to maximise accessibility, visibility and connectivity with existing transport networks, while responding to the specific characteristics and constraints of each location. Table 3 lists all the mobility hubs proposed under this Part 8.

The preliminary design for the NMHP has been informed by the following design guidance and standards: NTA Cycle Design Manual; Design Manual for Urban Roads and Streets (DMURS); ZEVI's Universal Design Guidelines for EV Charging Infrastructure, and TII DN-GEO-03030.

Table 3 List of Mobility Hubs

SITE ID	SITE LOCATION	SITE ID	SITE LOCATION	SITE ID	SITE LOCATION
99	Albert Road Lower	60	Glencairn Luas Stop / Murphystown Way	168	Sandyford Hall Rise / Sandyford Hall View *
37	Alma Road	34	Harbour Road, Dún Laoghaire *	59	Sandyford Luas Stop, Blackthorn Avenue
96	Avondale Road	131	Holywell / Kilmacud Road Upper	85	Sandyford Park
143	Ballinteer Road	100	Hyde Road, Dalkey	46	Shanganagh Road
53	Beaumont Avenue *	110	Kill Avenue / Abbey Road	45	Shankill Main Street
77	Belarmine Vale	87	Killiney Hill Road	41	Sorrento Drive (Dalkey DART Station)
122	Benildus Avenue	124	Kilmacud Road Upper / Lakelands Lawn	98	St Patrick's Avenue Car Park, Dalkey *
35	Blackrock DART Station Car Park *	89	Loughlinstown Drive	75	St Patricks Park, Enniskerry Road, Stepaside
119	Blackthorn Drive	127	Lower Kilmacud Road, Stillorgan	40	Station Road (Glenageary DART Station)
129	Brewery Road	54	Meadow Park Avenue / Mountain View Park	58	Stillorgan Luas Stop
162	Carmanhall Road	52	Mulvey Park *	149	Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007)
71	Carysfort Avenue (Carysfort Avenue Parking Lot)	165	Newtownsmith	132	Stillorgan Road (Priory Office Park)
47	Castle Farm	125	North Avenue / Deerpark Road	153	Stillorgan Road (Radisson Hotel Bus Stop 2009)
123	Clonard Lawn	82	Old Bray Road, Cabinteely	26	Stillorgan Road (Seafield Road Bus Stop 2008)
109	Clonkeen Road / Kill Lane	113	Patrick Street	152	Stillorgan Road (St. Thomas Road Bus Stop 2070)
108	Clonkeen Road / Meadow Vale	95	Pearse Street	68	Stillorgan Road (UCD Belfield Stop 768)
160	Convent Road, Dún Laoghaire	97	Pearse Villas	111	Stillorgan Road, Deansgrange (Pedestrian overpass)
155	Cross Avenue, Blackrock	126	Redesdale Road	134	Stonemasons Way
115	DLR Leisure Monkstown	94	Rochestown Avenue	61	The Gallops - Glencairn Crescent
169	DLR Lexicon, Haigh Terrace	156	Rock Road, Blackrock Park	114	Tivoli Terrace South
112	Dún Laoghaire DART Station	148	Rosemount Mulvey FC, Rosemount Estate	88	Willow Vale / Churchview Road
38	Eden Park *	103	Sallynoggin Road / Pearse Street *	51	Windy Arbour Luas Stop
30	Enniskerry Road, Kiltiernan	33	Salthill and Monkstown DART Station *	90	Wyattville Road
163	Foxrock Village Car Park	65	Samuel Beckett Civic Campus, Ballyogan		
107	Glenageary Road Upper	80	Sandyford Hall Avenue		

* Denotes mobility hub locations which include EV car share

7. Existing Site Conditions

Most of the mobility hub locations in Dún Laoghaire-Rathdown are located off the carriageway where possible. The existing conditions across the 73 proposed sites comprise a mix of urban contexts, including greenspace, grass verges, footpaths, car parks and existing road boundaries. Where mobility hubs are proposed on grass verges, a small area of grass may be removed to accommodate micromobility parking and associated infrastructure. Existing trees will be retained in place, and planted areas will be preserved where feasible.

8. Environmental Screening

Screening for Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) has been carried out for the proposed development and screening determinations were subsequently undertaken by Dún Laoghaire-Rathdown County Council. The EIA and AA Screening reports and determinations were made available with the Part 8 planning documentation.

8.1 Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening was undertaken by AECOM on behalf of the NTA and Dún Laoghaire-Rathdown County Council. This AA Screening report concluded that there is no requirement to proceed to the next stage of AA and the proposed development without relying on any mitigation measures is not likely to have significant effect on any European Site(s).

Dún Laoghaire-Rathdown County Council, as competent authority, has undertaken Screening Determination for AA (refer to Appendix C).

Dún Laoghaire-Rathdown County Council determines that, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, the proposed development, individually or in combination with other plans or projects, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion. Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

8.2 Environmental Impact Assessment Screening

An Environmental Impact Assessment (EIA) Screening was undertaken by AECOM on behalf of NTA and Dún Laoghaire-Rathdown County Council. This EIA Screening Report concluded that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required.

Dún Laoghaire-Rathdown County Council, as competent authority, has undertaken an EIA Screening Determination (refer to Appendix B). DLRCC considered that the EIA Screening Report (AECOM, April 2026) gives full consideration to the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU.

Dún Laoghaire-Rathdown County Council determines that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an EIA is not required. An EIA Report is therefore not required.

9. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the Area

The proposed NMHP Dún Laoghaire-Rathdown scheme has been considered in the context of relevant European, national, regional and local planning, transport, climate and environmental policy objectives and frameworks, as set out in Section 5 of this report and the NMHP Part 8 Report (April, 2026). The proposed development is consistent with and supports the relevant policy objectives contained therein and represents an appropriate response to the principles of proper planning and sustainable development of the area. The proposed development aligns with objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028, including:

- **Policy Objective T1:** Integration of Land Use and Transport Policies
- **Policy Objective T4:** Development of Sustainable Travel and Transport
- **Policy Objective T11:** Walking and Cycling
- **Policy Objective T13:** County Cycle Network
- **Policy Objective T15:** Bike Rental Schemes
- **Policy Objective T18:** Car Sharing Schemes
- **Policy Objective T23:** Roads and Streets
- **Policy Objective T32:** Personal Safety
- **Policy Objective OSR5:** Public Health, Open Space and Healthy Placemaking
- **Policy Objective CA1:** National Climate Action Policy
- **Policy Objective CA2:** Regional Climate Action
- **Policy Objective CA4:** Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024
- **Policy Objective CA16:** Low Emission Vehicles

Some of the works are within the extent of the road, pursuant to Roads Act 1993. Roads within the County Development Plan are not covered by a specific land use zoning objective. The mobility hubs, which will support and encourage active travel and sustainable transport choices are considered highly compatible with, and supportive of the land use zoning objectives of the areas through which this proposed development lies within and/or is adjacent to. Having considered the NMHP Dún Laoghaire-Rathdown scheme in the context of the zoning objectives outlined in the County Development Plan, it is determined that it complies with the land use zoning objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

This Part 8 Chief Executive's Report has considered the proposed development individually, and in the context of potential cumulative impacts with relevant plans, projects and planning applications. Environmental assessments have been undertaken as part of the project. An Environmental Impact Assessment (EIA) Screening Report and Determination concluded that the proposed development is not likely to give rise to significant environmental effects and that an EIA is not required and consequently, an Environmental Impact Assessment Report (EIAR) is not required to be prepared.

Screening for Appropriate Assessment was undertaken and the AA Screening Report and Determination concluded that the proposed scheme, individually or in combination with other plans or projects, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion. Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

In conclusion, the proposed NMHP Dún Laoghaire-Rathdown scheme is acceptable in principle and accords with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022–2028, relevant national, regional and local policy frameworks, and the principles of proper planning and sustainable development of the area.

10. Consultation Summary

10.1 Pre-Part 8 Stakeholder Engagement and Consultation

Stakeholder engagement has been carried out throughout the National Mobility Hub Pilot pre-planning process to help inform the selection of site locations in each of the local authority areas and to support design development. This has helped ensure the project aligns with national and local standards while addressing the needs of the community.

Some of the key stakeholder engagement that has taken place is noted below:

- **Department of Transport:** The Department of Transport have shared feedback during concept and preliminary designs through regular meetings. Meetings have been held with the Zero Emission Vehicle Ireland office within the Department of Transport. They have provided useful feedback on the design of EV car share bays for the NMHP.

- **NTA**: The NTA have provided design feedback on the mobility hub sites in Dún Laoghaire-Rathdown as they have progressed through preliminary design. Additionally, an engagement session was held with the NTA's Transport User Group to gain insight into how to make the design layouts more accessible for everyone.

- **Implementation Group:** The NMHP set up an Implementation group comprising of senior local authority representatives from the 5 pilot areas. This group has provided feedback on site locations and design development as the project has developed and has facilitated sharing of best practice.

- **Stakeholder Workshop:** A stakeholder workshop was held on 19th June 2025 to raise awareness of the pilot and seek feedback from stakeholders on the approach to delivery of the pilot and gain feedback on design layouts. Approximately 55 stakeholders attended the workshop including representatives from National Government, Local Authorities, micromobility and car share operators, EV charging operators and providers, Disabled Person Organisations and a range of other organisations. Findings from this workshop have been fed into the preliminary designs.

- **DLRCC Internal Departments:** A briefing session with DLRCC internal departments was held on 7th January 2026.

- **Elected Member Briefing:** 3 No. briefing sessions were held with the DLRCC Elected Members, respectively on 19th March 2026 (introductory general briefing), 23rd March 2026 (focused on East County area) and 30th March 2026 (focused on West County area).

- **Local Community Safety Partnership Briefing (LCSP):** A briefing was held with the LCSP on the 13th March 2026 which included members from different community groups and An Garda Síochána. The sessions provided an opportunity to discuss key safety concerns and suggestions to bring forward into the procurement process.

- **Transport Infrastructure Ireland (TII):** Several meetings were held with TII during design development, prior to the Part 8 process to discuss mobility hub sites that are located nearby Luas stops or along a National Road. TII provided useful feedback on the designs for these sites and they were updated accordingly.

10.2 Dún Laoghaire-Rathdown County Council Interdepartmental Consultation

Dún Laoghaire-Rathdown County Council engaged relevant internal departments during the identification of suitable locations for the NMHP sites and during design development for the mobility hub sites. Feedback received was considered during design development. All relevant council departments that were notified of the Part 8 and invited to provide feedback are listed below:

- Architects Department
- Community and Cultural Development
- Forward Planning Infrastructure
- Housing Department
- Planning Department
- Capital Projects
- Estates Officer
- Parking
- Environment Enforcement
- Transportation Planning
- Road Maintenance
- Traffic and Road Safety
- Climate Action Officer
- Drainage Planning
- Parks and Landscape Services
- Biodiversity Officer

A summary of the feedback received during the internal departmental engagement is noted below.

DLRCC SECTION	FEEDBACK RECEIVED
Parking	A review of the mobility hub sites which are proposed in council owned car parks was undertaken and no issues were identified.
Forward Planning Infrastructure	Plans for the Town Centre, TC5 and Tully Village East were shared and it was noted these should be considered with proposals to ensure the mobility hubs do not impact on the permitted development or further reduce footpath widths. It was also noted that any bicycle parking proposed as part of the mobility hub project should be in addition to those permitted and in place. An onsite meeting was held between AECOM and DLRCC Cherrywood Team. These hubs will be progressed in phase 2.
Drainage Planning	No objection subject to the following conditions: Prior to commencement of site works, full details of the surface water infrastructure should be reviewed to ensure the proposed mobility hub infrastructure does not impact on the surface water assets. Where new hard standing is proposed, the areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with Section 12.4.8.3 Driveways/Hardstanding Areas of the County Development Plan 2022-2028. Alternatively, the cross fall on the hardstanding area should be directed to grass/landscaped areas where possible to reduce the additional runoff going to the public network.

	A few sites are located in flood zones (e.g. Blackrock Dart Station Car Park, Sandyford Park). Appropriate mitigation measures should be provided where electrical infrastructure is to be provided. The provision of new traffic islands should be such that existing flow paths are not impacted. Additional gullies may be required based on site specific topographical information, which has not been included.
Parks and Landscape Services	Parks East and Parks West provided comments on various mobility hub sites. The key issued raised included loss of green space and proximity to tree root protection zones. A follow up call was held between AECOM and DLRCC Parks to discuss the comments. Following this, a number of sites were relocated or moved to Phase 2 due to further design development required.
Traffic and Road Safety	Feedback was provided on sites 75, 76 and 85 to ensure their integration with the planned proposals for the Sandyford Village Improvement Scheme and the Stepaside Village Improvement Scheme. Overall, the section confirmed that the sites were well chosen.
Environmental Enforcement	The Environmental Enforcement section deem it is unlikely that this project will give rise or an air or noise nuisance or unlawful management of waste during the operational phase.
Architects Department	There were discussions held with the Architects Department with regard to sites at Ballyogan, Blackrock Dart Station and Dundrum to co-ordinate with this project. Ongoing co-ordination will continue to ensure that these projects are compatible with each other.
Biodiversity Officer	The Biodiversity Officer reviewed the proposed mobility hub locations and provided comments relating to biodiversity, ecological connectivity and potential impacts on nearby watercourses and designated ecological receptors. Particular concerns were raised regarding the proposed Stonemasons Way mobility hub (Site 134) due to its location adjacent to the Little Dargle Stream. Following engagement with the Biodiversity Officer, it was agreed to relocate this site and progress it as part of Phase 2. Ecological considerations raised for other locations were addressed through the project's Appropriate Assessment Screening and Environmental Impact Assessment Screening processes.

11. Part 8 Statutory Public Consultation

A statutory Part 8 public consultation was held from 22nd May 2026 to 3rd July 2026 to gather feedback from the public and stakeholders on the 73 proposed mobility hubs.

11.1 Part 8 Communication

11.1.1 Site Notices

In accordance with Article 81, Dún Laoghaire-Rathdown County Council erected site notices on the land on which the proposed development would be situated. A site notice was provided at each site detailing the proposed development, the consultation and submission timelines and methods for submissions. Site notices were maintained in-situ for a minimum of 4 weeks.

11.1.2 Newspaper Advert

Dún Laoghaire-Rathdown County Council gave notice of the proposed development through publication of a newspaper notice in The Irish Times on 22nd May 2026.

Both the newspaper advertisement and site notices inform the public about the proposed development and provide information on where to inspect plans and documentation and how to make submissions and observations.

11.1.3 Online Communications

Dún Laoghaire-Rathdown County Council promoted the Part 8 development consultation on its public consultation portal (https://dlrcoco.citizenspace.com/) on the council website, and through its social media platforms.

11.2 Submission Process

Dún Laoghaire-Rathdown County Council made full plans and particulars of the proposed Part 8 development available for inspection at the following locations:

- Dún Laoghaire-Rathdown County Council County Hall, Marine Road, Dún Laoghaire, Co. Dublin, A96 K6C9.
- Dundrum Office Park, Main Street Dundrum, Dublin 14. D14YY00; and
- Online at: https://dlrcoco.citizenspace.com/

Submissions or observations could be made in the following ways:

- In writing, to the Senior Engineer, Active Travel, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin, A96 K6C9.
- Online at Dún Laoghaire-Rathdown County Council's public consultation portal at https://dlrcoco.citizenspace.com/
- By email to info@dlrcoco.ie with the subject line being clearly noted as 'National Mobility Hubs Pilot – Dún Laoghaire-Rathdown'.

11.3 Prescribed Bodies

Dún Laoghaire-Rathdown County Council referred the Part 8 to the following prescribed bodies and invited them to make submissions:

- Department of Transport (NMHP being undertaken in conjunction with DoT)
- National Transport Authority (NMHP being undertaken in conjunction with NTA)
- Transport Infrastructure Ireland (TII)
- Department of Climate, Energy and the Environment
- Department of Housing, Local Government and Heritage
- An Taisce
- The Heritage Council
- The Arts Council
- Failte Ireland
- Uisce Éireann

A response was received from Transport Infrastructure Ireland (TII). The key issues raised in the TII submission are summarised below:

1. TII noted that some of the proposed mobility hubs are located in the vicinity of Luas, Luas tram stops and Luas infrastructure and they provided a list of items for consideration:
    a. TII noted that they will need 24hr access to the Luas Infrastructure;
    b. Prior to starting the development, the detailed design and construction methodology at sites in the vicinity to Luas should be agreed with TII;
    c. TII noted that the works will require a works permit from Luas operator and the developer shall be liable for TIIs costs associated with removal and reinstatement of Luas infrastructure; and
    d. TII noted availability to meet with DLRCC to help progress the program in a compatible manner for Luas and National roads operation.

12. Summary of Submissions & Chief Executive's Response

There were a total of 227 valid submissions and observations received within the consultation period, broken down as follows:

- 151 submissions received via the Citizens Space portal from members of the public
- 74 submissions received via email
- 2 submissions received via post

All submissions and observations received have been reviewed by Dún Laoghaire-Rathdown County Council and AECOM.

The submissions received demonstrated broad support for the objectives of the National Mobility Hubs Pilot and the wider promotion of sustainable transport within Dún Laoghaire-Rathdown. While respondents raised a range of comments and suggestions relating to specific mobility hub locations and design details, many submissions were supportive of the overall aims of the project and sought refinements to improve its implementation.

12.1 Thematic Analysis

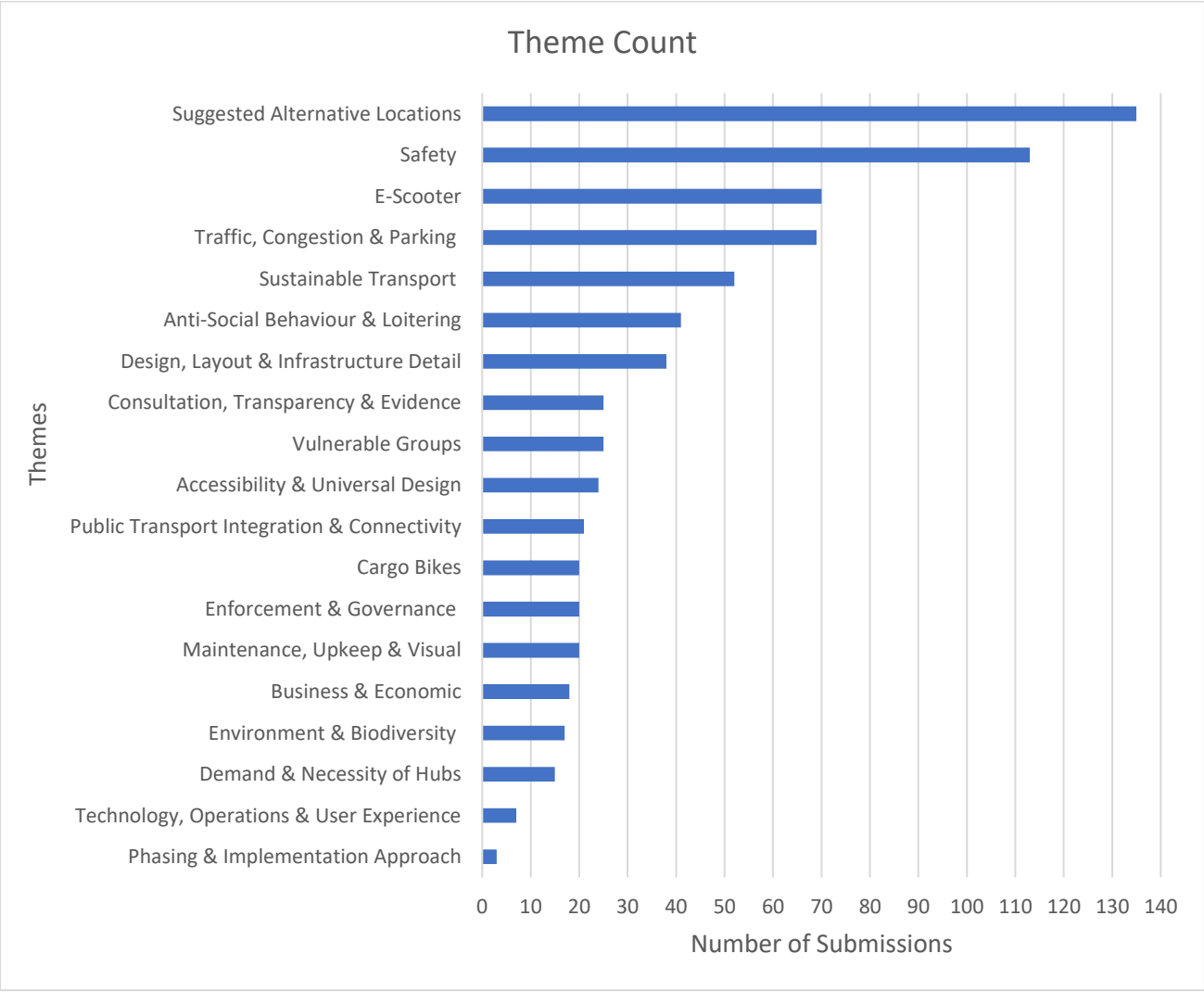


Figure 2 Key themes identified in Part 8 consultation submissions

Figure 2 illustrates the distribution of themes identified across consultation submissions. The most frequently raised theme related to mobility hub site selection, with many respondents proposing alternative locations while supporting the principle of the project. Safety was the second most common theme and included comments relating to pedestrians, cyclists, e-scooter users, road safety and residential streets. Other frequently occurring themes included e-scooter use, traffic, congestion and parking impacts, accessibility and universal design, and integration with public transport. Notably, a significant number of submissions expressed support for sustainable transport objectives and the wider goals of the National Mobility Hubs Pilot.

All submissions received have been carefully considered and the issues raised are responded to in Table 4 and Table 5.

Where submissions raised points relevant to future phases of the NMHP, these have been noted and will be carried forward to inform the development of the programme beyond Phase 1.

Table 4 Public Consultation Submission Themes and Responses (Thematic analysis)

Theme	Count	Sub-theme(s)	Submission	Response
Phasing & Implementation Approach	3	Integration with neighbouring projects	Questions were raised around a number of projects happening at the same time in DLRCC (specifically in Sallynoggin area) and integration between these and the NMHP.	Meetings were held with DLRCC departments during site selection, design development and prior to planning to collaborate with project teams working on DLRCC projects that neighbour the mobility hub sites and get feedback on the Part 8 proposal. Early engagement with neighbouring project teams has allowed for integration between the NMHP and future projects in DLRCC. The project team has also liaised with relevant transport stakeholder prior to the Part 8.
		Phased implementation	Suggestions that project should start with fewer mobility hub sites and increase the number of mobility hubs once demand is understood.	This Part 8 consultation is Phase 1 of a two-phase mobility hub project of approximately 121 mobility hubs throughout Dún Laoghaire-Rathdown. The two-stage phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the sites proposed in Phase 2 are still being developed, and some need to be agreed with landowners. For the mobility hubs pilot to be successful the project has proposed a dense network of mobility hubs within walking distance of potential users, this has included locating sites at trip destinations and trip origins e.g. public transport hubs, residential areas, local businesses, universities, sports centres, parks etc. By locating mobility hubs within walking distance of where people live, work and visit, the project supports short urban trips, first/last mile connectivity, offers increased transport options and aims to reduce the dependency on private car use.

Theme	Count	Sub-theme(s)	Submission	Response
				Monitoring and evaluation will take place throughout the pilot to understand demand and usage, and the pilot will look to respond to this.
Technology, Operations & User Experience	7	n/a	Submissions commented on ensuring the digital platform is reliable for booking and payments for improved user experience. Submissions commented on ensuring the platform is consistent across different local authorities.	There will be a customer digital platform for the NMHP which will cover all 5 local authority areas partaking in this pilot initiative. This will act as a central point of information for customers to understand where the mobility hubs are located and the services offered. This platform will signpost customers to the service providers' (e.g. EV car share providers and micromobility providers) own digital applications where the customer will book and pay for their service. The service providers applications will have to meet certain KPIs to be successful in this project. Consideration has been given to one application and payment system, however as this is a 4-year Pilot, this is deemed unachievable prior to the commencement of the pilot.
Demand & Necessity of Hubs	16	n/a	Submissions questioned whether mobility hubs are required. Comments around the need/lack of demand for shared mobility in DLR, with particular reference to residential areas. Some residents noted they have their own bikes and vehicles at home so would not need shared mobility here.	For the mobility hubs pilot to be successful the NMHP project has proposed a dense network of mobility hubs within walking distance of potential users. This has included trip destinations and trip origins e.g. public transport hubs, residential areas, local businesses, universities, sports centres, parks etc. By locating mobility hubs within walking distance of where people live, work, and visit, the project supports short urban trips, first/last mile connectivity and aims to reduce the dependency on private car ownership.

Theme	Count	Sub-theme(s)	Submission	Response
			Some respondents noted existing cycle parking facilities near proposed sites are not fully utilised.	While some respondents may have access to their own private vehicles, access to shared mobility will provide greater transport options for those who do not. By reducing the need for private vehicle or bicycle ownership, the NMHP aims to improve transport equity and broaden access to sustainable transport options for a wider range of users. This will encourage greater use of shared mobility when moving from a destination to home when access to a private vehicle or bicycle is not available. It has been noted that some sites are proposed nearby existing cycle parking locations. Some locations where use of existing Sheffield stands were deemed low, the mobility hubs have utilised some of them. However, the majority of the mobility hub sites propose new bike parking for the shared e-bikes. Once the NMHP commences, demand will be monitored across the network.
Environmental & Biodiversity	15	Loss of green space	Submissions noted questions around the loss of green space which is used as community spaces and green amenity as a result of the proposed mobility hubs across DLRCC. Some submissions requested clarification on any tree removal. Some submissions raised queries about potential for mobility hubs to require lighting which could disturb habitats.	Mobility hub sites are located in a variety of location types including car parks, existing footpath, parks, grass verge, on road and existing public realm areas. Where feasible green space removal has been kept to a minimum throughout the NMHP. The mobility hubs are generally small in scale and footprint, and the design team engaged with the DLRCC Parks Department during the preliminary planning and design process to minimise impacts on existing green spaces and inform the selection and layout of hub locations. No tree loss is anticipated as a result of this project.

Theme	Count	Sub-theme(s)	Submission	Response
				No new lighting is proposed as part of this project. Mobility hubs have been sited in locations where existing lighting and passive surveillance is present.
		Potential impacts on river ecology and wildlife near some mobility hub sites	Submissions raised questions about potential impact of construction, human activity and potential littering on wildlife. Some submissions questioned if environmental assessments had been undertaken.	An Environmental Impact Assessment (EIA) Screening and Appropriate Assessment (AA) Screening were undertaken for all sites included within this Part 8 application and were made publicly available as part of the Part 8 documentation. The EIA Screening concluded that the proposed development is not likely to give rise to significant environmental effects having regard to the small scale of the works, their location primarily within existing hardstanding areas and small grass verges, and the limited extent of any vegetation loss required. The AA Screening concluded that the proposed development, either alone or in combination with other plans and projects, is not likely to have a significant effect on any European Site and therefore did not require progression to Stage 2 Appropriate Assessment. As such, the environmental assessments undertaken did not identify likely significant impacts on wildlife, habitats, or designated ecological sites arising from the construction or operation of the proposed mobility hubs.
Business & Economic	18	n/a	Questions were raised regarding impacts on businesses, customers, deliveries and commercial activity due to reallocation of parking outside/nearby businesses.	Mobility hubs have been located nearby local businesses/amenities, public transport hubs and in residential areas, enhancing connectivity from residential areas to local businesses and amenities. By

Theme	Count	Sub-theme(s)	Submission	Response
			Some respondents suggested this could lead to lower footfall/lower sales, especially in village centres. Submissions by businesses operators queried whether proposed mobility hubs could impact loading.	positioning a mobility hub within walking distance of where people live and the businesses they visit, it will support short urban trips, first/last mile connectivity, provide more transport options to people and aims to reduce the dependency on private car use. Improved access and shared mobility transport options can enhance the overall attractiveness of a business and influence development patterns. Research has demonstrated that sustainable travel can provide economic benefit for local businesses by increasing footfall ('Walking & Cycling: The Economic Benefits', Transport for London). It is anticipated that the NMHP will provide more transport choices, encourage increased uptake of sustainable travel options, which may contribute to reduced reliance on private car use and associated parking demand over time. Consideration has been given to existing commercial delivery and loading needs throughout site selection and design development. No loading bays have been removed or relocated as a result of this Part 8 development.
Maintenance, Upkeep & Visual	20	n/a	Questions were raised regarding the long-term maintenance of mobility hubs and whether deterioration over time could have a negative visual impact.	Maintenance of the mobility hubs and the services will be a vital part of this pilot. Roles and responsibilities will be further defined and agreed between the different service providers, DLRCC, NTA, Department of Transport, Contractors and other parties prior to the launch of the NMHP. The service providers will be responsible for managing, operating and maintaining their shared mobility service, equipment, and EV charging infrastructure. DLRCC

Theme	Count	Sub-theme(s)	Submission	Response
				will also have maintenance responsibilities at each site. The area of proposed pavement / hardstanding area has been minimised as much as possible throughout the design process ensuring the mobility hubs are not detracting from the visual aesthetics of the local area. The individual mobility hubs will be monitored throughout the pilot and therefore adjustments or changes may be made if needed.
Enforcement & Governance	20	n/a	Uncertainty around how regulation and enforcement will be managed effectively across NMHP. Questions around what penalties will apply for misuse of vehicles and how age verification will work.	Roles and responsibilities will be further defined and agreed between the different service providers, DLRCC, NTA, Department of Transport, Contractors and other parties prior to the launch of the NMHP. The service providers will be responsible for managing, operating and maintaining their shared mobility service and equipment. In terms of enforcement relating to use of the shared mobility services, the apps provided by the service providers will support with enforcement around age verification, vehicle speed and user behaviour. There are existing e-scooter regulations in Ireland, published in 2024 (S.I. No. 199 of 2024), which includes measures such as e-scooter speed limits of 20kph. Having regard to the announcement of forthcoming legislative changes in respect to e-scooters which is anticipated to come into force in 2026, the NTA and DoT have resolved to omit e-scooters from the NMHP. The space allocated to e-scooters will be retained with potential for expansion of e-

Theme	Count	Sub-theme(s)	Submission	Response
				bikes/micromobility stands (not e-scooters) in the future. E- bikes are governed by the Road Traffic and Roads Act 2023 and e- bikes will be limited to 25kph. As this is a government pilot scheme, the e-bikes will be in compliance with these regulations. Users will be required to create an account with the service provider and sign a user agreement when renting the e-bikes, stating that they will follow the rules of the roads and these regulations.
Cargo Bikes	20	n/a	Submissions that mentioned e-cargo bikes generally supported the pilot and noted importance of e-cargo bikes to support transport behaviour change. Submissions requested more shared e-cargo bikes across DLRCC, particularly near local shops for shopping trips. Calls to consider cargo bike parking is secure given cost of bikes. Some submissions queried whether the design layout for e-cargo bikes in certain locations may be constrained by space.	Support for e-cargo bikes as part of the pilot is noted and acknowledged. Demand for e-cargo bikes will be monitored as the pilot progresses. Consideration will be given to the parking facility options available for the e-cargo bikes. The design layout for e-cargo bike bays at the mobility hub sites are designed in line with the NTA Cycling Design Manual to provide sufficient space for access.
Public Transport Integration & Connectivity	21	Public Transport Integration	Comments noted benefits of the NMHP for improving access to DART, Luas and bus services.	A number of the mobility hub sites proposed across DLRCC are located at DART stations, Luas stops and nearby bus stops to encourage multi-modal travel

Theme	Count	Sub-theme(s)	Submission	Response
			Some comments suggested relocating sites from residential areas, so they are closer to public transport locations. Some comments proposed new locations at DART, Luas and Bus stops	and improve access to public transport using sustainable transport modes. Several submissions suggested additional mobility hub sites at Dart stations and Luas stops that the design team and DLRCC have already identified as sites for Phase 2 of this project. The design details for these Phase 2 sites are still being developed, and some need to be agreed with landowners. In order for the mobility hubs pilot to be successful the project has proposed a dense network of mobility hubs within walking distance of potential users, this has included trip destinations and trip origins e.g. public transport hubs, residential areas, local businesses, universities, sports centres, parks etc. By locating mobility hubs within walking distance of where people live and work, the project supports short urban trips, first/last mile connectivity, more transport options and aims to reduce the dependency on private car ownership.
		Connectivity to active travel facilities	Submissions noted mobility hubs should be connected to existing cycling facilities where feasible. Queries were raised about sites where there are no existing cycle facilities.	Where feasible mobility hubs have been located nearby existing active travel infrastructure however, to ensure a dense network of mobility hubs at trip attractors and destinations it is not feasible to have each mobility hub connected to active travel facilities. The e-bikes proposed as part of the NMHP can be used both on established cycle facilities and carriageway and will complement the various Active Travel schemes that DLRCC are developing.

Theme	Count	Sub-theme(s)	Submission	Response
				DLRCC has noted comments that propose locations for future active travel facilities.
Accessibility & Universal Design	24	n/a	Questions were raised regarding mobility hubs (and associated works) encroaching onto footpaths and the potential impact on wheelchair users and those with a visual impairment.	The design of the mobility hubs aligns with the Cycle Design Manual, the Design Manual for Urban Roads and Streets (DMURS), TII DN-GEO-03030 and ZEVI's Universal Design Guidelines for Electric Vehicle Charging Infrastructure where possible. A buffer has been provided between the mobility hubs and the footpaths to ensure there is sufficient space at the front and back of the Sheffield bike stands to safely park an e-bike without encroaching onto the footpath. There will be no overground cabling / ducting required for the mobility hubs and therefore no trailing cables or trip hazards present. A tapping rail has been provided on the first and last Sheffield stand to support cane users with detection of the bike stands. Dropped Kerbs have been provided to support access to and from the mobility hubs.
Vulnerable Groups	25	n/a	Focus on how proposals may affect elderly, disabled, or mobility-impaired users.	The design team engaged with disability representative organisations during the early stages of the project to help inform the development of the mobility hub proposals and identify accessibility considerations.

Theme	Count	Sub-theme(s)	Submission	Response
				The mobility hubs have been designed in alignment with the NTA Cycle Design Manual, Design Manual for Urban Roads and Streets (DMURS), TII GN-GEO-03030 and ZEVI's Universal Design Guidelines for Electric Vehicle Charging Infrastructure. It is expected that e-bikes will encourage older residents to consider cycling due to the reduced need for exertion, with pedal-assistance augmenting riders' pedalling effort, enabling quicker journeys and extending travel distances for less effort. Users will be required to sign a user agreement when renting e-bikes and EV's, stating that they will follow the rules of the roads and government regulations. As it is illegal to use e-bikes on the footpath, it is not envisioned that these measures will impact on people using the footpath, and users will be reminded of this when renting the e-bikes.
Methodology, Transparency & Evidence	25	n/a	Submissions requested further information on the methodology for site selection and cost-benefit analysis. Questions were raised regarding the extent of modelling undertaken (traffic, demand, etc.).	The site selection process as part of this project is based on a network approach. The approach is based on a grid of hexagons, 'hexcells', covering the DLRCC administrative area. Each hexcell was then scored based on its underlying small area data. A multi-criteria assessment approach was undertaken, where the hexcells were scored based on key indicators. The output of this process was a 'heatmap' showing the locations of the higher scoring hexcells. From this, zones were drawn up indicating locations which were most suitable for a mobility hub. The zones were drawn based on:

Theme	Count	Sub-theme(s)	Submission	Response
				- groups of higher hexcell scores - existing provision of bikes and cars - public transport key locations - existing neighbourhoods This was then further refined, ensuring that the proposed hubs were located at/near key destinations, public transport stations, shared transport sites, and higher demand areas. Considerations such as population density, existing shared mobility availability, existing public transport and land use were all taken into account. A desktop review followed by a site visit helped to determine the feasibility of the proposed site location. This approach was done collaboratively with DLRCC, NTA and AECOM. Traffic modelling was not conducted as part of this project as the proposed development is not anticipated to adversely affect current vehicular traffic flow. It is anticipated that this pilot will, overtime, reduce demand for private vehicular use and thereby, reduce traffic volumes on the surrounding road network.
Design, Layout & Infrastructure Detail	38	Clutter and abandonment of e-bikes and e-scooters	Questions were raised regarding clutter and obstruction on narrow streets from abandoned e-bikes and e-scooters.	Having regard to the announcement of forthcoming legislative changes in respect to e-scooters which is anticipated to come into force in 2026, the NTA and DoT have resolved to omit e-scooters from the NMHP. However, the space originally allocated to e-scooter parking at each site will be retained within

Theme	Count	Sub-theme(s)	Submission	Response
				the mobility hub layouts, providing flexibility for future micromobility infrastructure and allowing for additional bicycle or e-bike parking should demand arise. To 'end' a trip on the e-bike, users must park and dock the e-bikes in the dedicated mobility hub parking area using the Sheffield bike stands. Failure to do so will result in the trip not ending and the user being charged. Should the e-bike be abandoned, the service provider will be responsible for collecting and redistributing them to the appropriate mobility hub.
		Design Layout and Standards	Need for better spacing, accessibility, and layout of bike stands. Desire for clear, consistent design standards.	The design of the mobility hubs aligns with the Cycle Design Manual (2023), the Design Manual for Urban Roads and Streets (DMURS), TII DN-GEO-03030 and ZEVI's Universal Design Guidelines for Electric Vehicle Charging Infrastructure where possible. A consistent design approach has been taken across all the mobility hub sites, cognisant of the needs of the different sites and their characteristics.
Anti-Social Behaviour & Loitering	41	n/a	Questions were raised regarding the potential for mobility hubs to attract loitering, vandalism, intimidation, and anti-social behaviour.	It is not envisaged that the proposed mobility hubs would encourage loitering, with no provision of furniture such as seating. It is envisioned that users would only be in the vicinity for the time it takes to rent or return the vehicle. Lighting, safety and passive surveillance was considered at the early stages of this project and has been considered as part of the Road Safety Audit.

Theme	Count	Sub-theme(s)	Submission	Response
Sustainable Transport	53	n/a	Submissions outlined their support for the National Mobility Hubs Pilot, highlighting the importance of reducing car dependency and promoting sustainable transport. Other submissions expressed their support for sustainable transport initiatives like the NMHP, with some suggested alterations to specific sites.	Where submissions were supportive of sustainable transport initiatives, but provided comment on some suggested changes, these have been addressed in the other listed themes within this report and in the site-specific responses below.
Traffic, Congestion & Parking	70	Traffic & Congestion	Questions were raised regarding whether mobility hubs could worsen existing traffic and congestion issues. Additional questions were raised regarding event-based congestion (e.g. near sports grounds and stadiums).	Traffic modelling was not conducted as part of this project as the proposed development is not anticipated to adversely affect current vehicular traffic flow. It is anticipated that this pilot will, overtime, reduce demand for private vehicular use and thereby, reduce traffic volumes on the surrounding road network. Desktop studies and site visits have been carried out at each site to understand the existing conditions and ensure the site is suitable for a mobility hub. It is likely that service providers will be flexible with regards to the use of e-bikes near event locations, e.g. restrict usage or restricting speeds to manage the movement of all users.
		Parking	Questions were raised regarding whether mobility hubs could increase parking pressures due to reallocation of existing parking bays.	It is envisioned that the demand for car parking in the areas where mobility hubs are proposed will decrease slightly due to the provision of these facilities and the associated travel behaviour change. DLRCC Parking

Theme	Count	Sub-theme(s)	Submission	Response
				have been consulted during the design process to ensure the impact on parking has been minimised.
E-Scooter	69	n/a	Feedback on e-scooter use, safety, regulation, operation, and associated infrastructure.	Having regard to the announcement of forthcoming legislative changes in respect to e-scooters which is anticipated to come into force in 2026, the NTA and DoT have resolved to omit e-scooters from the NMHP. The space allocated to e-scooters will be retained with potential for expansion of e-bikes/micromobility stands (not e-scooters) in the future. In response to the issues raised in submissions the e-scooters that were proposed would have been in line with existing e-scooter regulations in Ireland, published in 2024 (S.I. No. 199 of 2024), which included measures such as e-scooter speed limits of 20kph. As it is illegal to use e-bikes and e-scooters on the footpath, it was not envisioned that these measures will impact on walkers on the footpath.
Safety	113	Infrastructure placement	Questions were raised regarding the potential safety impacts arising from the placement of micromobility infrastructure.	The proposed mobility hub sites are in areas which have existing lighting provision to support the actual safety and perceived safety of users. The mobility hubs have proposed dropped kerbs for access, if there is not already any existing dropped kerb nearby. The designs maintain a footpath width of 2m minimum in line with DMURS.

Theme	Count	Sub-theme(s)	Submission	Response
				A Stage 1 Road Safety Audit has been undertaken for all the mobility hub sites and therefore any potential safety related issues regarding the placement of infrastructure have been assessed.
		Micromobility use	Questions were raised regarding the speeds of e-scooters and e-bikes.	Having regard to the announcement of forthcoming legislative changes in respect to e-scooters which is anticipated to come into force in 2026, the NTA and DoT have resolved to omit e-scooters from the NMHP. The space allocated to e-scooters will be retained with potential for expansion of e-bikes/micromobility stands (not e-scooters) in the future. As this is a government incentivised pilot scheme, the e-bikes will be in compliance with legislation (Road Traffic and Roads Act 2023). Users will be required to sign a user agreement when renting the e-bikes, stating that they will follow the rules of the roads and relevant legislation. As it is illegal to use bikes on the footpath, it is envisioned that these measures will not impact on walkers, as previously stated users will be reminded of this when renting the e-bikes. Additionally, the service provider can control safety of users in many ways using technology e.g. controlled zones, age verification technology and tandem riding prevention

Theme	Count	Sub-theme(s)	Submission	Response
Suggested Alternative Locations	135	n/a	Some responses suggested that specific hub locations should be relocated.	The responses in Table 5 cover the mobility hub site specific responses.

Table 5 Mobility Hub Site Specific Responses

Site Name	Site ID	Count	Submission	Response
Holywell / Kilmacud Road Upper	131	44	Submissions generally support mobility hubs and sustainable transport in principle but raise concerns regarding the proposed location at the main entrance to Holywell Estate. There are concerns around road safety, with respondents highlighting existing congestion, restricted visibility, nearby bus stops, pedestrian activity, cycle lanes, and the proximity of the Drummartin Link Road junction. Submissions note that the entrance is heavily trafficked and believe the addition of a mobility hub would increase conflicts between motorists, pedestrians, cyclists and e-scooter users, particularly affecting children, families and elderly residents. Submissions question the suitability and likely demand for the proposed location, noting the availability of private storage and nearby existing cycling facilities, while others highlight gaps in the surrounding cycling infrastructure. Concerns were raised regarding e-scooter safety, anti-social behaviour,	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.

Site Name	Site ID	Count	Submission	Response
			maintenance issues and the potential impact on the entrance green and residential amenity. Submissions recommended to relocate the hub to the pedestrian entrance beside Green Acres.	
Clonard Lawn	123	30	Submissions generally support sustainable transport and mobility hubs in principle but raise concerns regarding the proposed Clonard Lawn location. Concerns that the proposed hub is located within a quiet residential area beside Ballawley Park and adjacent to family homes, rather than along a main transport corridor. Submissions include comments around the belief the hub could lead to increased noise, loitering, anti-social behaviour, littering and activity levels, affecting residential amenity and quality of life. Concerns were raised regarding pedestrian safety, particularly the potential for increased e-bike and e-scooter use through Ballawley Park, which is heavily used by children, families, elderly residents and people with mobility difficulties.	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.

Site Name	Site ID	Count	Submission	Response
			Some submissions question the site selection process, the need for two hubs in close proximity, and the lack of information on demand assessments, alternative locations and operational management arrangements. Some respondents also raise concerns regarding biodiversity, park amenity, accessibility, road safety and e-scooter use, particularly in relation to vulnerable users. Submissions suggest an alternative location at the Sandyford Road car park adjacent to Ballawley Park. Some submissions support the Clonard Lawn/Ballawley Park area as a suitable location, subject to improvements to path width, accessibility and active travel infrastructure.	
Sandyford Hall Avenue and Sandyford Hall Rise	80 and 168	16 and 1	Submissions generally support sustainable transport and mobility hubs in principle but raise concerns regarding the proposed Sandyford Hall location. The main issues raised relate to road safety, with concerns about busy junctions, restricted visibility, pedestrian activity, school travel movements, and potential conflicts between vehicles, cyclists, e-scooter users and pedestrians.	The issues raised in the submissions received for this location are acknowledged. Submissions referred to both sites 80 and 168, therefore this response has been provided to cover both. A Stage 1 Road Safety Audit was undertaken for the proposed works which recommended the design team to check the public lighting is sufficient at Sandyford Hall Avenue (site ID 80) and Sandyford Hall Rise (site ID 168) during detailed design phase and prior to installation of mobility hubs in these locations. At Site 168 (Sandyford Hall Rise) the Road Safety Audit

Site Name	Site ID	Count	Submission	Response
			Some submissions question the need for mobility hubs within the estate, noting that most residents have private driveways, bicycle storage and EV charging facilities, and suggesting that locations closer to the Luas, public transport corridors, retail areas or nearby apartment developments would be more appropriate. Concerns were also raised regarding traffic congestion, parking pressures, anti-social behaviour, loitering, vandalism, littering and e-scooter use within a residential environment. Several submissions request greater justification for the proposed locations and suggest alternative sites near the local shops, transport nodes or Belarmine.	recommended the design team to ensure there is adequate visibility from the junction (Sandyford Hall View / Sandyford Hall Rise) to the proposed mobility hub and carriageway. Both of these recommendations will be actioned during the detailed design phase of the project, prior to any installation of the mobility hubs. Regarding concerns that the mobility hub could encourage anti-social behaviour and negatively impact residential amenity, it should be noted that the proposal comprises no seating, shelters or other street furniture as part of the development. Consequently, the facility is not intended as a destination or gathering space, but rather as a location for the collection and drop-off of e-bikes and EVs (site ID 168 only). See the Thematic Analysis (Table 4)Table 4). of this report for more detailed response around anti-social behaviour. In order to fairly assess the success of the mobility hub pilot, the project has proposed a dense network of mobility hubs within walking distance of potential users, this has included locating sites at trip destinations and trip origins e.g. public transport hubs, residential areas, local businesses, universities, sports centres, parks etc. By locating mobility hubs within walking distance of where people live and work, the project supports short urban trips, first/last mile connectivity and aims to reduce the dependency on private car ownership. There are mobility hubs proposed at the nearby Luas stops, however these are part of Phase 2 of the project as the designs are still being developed. Therefore, people in the Sandyford Hall area will be able to use a

Site Name	Site ID	Count	Submission	Response
				shared e-bike to access the Luas for their onward journey, and other public transport networks and key destinations (employment, retail, leisure), without the need for private car use.
Sallynoggin Road / Pearse Street	103	12	The main issues raised in the submissions were relating to the EV Car Share aspect of the mobility hub, which is proposed in some of the car parking spaces on Sallynoggin Park. The micromobility (e-bikes and e-scooters) are proposed across the junction, on Pearse Street. The main topics were regarding the loss of parking spaces. Respondents highlighted existing parking shortages and raise concerns that the removal of parking would negatively affect residents, local businesses, customers, pharmacy users and other community services. Some local businesses were concerned this could negatively affect customer access and business revenue. Submission noted an objection to EV facilities on Pearse Street, near Pearse Close. Submissions noted existing issues with illegal parking, traffic congestion, rat-running and road safety, and suggest	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). The majority of the submissions received for this site concerned the reallocating of car parking spaces to EV car share, citing a negative impact to the commercial units. Other submissions suggested the relocation of the proposed micromobility element closer to the commercial units. DLRCC Parking was consulted during the design process on all car parking reallocation and car parking loss has been reduced where feasible across the pilot. Furthermore, DLRCC has endeavoured to reduce the loss of green space where possible during the mobility hub site selection process. On balance it is recommended that the EV car share parking and infrastructure element of this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown. The suggestion for relocation of the micromobility closer to the commercial units has been acknowledged and additional micromobility units may be considered as part of phase 2.

Site Name	Site ID	Count	Submission	Response
			that these issues should be addressed alongside any mobility hub proposals. Submission noted the micromobility should be relocated closer to the shops/businesses. Some respondents support the scheme, helping to reduce car dependency, encourage active travel and improve local transport options, with requests for additional e-bike and e-scooter facilities.	Notwithstanding this, monitoring and evaluation of all shared mobility will take place throughout the pilot to understand demand and usage, and the pilot will look to respond to this.
Castle Farm	47	9	Submissions generally support sustainable transport and mobility hubs in principle but consider Castle Farm an unsuitable location. The main concerns relate to road safety, with respondents highlighting limited visibility, congestion and existing traffic pressures at the estate entrance on Dublin Road. Many submissions raise concerns regarding impacts on residential amenity, including increased activity, noise, privacy impacts and the introduction of mobility infrastructure directly adjacent to homes. Concerns were also raised regarding anti-social behaviour, littering, vandalism, abandoned bikes/scooters and ongoing management of the facility.	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.

Site Name	Site ID	Count	Submission	Response
			Several respondents question the need for a mobility hub within the estate, noting that many residents have private storage and parking facilities, and suggest that locations closer to public transport and higher-density housing would generate greater demand. Several submissions object to the potential loss of green space, landscaping, visual amenity and the historic character of the estate entrance. Alternative locations most frequently suggested include Shankill Main Street, Shankill DART Station and the Shanganagh Castle/Shanganagh Park area.	
Albert Road Lower	99	7	Submissions generally support sustainable transport and mobility hubs in principle but object to the proposed Albert Road Lower location. The main concerns relate to road safety, with respondents highlighting the narrow road layout, existing congestion, pedestrian activity and history of traffic incidents at the junction. Many submissions raise concerns about locating the hub directly outside a public house, citing potential links to anti-social	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.

Site Name	Site ID	Count	Submission	Response
			behaviour and the risk of e-bike or e-scooter use after alcohol consumption. Several respondents express concerns regarding e-scooter safety, particularly for older residents, pedestrians and vulnerable road users. A recurring view is that the nearby bicycle facilities at Ballygihen Avenue should be upgraded instead, as it is considered a safer and less disruptive location. Additional concerns include impacts on parking, deliveries, local businesses, residential amenity and potential loitering.	
Mulvey Park	52	7	Submissions generally support mobility hubs and sustainable transport in principle but raise concerns regarding the proposed Mulvey Park / Arbourfield location. The primary concern relates to the loss of parking spaces, with respondents highlighting existing parking pressures affecting residents, local businesses, the Post Office, pharmacy, community services and visitors. Many submissions note that removing parking could worsen traffic congestion,	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.

Site Name	Site ID	Count	Submission	Response
			illegal parking, double parking and road safety issues, particularly given existing demand and planned future development in the area. Concerns were also raised regarding the impact on elderly residents, people with disabilities and other users who rely on nearby parking to access essential services. Several respondents question aspects of the consultation process and suggest alternative locations nearby that could accommodate the hub while retaining existing parking provision. A smaller number of submissions support the scheme and its role in encouraging active travel and reducing car dependency. Error in address was given for this mobility hub was noted in a number of submissions.	
Ballinteer Road	143	7	Submissions generally support mobility hubs and sustainable transport initiatives in principle but raise concerns regarding the proposed Ballinteer Road location. The main issues relate to the loss of parking spaces serving local shops, including a pharmacy, convenience store, café and barber, in an area where	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). A Stage 1 Road Safety Audit (RSA) was undertaken for all mobility hub sites, including Site 143.The RSA did not highlight access to the shops on Ballinteer Road as a safety issue. It raised access to the mobility hub from the R826 as an issue and recommended consideration

Site Name	Site ID	Count	Submission	Response
			parking is already heavily used and often oversubscribed. Many respondents note that reduced parking could negatively affect local businesses, customers, elderly residents, people with disabilities and pharmacy users, while also increasing illegal parking, double parking and traffic congestion. Concerns were also raised regarding road safety, particularly the proposed location opposite the shops, where users may need to cross a busy road without a dedicated pedestrian crossing, potentially creating conflicts between pedestrians, cyclists, e-scooter users and vehicles. Several submissions suggest that existing cycle parking infrastructure outside the shops could be expanded or redesigned to accommodate the proposed facilities while retaining parking provision. Alternative layouts and locations were proposed to improve accessibility, safety and integration with existing retail and transport activity while reducing impacts on local parking and businesses.	was given to how users would access the mobility hub from the main road. As a result, the design team will look at widening the entrances and appropriate signage during the detailed design phase, prior to the mobility hub becoming operational. There are only a small number of existing cycle parking stands in this location that should be retained for personal bicycles. Consideration was given to expanding these however there is constrained space when ensuring the footpath is maintained at 2 metre minimum.

Site Name	Site ID	Count	Submission	Response
Clonkeen Road / Kill Lane	109	7	Most submissions support sustainable transport and mobility hubs in principle but consider the proposed Kill Lane / Clonkeen Road location unsuitable. The main concern is that the site is located at a busy junction and pedestrian crossing area, with significant traffic, school activity and pedestrian movement, creating potential safety risks. Several respondents object to the loss of the existing landscaped green area, noting its contribution to the character and amenity of Deansgrange village. Concerns were also raised regarding e-scooter use, enforcement and potential anti-social behaviour. Many submissions suggest alternative locations nearby, particularly the Deansgrange Library, Deansgrange Park entrance or Clonkeen Park, which are considered safer and better suited to the objectives of the scheme.	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire-Rathdown.
Stonemasons Way	134	4	Submissions generally support mobility hubs and sustainable transport in principle but raise concerns regarding the proposed Stonemasons Way location beside the Little Dargle River.	The issues raised in the submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4).

Site Name	Site ID	Count	Submission	Response
			The main concerns relate to potential impacts on the river corridor, wildlife, biodiversity and the existing riverside amenity, which is valued by local residents. Respondents also highlight concerns regarding flood risk, riverbank stability, littering and maintenance, noting existing issues with dumping and previous flooding incidents in the area. Several submissions question whether sufficient ecological and environmental assessment has been undertaken and suggest that alternative locations nearby, such as existing car parking areas, would be more suitable. Some residents also raise concerns regarding the visual impact of the proposal and ongoing maintenance requirements.	On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire - Rathdown.
Sorrento Drive	41	1	Landownership error identified.	The issue raised in the submission received for this location is acknowledged. It is recommended that this mobility hub is omitted from the National Mobility Hubs Pilot Project.
Hyde Road, Dalkey	100	1	Submission included the suggestion to add 1 cargo bike stand at this site.	The submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4) regarding cargo bike allocation.

Site Name	Site ID	Count	Submission	Response
DLR Lexicon, Haigh Terrace	169	1	Submission included the suggestion to rotate the proposed cargo bike stand 90 degrees.	The submission received for this location is acknowledged and will be reviewed at detailed design stage.
Dún Laoghaire DART Station	112	2	Submission included the suggestion to add more than 5 Sheffield bike stands at this site.	The issues raised in the submissions received for this location are acknowledged. Monitoring and Evaluation will take place throughout the pilot to understand demand and usage across the sites.
Newtownsmith	165	1	Submission included the suggestion to add one or ideally three cargo bike stands at this site.	The submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4) regarding cargo bike allocation.
Wyattville Road	90	1	Submission questioned the suitability of a mobility hub at this (residential) location due to the potential abandonment of bikes.	The issue raised in the submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4).
Eden Park	38	1	Submission noted Eden Park is a recycling hub, and the proposed infrastructure should not interfere with people accessing the facility, noting the green space should be left untouched.	The submission received for this location is acknowledged. Dún Laoghaire-Rathdown County Council are considering the redesign of this site to integrate with existing bike parking facilities. No loss of green space is proposed at this site.
Belarmine Vale	77	1	Submission noted current anti-social behaviour in the area and the proximity to children's playground.	The issue raised in the submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4) regarding anti-social

Site Name	Site ID	Count	Submission	Response
			Submission also noted there is a lack of passive surveillance and a failure to demonstrate compliance with CPTED Principles.	behaviour and loitering. Site visits were carried out prior to design to review passive surveillance, access and perceived safety. Monitoring and Evaluation will take place throughout the pilot to understand demand and usage across the sites. It is considered that the principles of CPTED have been incorporated into this site selection.
Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007)	149	1	Submission noted to ensure the nearby bus stop is still accessible for pedestrians, particularly those with disabilities/visual impairments.	The submission received for this location is acknowledged. A Stage 1 Road Safety Audit (RSA) was undertaken for all mobility hub sites, including site 149. With regards to pedestrian access to the bus stop, the RSA recommended appropriate tactile paving to be provided and to ensure all paving is uniform, properly installed and maintained at the mobility hub site. This will be actioned prior to implementation of this project.
DLR Leisure Monkstown	115	1	Submission noted there is broken glass on the ground due to nearby recycling/bottle banks which could puncture the wheels of e-bikes/e-scooters.	The submission received for this location is acknowledged. Monitoring and Evaluation will take place throughout the pilot to understand demand and usage across the sites.
Salthill and Monkstown DART Station	33	1	Submission provided a suggestion to relocate hub to the car park at the pump station due to existing capacity at DART station.	The submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4). For the mobility hubs pilot to be successful, the project has proposed a dense network of mobility hubs within walking distance of potential users, this has included trip destinations and trip origins e.g. public transport hubs such as DART stations. By locating mobility hubs within walking distance of these locations, the project

Site Name	Site ID	Count	Submission	Response
				supports short urban trips, first/last mile connectivity and aims to reduce the dependency on private car ownership and provide more transport options to the public.
St Patricks Avenue Car Park, Dalkey	98	2	Submission noted the car park is at full capacity with high turnover.	The issue raised in the submission received for this location is acknowledged. On balance it is recommended that this mobility hub is omitted from the Part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2 of the National Mobility Hubs Pilot Dún Laoghaire - Rathdown.
Killiney Hill Road	87	2	Submissions noted the unsuitability of this site. An alternative location was suggested at nearby bus stop for greater integration.	The submissions received for this location are acknowledged. A Stage 1 Road Safety Audit (RSA) was undertaken for all mobility hub sites, including site 87. The RSA recommended for the kerb layout at the site to be reviewed to ensure it is clear to mobility hub users how to access the hub. This will be reviewed during the detailed design phase to ensure there is clarity for access/exit of the site to the road and the adjacent cycle track. The cycle track provides connection to the nearby bus stop.
Beaumont Avenue	53	2	Submission questioned the suitability of this site location due to the nearby junction of two busy roads, with a lack of pedestrian crossings.	The submission received for this location is acknowledged. A Stage 1 Road Safety Audit (RSA) was undertaken for all mobility hub sites, including site 53. The RSA recommended that appropriate pedestrian crossing facilities are provided to and from the proposed

Site Name	Site ID	Count	Submission	Response
				mobility hub. This will be actioned prior to the implementation of this project.
Blackrock DART Station Car Park	35	2	Submission questioned the potential for increased parking pressures due to reallocation of parking spaces for EV at this location.	The issue raised in the submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4). On balance it is recommended that the EV car share parking and infrastructure element of this mobility hub is omitted from the part 8 development phase 1 and is reconsidered in the general vicinity as part of phase 2.
Windy Arbour Luas Stop	51	3	Submissions noted the current condition of pavement is not safe and the presence of anti-social behaviour.	The issue raised in the submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4). The proposal will provide new pavement within the mobility hub site.
The Gallops - Glencairn Crescent	61	3	Submission suggested an increase in the number of Sheffield bike stands. Submissions also noted the loss of green space, potential for increased anti-social behaviour and the relocation of the mobility hub away from residential entrances.	The submissions received for this location are acknowledged and responded to in the Thematic Analysis (Table 4). Monitoring and Evaluation will take place throughout the pilot to understand demand and usage across the sites. The proposed location integrates with the nearby Luas stop.
Patrick Street	113	4	Submission noted the perceived safety of the site due to high stone walls and lack of passive surveillance.	The issue raised in the submission received for this location is acknowledged and responded to in the Thematic Analysis (Table 4) regarding anti-social behaviour and loitering.

Site Name	Site ID	Count	Submission	Response
				Site visits were carried out prior to design to review passive surveillance and perceived safety. Monitoring and Evaluation will take place throughout the pilot to understand demand and usage across the sites.
Benildus Avenue	122	1	Submission noted that the split cycle lane should be upgraded to meet the cycle manual standards and that cycle racks should be put on the inside.	This is noted and the design will be reviewed at detailed design stage to review compliance with the updated Cycle Design Manual.
Stillorgan Luas Stop	58	1	Submission noted that the gravel surface at Stillorgan Luas stop is not accessible for wheelchair users and it should be given an accessible surfacing as part of this scheme.	It was noted in the Stage 1 Road Safety Audit that the accessibility of the gravel surface should be checked and relevant changes to be made, should they be required. This will be reviewed and any required change will be completed prior to implementation of this project.
Glenageary Road Upper	107	1	Submission provided feedback on a cycle scheme currently under construction on Glenageary Road Upper and noted concern about mobility hubs encouraging dumping and removing of bikes.	The cycle scheme currently under construction on Glenageary Road Upper is separate to this project and Part 8. Regarding the concern of bikes being abandoned or dumped, in order to 'end' a trip on the e-bikes, users must park and dock the e-bikes in the dedicated mobility hub parking area, which will include the Sheffield bike stands. Failure to do so will result in the trip not ending and the user being charged. Should the e-bikes be abandoned, the service provider will be responsible for collecting and redistributing them to the appropriate mobility hub.
Kill Avenue / Abbey Road	110	1	Submission noted the mobility hub would be on the footpath at a busy junction and therefore could lead to	The proposed mobility hub at this location ties in with the recently constructed cycle infrastructure at the Kill Avenue / Abbey Road, therefore the proposed mobility

Site Name	Site ID	Count	Submission	Response
			more people using the footpath to access this hub, making it less safe for pedestrians. An alternative suggested location was provided, at the IADT further down Kill Avenue.	hub is next to high-quality cycle infrastructure and connections to the wider active travel network. Users are required to follow the rules of the road and not ride on the footpath. They will be prompted of this when renting the micromobility. A Stage 1 RSA was undertaken for this site and raised no issues regarding pedestrian safety due to increased footfall in the area.

13. Summary

Having regard to the anticipated forthcoming changes in Irish legislation regarding the regulation and use of e-scooters, which is expected to take effect in 2026, the National Transport Authority and Department of Transport have resolved to remove e-scooters from the NMHP. Therefore, the proposed e-scooter element of the NMHP Dún Laoghaire-Rathdown will be omitted. Consequently, the space originally allocated to e-scooters as part of the Part 8 mobility hub design layout will be retained with potential for expansion of e-bikes/micromobility stands (excluding e-scooters) in the future.

A total of 227 valid submissions and observations were received within the statutory public consultation period. Overall, submissions expressed broad support for the objectives of the National Mobility Hubs Pilot and the promotion of sustainable transport. The most frequently raised theme related to the suitability of individual hub locations, safety, e-scooter provision, traffic and parking impacts, accessibility, anti-social behaviour, and integration with public transport. Submissions also proposed alternative locations or design refinements while remaining supportive of the wider aims of the project.

All submissions and observations received have been reviewed and a summary of the issues raised therein has been compiled and responded to in Section 12 of this report (see Table 4 and Table 5). The topics raised in each of the submissions have been categorised into themes as presented in Section 12. Where submissions raised points relevant to future phases of the NMHP Dún Laoghaire-Rathdown, these have been noted and will be carried forward to inform the development of the programme beyond this phase 1.

Following review and consideration of submissions, on balance, it is recommended that eight of the proposed mobility hubs be omitted from the Part 8 development (Phase 1) and will be reconsidered in the general vicinity as part of Phase 2. The eight sites to be removed are - *Albert Road Lower (Site ID 99), Castle Farm (Site ID 47), Clonard Lawn (Site ID 123), Clonkeen Rd/Kill Lane (Site ID 109), Holywell / Kilmacud Road Upper (Site ID 131), Mulvey Park (Site ID 52), St Patricks Avenue Car Park, Dalkey (Site ID 98) and Stonemasons Way (Site ID 134).*

The *Sorrento Drive* (Site ID 41) mobility hub shall be omitted and shall not be considered as part of any future NMHP.

Additionally, alterations are recommended to *Blackrock DART Station Car Park (Site ID 35)* and *Sallynoggin Road / Pearse Street (Site ID 103)* mobility hubs which comprises the removal of the EV car share element from these two mobility hubs under Phase 1. The installation of EV car share will be reconsidered in the general vicinity as part of Phase 2.

In light of the aforementioned changes, this report recommends proceeding with a total of 64 mobility hubs, the breakdown of shared mobility is shown in Table 6 below.

Table 6 Recommended number of Mobility Hubs & Mobility Hub Type

Recommended number of Mobility Hubs	Mobility Hub Type
55	**E-Bike**
4	**E-Bike, E-Cargo Bike**
5	**E-Bike, EV Car Share**
Total: 64	

Furthermore, as a result of the consultation process, several minor improvements to specific mobility hub sites have been proposed and will be considered as part of the detailed design stage of the development. These are summarised as follows:

1. **Sandyford Hall Avenue and Sandyford Hall Rise (Site ID 80 & 168):** Minor improvements will be considered as part of the detailed design stage to include that the Road Safety Audit (RSA) recommended review of public lighting and visibility is addressed.
2. **DLR Lexicon, Haigh Terrace (Site ID 169):** Minor improvements will be considered as part of the detailed design stage to review the cargo bike parking configuration.
3. **Eden Park (Site ID 38):** Minor improvements will be considered as part of the detailed design stage to integrate with existing bike parking facilities.
4. **Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007) (Site ID 149):** Minor improvements will be considered as part of the detailed design stage to provide appropriate tactile paving, as recommended in the Road Safety Audit (RSA) report.
5. **Beaumont Avenue (Site ID 53):** Minor improvements will be considered as part of the detailed design stage to include pedestrian crossing facilities, as recommended in the Road Safety Audit (RSA) report.
6. **Windy Arbour Luas Stop (Site ID 51):** Minor improvements will be considered as part of the detailed design stage to include a new pavement within the mobility hub.

Following DLRCC interdepartmental consultation, the project will be subject to the following **Drainage & Water** conditions:

- Prior to commencement of site works, full details of the surface water infrastructure should be reviewed to ensure the proposed mobility hub infrastructure does not impact on the surface water assets.
- Where new hard standing is proposed, the areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with Section 12.4.8.3.
- Driveways/Hardstanding Areas of the County Development Plan 2022-2028. Alternatively, the cross fall on the hardstanding area should be directed to grass/landscaped areas where possible to reduce the additional runoff going to the public network.
- A number of sites are located in flood zones (e.g. Blackrock Dart Station Car Park, Sandyford Park). Appropriate mitigation measures should be provided where electrical infrastructure is to be provided.
- The provision of new traffic islands should be such that existing flow paths are not impacted. Additional gullies may be required based on site specific topographical information, which has not been included.

In addition to the above, the project will be subject to the following conditions:

- Mitigation measures as outlined in the EIA Screening Determination shall be carried out to include preparation of a Construction and Environmental Management Plan (CEMP),

Construction Traffic Management Plan (CTMP), Resource Waste Management Plan (RWMP) and noise emissions management measures.

- The items outlined in the Transport Infrastructure Ireland (TII) submission shall be complied with.

14. Recommendation

The proposed development is in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, elected members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined in the drawings that accompany this report subject to the following conditions:

- **That the items outlined previously in Section 13 be considered as part of the detailed design and/or construction phase.**

- **Omission of e-scooters from the NMHP Dún Laoghaire-Rathdown**: Having regard to projected forthcoming changes in Irish legislation regarding the regulation and use of e-scooters, the National Transport Authority and Department of Transport have resolved to omit e-scooters from the NMHP scheme. Accordingly, the proposed e-scooters element shall be omitted from the NMHP Dún Laoghaire-Rathdown scheme and the space originally allocated to e-scooters as part of the mobility hub design layout will be retained with potential for expansion of e-bikes/micromobility stands (excluding e-scooters) in the future.

- **Sorrento Drive (Site ID 41) mobility hub be omitted from the NMHP Part 8 development.**

- **The following mobility hubs be omitted from the Part 8 development (Phase 1) and are reconsidered in the general vicinity as part of Phase 2 of the NMHP Dún Laoghaire-Rathdown:**
    1. Albert Road Lower (Site ID 99)
    2. Castle Farm (Site ID 47)
    3. Clonard Lawn (Site ID 123)
    4. Clonkeen Rd / Kill Lane (Site ID 109)
    5. Holywell / Kilmacud Road Upper (Site ID 131)
    6. Mulvey Park (Site ID 52)
    7. St Patricks Avenue Car Park, Dalkey (Site ID 98)
    8. Stonemasons Way (Site ID 134)

- **The EV car share element of the following mobility hubs be omitted from the Part 8 development (Phase 1) and are reconsidered in the general vicinity as part of Phase 2 of the NMHP Dún Laoghaire-Rathdown:**
    1. Blackrock DART Station Car Park (Site ID 35)
    2. Sallynoggin Road / Pearse Street (Site ID 103)

- **and to any such minor amendments and minor or immaterial alterations to the plans and particulars of the development.**



_____

James Phelan

Director, Infrastructure & Climate Change Department

Appendix A General Arrangement Drawings

General Arrangement Drawings attached separately.

Appendix B Environmental Impact Assessment Screening Determination

dlr
Comhairle Contae County Council

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. *Ag6 K6C9*
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. Ag6 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

Dún Laoghaire-Rathdown County Council
Environmental Impact Assessment (EIA) Screening Determination
(For Proposed Local Authority Development)

Project Name / Reference No.	**National Mobility Hubs Pilot – Dún Laoghaire-Rathdown (PC/IC/01/26)**

Description of the Proposed Development

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork, Dún Laoghaire-Rathdown, Louth and Sligo) to deliver the National Mobility Hubs Pilot (NMHP). Dún Laoghaire-Rathdown County Council (DLRCC) administrative area represents one of the pilot mobility hub locations. The pilot aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. The NMHP involves the establishment of approximately 330 mobility hubs across the five pilot areas, each tailored to its urban context and transport needs. In Dún Laoghaire-Rathdown, it is anticipated that there will be approximately 121 mobility hub sites as part of the pilot project.

This Part 8 scheme (Phase 1) proposes to install mobility hubs at 73 locations (listed below) across the Dún Laoghaire-Rathdown County Council administrative area. Of the 73 no. mobility hub sites, 70 no. are located on lands within the control of the Council and 3 no. on private land. The remaining mobility hubs will be progressed through a separate Part 8 planning process (Phase 2) which will include further screening. The two-stage phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the sites proposed in phase 2 are still being developed and some of which need to be agreed with private landowners.

The proposed works under this Part 8 scheme (Phase 1) includes -

- Installation of Sheffield cycle parking stands, e-scooter parking stands and cargo bike bays;
- Information poles and wayfinding;
- Footpath upgrades and dished kerbs;
- Road markings to demarcate the mobility hubs;
- Localised pavement and earthworks, where required;
- 1 no. EV charging station (max. 2 x 22kW plugs) at nine locations together with associated ducting and utilities to facilitate EV car sharing, and
- Any required ancillary works.

Of the 73 mobility hub sites, 65 sites will provide for e-scooters, e-bikes, and/or e-cargo bikes only; eight sites will provide for e-scooters, e-bikes and/or e-cargo bikes and EV car share, and one site will provide for EV car share infrastructure only. The sites have been selected to utilise existing car parks or existing parking bays, footpaths, greenspace or grass verges, minimising the requirement for land acquisition and minimising disruption.

The 73 mobility hubs will be located at the following locations:

Site ID	Site Location	Site ID	Site Location
99	Albert Road Lower	82	Old Bray Road, Cabinteely
37	Alma Road	113	Patrick Street
96	Avondale Road	95	Pearse Street
143	Ballinteer Road	97	Pearse Villas
53	Beaumont Avenue *	126	Redesdale Road
77	Belarmine Vale	94	Rochestown Avenue
122	Benildus Avenue	156	Rock Road, Blackrock Park
35	Blackrock DART Station Car Park *	148	Rosemount Mulvey FC, Rosemount Estate

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. A96 K6C9
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. A96 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

119	Blackthorn Drive
129	Brewery Road
162	Carmanhall Road
71	Carysfort Avenue (Carysfort Avenue Parking Lot)
47	Castle Farm
123	Clonard Lawn
109	Clonkeen Road / Kill Lane
108	Clonkeen Road / Meadow Vale
160	Convent Road, Dún Laoghaire
155	Cross Avenue, Blackrock
115	DLR Leisure Monkstown
169	DLR Lexicon, Haigh Terrace
112	Dún Laoghaire DART Station
38	Eden Park *
30	Enniskerry Road, Kiltiernan
163	Foxrock Village Car Park
107	Glenageary Road Upper
60	Glencairn Luas Stop / Murphystown Way
34	Harbour Road, Dún Laoghaire *
131	Holywell / Kilmacud Road Upper
100	Hyde Road, Dalkey
110	Kill Avenue / Abbey Road
87	Killiney Hill Road
124	Kilmacud Road Upper / Lakelands Lawn
89	Loughlinstown Drive
127	Lower Kilmacud Road, Stillorgan
54	Meadow Park Avenue / Mountain View Park
52	Mulvey Park *
165	Newtownsmith
125	North Avenue / Deerpark Road
103	Sallynoggin Road / Pearse Street *
33	Salthill and Monkstown DART Station *
65	Samuel Beckett Civic Campus, Ballyogan
80	Sandyford Hall Avenue
168	Sandyford Hall Rise / Sandyford Hall View *
59	Sandyford Luas Stop, Blackthorn Avenue
85	Sandyford Park
46	Shanganagh Road
45	Shankill Main Street
41	Sorrento Drive (Dalkey DART Station)
98	St Patrick's Avenue Car Park, Dalkey *
75	St Patricks Park, Enniskerry Road, Stepaside
40	Station Road (Glenageary DART Station)
58	Stillorgan Luas Stop
149	Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007)
132	Stillorgan Road (Priory Office Park)
153	Stillorgan Road (Radisson Hotel Bus Stop 2009)
26	Stillorgan Road (Seafield Road Bus Stop 2008)
152	Stillorgan Road (St. Thomas Road Bus Stop 2070)
68	Stillorgan Road (UCD Belfield Stop 768)
111	Stillorgan Road, Deansgrange (Pedestrian overpass)
134	Stonemasons Way
61	The Gallops - Glencairn Crescent
114	Tivoli Terrace South
88	Willow Vale / Churchview Road
51	Windy Arbour Luas Stop
90	Wyattville Road

* Denotes mobility hub with car share

Legislative Context

This determination has considered the relevant legislative context as set out in the EIA Screening Report, including, but not limited to:

- Directive 2011/92/EU as amended by Directive 2014/52/EU (known as the EIA Directive) on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Act, 2000, as amended

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. *Ag6 K6C9*
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. Ag6 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

- Planning and Development Regulations, 2001, as amended
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)
- Roads (Amendment) Regulations 2019 (S.I. 486 of 2019)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

EIA Screening Report

AECOM Ireland Ltd. was commissioned by the National Transport Authority (NTA) and Dún Laoghaire-Rathdown County Council (DLRCC) to prepare an Appropriate Assessment Screening Report (AASR) for the National Mobility Hubs Pilot – Dún Laoghaire-Rathdown. The project is being progressed by the Council's Active Travel Section, Infrastructure and Climate Change Department. The EIASR is to determine whether the proposed development is likely to give rise to significant environmental effects and whether an EIA Report is required. The EIASR has regard to relevant supporting documentation including the 'National Mobility Hubs Pilot – Dún Laoghaire-Rathdown County Council Appropriate Assessment Screening Report (AECOM, April 2026), site location and general arrangement drawings.

The EIASR has been considered and evaluated by Miguel Sarabia, T/Senior Planner, Planning & Economic Department and is satisfied that the EIASR gives full consideration to the relevant legislative context; sets out the requirements for mandatory and sub-threshold EIA; and agrees with the contents and conclusion set out in the EIASR.

The EIASR assesses the installation of 73 mobility hubs (Phase 1) in Dún Laoghaire- with a future DLRCC development under Part 8 planning (Phase 2) to be assessed in a subsequent EIA Screening as more information becomes available, and additional mobility hub site locations and design details are developed and agreed with the respective landowners. The cumulative impacts of the NMHP network in DLR including future phases, have been considered to the extent possible based on the available information. The Phase 2 EIA Screening report will consider the cumulative impacts of the network further once designs are developed for all sites. The EIASR notes that both phases are functionally independent, with each phase capable of functioning distinctly and does not require the entire overall project (Phases 1 & 2) to be complete to allow them to function.

The EIASR aims to establish whether the Proposed Development necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and considers the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).The EIASR details the characteristics of the proposed NMHP Dún Laoghaire-Rathdown scheme and its likely significant effects, if any, on the environment.

The EIASR concludes with the finding that the Proposed Development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required and therefore, an EIAR is not required.

The reasons for this conclusion as set out in the EIASR are as follows:

- The prescribed classes of development and thresholds that trigger a full EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). A review of the project types listed in the aforementioned Schedule 5 (as amended) has been carried out. The Proposed Development is not a type of development listed in Schedule 5, Part 1 and as the Proposed Development does not equal or exceed a development of a type listed in Part 2 of Schedule 5, an EIA culminating in the preparation of an EIAR is not required.
- The Proposed Development is not a type of development requiring a mandatory EIA under the

Roads Act 1993 (as amended).

- The Proposed Development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)) but does not meet or exceed the relevant threshold. The Proposed Development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended).
- No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.
- Based on the small scale of the proposed works, their location either within existing hardstanding areas or small grass verges with minimal vegetation loss required, and the screening assessment showing no likely significant environmental effects—particularly given the low risk of pollution, limited resource use, and temporary construction impacts (which will be addressed via mitigation measures by the Contractor's Construction Environmental Management Plan (CEMP), the Proposed Development does not require an EIAR.

Determination

It is considered that the EIA Screening Report (AECOM, April 2026) gives full consideration to the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU. Having regard to the foregoing, the proposed *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* does not trigger a mandatory EIA under the EIA Directive 2011/92/EU as amended, or the Planning and Development Regulations 2001, as amended. The proposed development is not a type of development requiring a mandatory EIA under the Roads Act 1993, as amended.

The proposed development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)) but does not meet or exceed the relevant threshold. The proposed development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended. No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

Further, the Council (as Competent Authority) determine, for the reasons set out above and in the EIA Screening Report, that the proposed development, is not likely to have significant effects on the environment due to the nature and small scale of works; location of works within existing hardstanding areas or small grass verges with minimal vegetation loss required; location of the proposed development relevant to areas of environmental sensitivity; the types and characteristics of potential impacts; cumulation of effects with those arising from other existing and/or proposed projects and measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

Requirements for Mitigation:

- The preparation of a Construction Environmental Management Plan (CEMP), Resource Waste Management Plan (RWMP) and implementation of a Construction Traffic Management Plan (CTMP) to mitigate the environment effects of construction activities.
- Implementation of mitigation measures to manage temporary noise emissions during the construction and operational (maintenance) phases.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* and that an EIA is therefore not required and an EIAR is not required to be prepared.

Therefore, it has been concluded, for the reasons set out above and in the EIA Screening Report (AECOM, April 2026), that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required. An EIAR is therefore not required.

Comhairle Contae County Council

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. A96 K6C9
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. A96 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

No real likelihood of significant effects on the environment	✓	EIA is not required
Real likelihood of significant effects on the environment		EIA is required

Signature: _____ T/ Senior Planner, Planning Department
Name MIGUEL SARABIA *Position / Department*

Signatory (Approved Officer):

_____ Director of Services, Planning & Economic Department
Name *Position / Department*

Delegation No. 2617 10/03/25

Date: 18/05/26

The proposed development, *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* is being progressed by the Active Travel Section, Infrastructure and Climate Change Department. This Environmental Impact Assessment Screening Determination in respect of the proposed development has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Environmental Impact Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.

Appendix C Appropriate Assessment Screening Determination

dlr
Comhairle Contae County Council

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. *Ag6 K6C9*
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. Ag6 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

Dún Laoghaire-Rathdown County Council
Appropriate Assessment (AA) Screening Determination
under the
European Communities (Birds and Natural Habitats) Regulations, 2011 (as amended)

(For Proposed Local Authority Development)

Project Name / Reference No.	**National Mobility Hubs Pilot – Dún Laoghaire-Rathdown (PC/IC/01/26)**

Description of the Proposed Development:

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork, Dún Laoghaire-Rathdown, Louth and Sligo) to deliver the National Mobility Hubs Pilot (NMHP). Dún Laoghaire-Rathdown County Council (DLRCC) administrative area represents one of the pilot mobility hub locations. The pilot aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. The NMHP involves the establishment of approximately 330 mobility hubs across the five pilot areas, each tailored to its urban context and transport needs. In Dún Laoghaire-Rathdown, it is anticipated that there will be approximately 121 mobility hub sites as part of the pilot project.

This Part 8 scheme (Phase 1) proposes to install mobility hubs at 73 locations (listed below) across the Dún Laoghaire-Rathdown County Council administrative area. Of the 73 no. mobility hub sites, 70 no. are located on lands within the control of the Council and 3 no. on private land. The remaining mobility hubs will be progressed through a separate Part 8 planning process (Phase 2) which will include further screening. The two-stage phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the sites proposed on private land are still being developed and agreed with the respective landowners.

The proposed works under this Part 8 scheme (Phase 1) includes -

- Installation of Sheffield cycle parking stands, e-scooter parking stands and cargo bike bays;
- Information poles and wayfinding;
- Footpath upgrades and dished kerbs;
- Road markings to demarcate the mobility hubs;
- Localised pavement and earthworks, where required;
- 1 no. EV charging station (max. 2 x 22kW plugs) at nine locations together with associated ducting and utilities to facilitate EV car sharing, and
- Any required ancillary works.

Of the 73 mobility hub sites, 65 sites will provide for e-scooters, e-bikes, and/or e-cargo bikes only; eight sites will provide for e-scooters, e-bikes and/or e-cargo bikes and EV car share, and one site will provide for EV car share infrastructure only. The sites have been selected to utilise existing car parks or existing parking bays, footpaths, greenspace or grass verges, minimising the requirement for land acquisition and minimising disruption.

The 73 mobility hubs will be located at the following locations:

Site ID	Site Location	Site ID	Site Location
99	Albert Road Lower	82	Old Bray Road, Cabinteely
37	Alma Road	113	Patrick Street
96	Avondale Road	95	Pearse Street
143	Ballinteer Road	97	Pearse Villas
53	Beaumont Avenue *	126	Redesdale Road

dlr
Comhairle Contae County Council
Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. A96 K6C9
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. A96 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

77	Belarmine Vale	94	Rochestown Avenue
122	Benildus Avenue	156	Rock Road, Blackrock Park
35	Blackrock DART Station Car Park *	148	Rosemount Mulvey FC, Rosemount Estate
119	Blackthorn Drive	103	Sallynoggin Road / Pearse Street *
129	Brewery Road	33	Salthill and Monkstown DART Station *
162	Carmanhall Road	65	Samuel Beckett Civic Campus, Ballyogan
71	Carysfort Avenue (Carysfort Avenue Parking Lot)	80	Sandyford Hall Avenue
47	Castle Farm	168	Sandyford Hall Rise / Sandyford Hall View *
123	Clonard Lawn	59	Sandyford Luas Stop, Blackthorn Avenue
109	Clonkeen Road / Kill Lane	85	Sandyford Park
108	Clonkeen Road / Meadow Vale	46	Shanganagh Road
160	Convent Road, Dún Laoghaire	45	Shankill Main Street
155	Cross Avenue, Blackrock	41	Sorrento Drive (Dalkey DART Station)
115	DLR Leisure Monkstown	98	St Patrick's Avenue Car Park, Dalkey *
169	DLR Lexicon, Haigh Terrace	75	St Patricks Park, Enniskerry Road, Stepaside
112	Dún Laoghaire DART Station	40	Station Road (Glenageary DART Station)
38	Eden Park *	58	Stillorgan Luas Stop
30	Enniskerry Road, Kiltiernan	149	Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007)
163	Foxrock Village Car Park	132	Stillorgan Road (Priory Office Park)
107	Glenageary Road Upper	153	Stillorgan Road (Radisson Hotel Bus Stop 2009)
60	Glencairn Luas Stop / Murphystown Way	26	Stillorgan Road (Seafield Road Bus Stop 2008)
34	Harbour Road, Dún Laoghaire *	152	Stillorgan Road (St. Thomas Road Bus Stop 2070)
131	Holywell / Kilmacud Road Upper	68	Stillorgan Road (UCD Belfield Stop 768)
100	Hyde Road, Dalkey	111	Stillorgan Road, Deansgrange (Pedestrian overpass)
110	Kill Avenue / Abbey Road	134	Stonemasons Way
87	Killiney Hill Road	61	The Gallops - Glencairn Crescent
124	Kilmacud Road Upper / Lakelands Lawn	114	Tivoli Terrace South
89	Loughlinstown Drive	88	Willow Vale / Churchview Road
127	Lower Kilmacud Road, Stillorgan	51	Windy Arbour Luas Stop
54	Meadow Park Avenue / Mountain View Park	90	Wyattville Road
52	Mulvey Park *		
165	Newtownsmith		
125	North Avenue / Deerpark Road		

*Denotes mobility hub with car share

Legislative Context

This determination has considered the relevant legislative context as set out in the AA Screening report including, but not limited to:

- Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora)
- Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds)
- European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) (S.I. No. 477 of 2011)
- Planning and Development Act 2000, as amended.

AA Screening Report

AECOM Ireland Ltd. was commissioned by the National Transport Authority (NTA) and Dún Laoghaire-Rathdown County Council (DLRCC) to prepare an Appropriate Assessment Screening Report (AASR) for the National Mobility Hubs Pilot – Dún Laoghaire-Rathdown. The project is being progressed by the Council's Active Travel Section, Infrastructure and Climate Change Department.

The AASR (AECOM, April 2026) has been examined and evaluated by Miguel Sarabia, T/Senior Planner, Planning & Economic Department, and is satisfied that the AASR gives full consideration to the relevant directives and legislation and agrees with the contents and conclusion set out in the AASR and the reasons therein.

The AASC lists the guidance documents considered during the preparation of this AA Screening Report, data sources used to inform the assessment and overall methodology applied. A desk-based study assessed all relevant European Sites and identified European sites within the potential Zone of Influence (ZoI) of the proposed development. Only the European sites with an identified pathway and source have been included within the ZoI. The assessment considered direct, indirect, and cumulative effects, using a source-pathway-receptor approach. Nine European sites were identified within the ZoI, including South Dublin Bay and River Tolka Estuary SPA, North Bull Island SPA, The Murrough SPA, Ireland's Eye SPA, Poulaphouca Reservoir SPA, North-west Irish Sea SPA, Baldoyle Bay SPA, Malahide Estuary SPA, and Wicklow Mountains SAC. The AA screening process has considered the potential effects which may arise during the construction and operational phases of the proposed development. The potential impacts assessed included direct loss of or damage to habitat within a European site; loss of functionally-linked habitat; disturbance of qualifying species; changes to surface water hydrology; changes to groundwater flow or volume; injury and/or mortality of QI/SCI species; barriers to or displacement of QIs/SCIs or supporting species; waterborne and airborne pollution, and spread of invasive non-native species.

The screening report states that there are no European sites within any of the Mobility Hub Sites. No works will occur within the boundary of European sites. There is no potential for the direct loss or damage to QI or other habitats within European sites. There is no possibility of the construction of the mobility hub sites resulting in direct loss or damage to the European Sites. There are no watercourses or wetlands within the mobility hub sites and therefore, no in-stream works will occur. The screening report states the scale and nature of the proposed works are minor, with embedded design measures (e.g., no artificial lighting, standard noise and pollution prevention).

The AASR concludes that, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Sites, in view of the sites' conservation objectives, and there is no reasonable scientific doubt in relation to this conclusion.

The main reasons for this conclusion are as follows:

- No direct loss or damage to European site habitats will occur.

Comhairle Contae County Council

Comhairle Contae Dhún Laoghaire-Ráth an Dúin, Halla an Chontae, Dún Laoghaire, Co. Átha Cliath, Éire. *Ag6 K6C9*
Dún Laoghaire-Rathdown County Council, County Hall, Dún Laoghaire, Co. Dublin, Ireland. Ag6 K6C9
T: 01 205 4700 E: info@dlrcoco.ie W: www.dlrcoco.ie

- Loss of functionally linked habitat is negligible due to the small area affected and the generalist nature of relevant species.
- Disturbance to qualifying species is unlikely, given the urban context and habituation to existing disturbance levels next to adjacent roads and car parks.
- No significant pathways for waterborne and airborne pollution, hydrological changes, or spread of invasive species were identified.
- Cumulative impacts with other projects were assessed and excluded due to the non-concurrent nature and minor scale of works.
- The assessment considered no measures intended to avoid or reduce harmful effects on European sites.

Determination

Having regard to the foregoing, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, it has been concluded that the proposed development, individually or in combination with other plans or projects, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

Signature: _____ T/Senior Planner, Planning Department
Name MIGUEL SANABRIA *Position / Department*

Signatory (Approved Officer):

_____ Director of Services, Planning & Economic Department
Name *Position / Department*

Delegation No. 2617 10/03/25

Date: 18/05/26

The proposed development, *National Mobility Hubs Pilot – Dún Laoghaire-Rathdown* is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Appropriate Assessment Screening Determination in respect of the proposed development has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment.

Appendix D List of Persons or Bodies who made Submissions or Observations

Aaron Daly	Dr J Baum Sheridan	Mary O'Connor
Adam Connon	Dún Laoghaire Rathdown Local Community Safety Partnership	Mary Roe Molloy
Aidan McGrath	Dymphna Coulter	Meriel McClatchie
Aileen Ryan Wright	Eda Fagan	Michael Day
Ailish Young	Edmund McPartling	Michael Lyons
Aimee Ryan	Eileen Ryan	Michelle McManus
Aisling Fagan	El	Mihai Diaconescu
Al & Carmel Crowley	Eleanor Smiley	Mike Doorly
Alan Dowling	Emer Ní Bhrádaigh	Miriam Hand
Alex Keatinge	Emma	Mrs Grainne Kinch
Alvin Estember	Emma Fry	Natalia & Gareth Bradshaw
Amanda & John Hogan	Emma Keating	Nazli Bagherzadeh Karimi
Andrew Kay	Emma Lester	Neil & Helen Ryan
Andrew Kay & Una Kay	Eoin Farrell	Niall Duggan
Ann Treanor	Eoin McGuinn & Elaine Pennefather	Niall O Hearcain
Anna Cruickshank	Eoin O Cathain	Niamh L'Estrange
Anna Grainger	Eoin O Cionnaith	Nicola Shields
Anne Ryan	Eoin Redmond	Noel Derham
Anne Thielemans	Fiona O'Sullivan	Nuala McIntyre
Armony Apostu Diaconescu	Frances Mooney	Oisin O'Connor
Arthur Delahunt	Frank Dalton	Olan Crowley
Audrey Hawkins	Frank Davis	Olga Barry
Barbara Heffernan	Frank O'Leary	Ossian Smyth
Bernie Clancy	Freddie McCready	Padraig Ryan
Billy Jones	Gabriela Huller	Pat O'Doherty
Breda Cahill	Gareth Bond	Patrick Leonard
Breda Cahill & Tom Dunne	Garrett Kelly	Patrick Schmidt
Brendan Delany	Gavin Ward	Paul Moloney

Brendan Donohoe	Gerard Keating	Paul Ohlmann
Brian & Ita Murray	Gillian Bermingham	Peter Branigan
Brian Dunphy	Heather Mac Donald	Peter Doris
Brian Hagan	Isolde Harpur	Peter Ryan
Brian McMahon	James Curtin	Philip Kennedy
Brian O'Reilly	James Fahey	Philomena Twomey
Brian Shields	Jennifer O Dwyer	Rachel Creane
Brid Gaffney	Jenny Keating	Rachel Gerrard
Bryan Dalton	Joanna Marsden	Rachel Twomey
C Rochford	Joanne Denyer	Rachele Colasanti
Carina Markett	Joanne Fitzroy	Richard Shaw
Caroline White	Joe Ryan	Rob Argent
Cathal Fitzpatrick	Joel Franklin	Robert Doherty
Cathal Mahon	John & Bernadette Lyons	Roger Nolan
Catherine O'Reilly	John Connolly	Ronan Guilfoyle
Catherine Kane	John J. Clancy	Ronan McGuirk
Chris Bull	John King	Russell Armstrong
Christopher Kelly	John MacMahon	S Hetherington
Ciara McAlinden	John O'Byrne	Sahil Chaini
Ciarán Callan	John O'Connor	Salonsia ltd
Clara Clark	Joseph Geraghty	Samantha Roberts
Clare & James McGeough	Julie & Brendan MacAndrew	Sean Barry
Clodagh Curran	Karen Kennedy	Seán Mc Alinden
Clovis	Karina Kedzior	Shane Allen
Colette Devlin	Kate O'Hanlon	Shane O'Dwyer
Colette Fitzpatrick	Keith Kennedy	Shane Rushe
Colin Pitrat	Ken & Elaine Boucher	Sheila O'Neill
Colm Hogan	Ken McKnight	Sian O Sullivan
Colm Ryder	Ken Reid	Silvia Loeffler
Colum Clissmann	Kenneth McKnight	Simon Roche
Conor Bolger	Kevin Finnegan (Finnegan's Pharmacy)	Soren Thorvald
Conor Byrne	Kevin Mooney	Stephen Cushen

Cormac Deane	Laura Borlan	Susan Burke
Cormac O'Dowd	Lisa O'Byrne	Suzanne Martin
Corrina Derham	Louise Garry	Thomas
Damien & Martina Ferguson	Luisa Viana	Toby
Dan Oneill	Lynda Redmond	Tony McIntyre
Dariusz Szuba	M. Lee	Trudie Young
Darragh Rogan	Mags Connor	Tyrone Brennan
Darren Keane	Máire Bonar	Una Healy
David Mullen	Mairead Bracken	Vanessa Lawlor
David O'Mahony	Marian Maher	Will Agar
Deirdre Donnelly	Marie Bohnenkamp	William O'Dwyer
Deirdre McGing	Mariena Kelly	Yadwinder Gill
Dervla King	Mark Boyle	Yvonne Hagan
Des Dockery	Mary & Terry Rice	
Donnchadh Irish	Mary Brennan	
Doug Keatinge	Mary Holmes	
Douglas Keatinge	Mary McAlinden	

Appendix E List of Mobility Hubs recommended to proceed in NMHP Dún Laoghaire-Rathdown Phase 1

Site ID	Hub name	Hub type
37	Alma Road	E-bike
96	Avondale Road	E-bike
143	Ballinteer Road	E-bike
53	Beaumont Avenue	EV, E-bike
77	Belarmine Vale	E-bike
122	Benildus Avenue	E-bike
35	Blackrock DART Station Car Park	E-bike, E-Cargo bike
119	Blackthorn Drive	E-bike, E-Cargo bike
129	Brewery Road	E-bike
162	Carmanhall Road	E-bike
71	Carysfort Avenue (Carysfort Avenue Parking Lot)	E-bike
108	Clonkeen Road / Meadow Vale	E-bike
160	Convent Road, Dún Laoghaire	E-bike
155	Cross Avenue, Blackrock	E-bike
115	DLR Leisure Monkstown	E-bike
169	DLR Lexicon	E-bike, E-Cargo bike
112	Dún Laoghaire DART Station	E-bike
38	Eden Park	EV, E-bike
30	Enniskerry Road, Kiltiernan	E-bike
163	Foxrock Village Car Park	E-bike
107	Glenageary Road Upper	E-bike, E-Cargo bike
60	Glencairn Luas Stop / Murphystown Way	E-bike
34	Harbour Road, Dún Laoghaire	EV, E-bike
100	Hyde Road, Dalkey	E-bike
110	Kill Avenue / Abbey Road	E-bike
87	Killiney Hill Road	E-bike
124	Kilmacud Road Upper / Lakelands Lawn	E-bike
89	Loughlinstown Drive	E-bike
127	Lower Kilmacud Road, Stillorgan	E-bike
54	Meadow Park Avenue / Mountain View Park	E-bike
165	Newtownsmith	E-bike
125	North Avenue / Deerpark Road	E-bike
82	Old Bray Road, Cabinteely	E-bike
113	Patrick Street	E-bike
95	Pearse Street	E-bike
97	Pearse Villas	E-bike
126	Redesdale Road	E-bike
94	Rochestown Avenue	E-bike
156	Rock Road, Blackrock Park	E-bike
148	Rosemount Mulvey FC, Rosemount Estate	E-bike
103	Sallynoggin Road / Pearse Street	E-bike
33	Salthill and Monkstown DART Station	EV, E-bike
65	Samuel Beckett Civic Campus	E-bike
80	Sandyford Hall Avenue	E-bike
168	Sandyford Hall Rise / Sandyford Hall View	EV, E-bike
59	Sandyford Luas Stop, Blackthorn Avenue	E-bike
85	Sandyford Park	E-bike
46	Shanganagh Road	E-bike
45	Shankill Main Street	E-bike
75	St Patricks Park, Enniskerry Road, Stepaside	E-bike
40	Station Road (Glenageary DART Station)	E-bike
58	Stillorgan Luas Stop	E-bike
149	Stillorgan Road (Booterstown, Woodbine Road Bus Stop 2007)	E-bike
132	Stillorgan Road (Priory Office Park)	E-bike
153	Stillorgan Road (Radisson Hotel Bus Stop 2009)	E-bike
26	Stillorgan Road (Seafield Road Bus Stop 2008)	E-bike
152	Stillorgan Road (St. Thomas Road Bus Stop 2070)	E-bike
68	Stillorgan Road (UCD Belfield Stop 768)	E-bike
111	Stillorgan Road, Deansgrange (Pedestrian overpass)	E-bike
61	The Gallops - Glencairn Crescent	E-bike
114	Tivoli Terrace South	E-bike
88	Willow Vale / Churchview Road	E-bike
51	Windy Arbour Luas Stop	E-bike
90	Wyattville Road	E-bike

dlr Comhairle Contae County Council

NTA Údarás Náisiúnta Iompair National Transport Authority

An Roinn Iompair Department of Transport

AECOM