

National Mobility Hubs Pilot – Dún Laoghaire-Rathdown County Council

Part 8 Report

National Transport Authority
Dún Laoghaire-Rathdown County Council

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Prepared for:

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Executive Summary

AECOM, on behalf of Dún Laoghaire-Rathdown County Council, have prepared this Part 8 Report for the provision of mobility hub sites in Dún Laoghaire-Rathdown as part of the wider National Mobility Hubs Pilot (NMHP). There is a total of approximately 121 Mobility Hub sites across Dún Laoghaire-Rathdown of which approximately 91 are on land within control of the Council and approximately 30 are on private land.

This Part 8 application is for 73 of the mobility hub sites, 70 of which are on land within the control of the Council and 3 on private land. This application is referred to as Phase 1. The remaining mobility hub sites will be progressed through planning in a separate Part 8 (Phase 2). The 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 landowners.

Need for the Project

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, reducing reliance on private cars and enhancing first/last-mile connectivity.

In Dún Laoghaire-Rathdown, mobility hubs have been strategically located to maximise accessibility, visibility and integration with the existing transport network while minimising environmental and infrastructural impacts. Sites have been selected to utilise existing greenspace, grass verge, footpaths, car parks or existing parking bays, avoiding land acquisition and minimising disruption.

Proposed Development Overview

This Part 8 application covers 73 mobility hub sites within Dún Laoghaire-Rathdown. The remaining mobility hub sites will be progressed through a separate Part 8 process once land agreements and designs are finalised.

Of the 73 sites, 64 will provide for e-bikes, e-scooters and/ or e-cargo bikes only. For these sites the proposed works include:

- Sheffield bike stands, scooter parking stands and cargo bike bays;
- Information poles and wayfinding (including road markings);
- Footpath upgrades and dropped kerbs;
- Localised pavement and earthworks, where required.

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.

The proposed layouts align with the NTA Cycle Design Manual (2023), the Design Manual for Urban Roads and Streets (DMURS), and ZEV1's Universal Design Guidelines for Electric Vehicle Charging Infrastructure where possible.

Policy Alignment

The project supports European, national, regional and local policy objectives, some of which are listed below :

- Climate Action Plan 2025;

- National Sustainable Mobility Policy;
- Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (RSES);
- Transport Strategy for the Greater Dublin Area 2022-2042;
- National Policy Statement on Shared Mobility and the Provision of Hubs and
- Dún Laoghaire-Rathdown County Development Plan 2022 – 2028.

The project is considered to be 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. The project contributes to compact growth, improved active and sustainable transport provision, and reduced dependence on private car trips ultimately contributing to emissions reduction.

Environmental Considerations and Screening

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) screening have been completed for the proposed development. Both screenings conclude that:

- The project does not require an Environmental Impact Assessment Report (EIAR); and
- The project does not require progression to Stage 2 Appropriate Assessment.

The scale and nature of works (largely comprising minor works within existing urban fabric) mean significant environmental effects are not anticipated.

Conclusion

Subject to approval under Part 8, the Dún Laoghaire-Rathdown Mobility Hubs Project will deliver a meaningful expansion of shared mobility options within the county, supporting sustainable travel behaviour, improving connectivity within Dún Laoghaire-Rathdown, and contributing to local and national climate-action and mobility objectives.

1. Introduction

1.1 Background

AECOM, on behalf of Dún Laoghaire-Rathdown County Council, have prepared this Part 8 Report for provision of mobility hubs in Dún Laoghaire-Rathdown as part of the wider National Mobility Hubs Pilot (NMHP). There is a total of approximately 121 mobility hub sites across Dún Laoghaire-Rathdown of which approximately 91 are on land within control of the Council and approximately 30 are on private land.

This Part 8 application is for 73 of the mobility hub sites, 70 of which are on land within the control of the Council and 3 on private land. This application is referred to as Phase 1. The remaining mobility hub sites will be progressed through planning in a separate Part 8 (Phase 2). The phasing of the NMHP in Dún Laoghaire-Rathdown is because the design details for the remaining mobility hub sites, majority on private land, are still being developed and agreed with the landowners. Further detail regarding how this is applied to the Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening is in Section 7.

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork City, Dún Laoghaire-Rathdown, Louth and Sligo) to deliver the NMHP.

This report and associated Preliminary Designs have been prepared in order to comply with Part 8 of the Planning and Development Regulations, 2001.

1.2 Overview

The NMHP aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. It involves the establishment of mobility hubs networks across five local authority areas, each tailored to its urban context and transport needs. The mobility hubs will deliver convenient access to shared mobility services including e-bikes, e-scooters, EV car sharing, and e-cargo bikes. By positioning these 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.

1.3 Methodology

Three location types were identified for inclusion in the pilot with the aim of testing the impact of mobility hubs in different urban settings, including areas of varying population size and density, varying levels of public transport coverage and pre-existing availability of shared mobility services. The types and resulting candidate areas are as follows (see Figure 1-1):

Greater Dublin Area	to test mobility hubs in the capital, in an area with good access to public transport	Dún Laoghaire-Rathdown
Regional City	to test mobility hubs in an area with some experience of shared mobility e.g. TFI Bikes	A zone in Cork City
Smaller Urban Area	to test mobility hubs in an area with more limited public transport and experience of shared mobility	Dundalk Town Carlow Town Sligo Town



Figure 1-1 Map of Pilot Locations

The NMHP has a total of approximately 270 mobility hubs located across the five candidate areas. In developing the mobility hub networks for each pilot area, the focus was on ensuring a dense network of sites within walking distance (three to five minute average walking pace) of potential users, including both trip destinations and trip origins.

Working closely with Dún Laoghaire-Rathdown County Council, the following process was used to develop the networks:

- **Identification of mobility hubs with EV car share and shared micromobility:** A desktop exercise was undertaken to identify potential sites for larger mobility hubs with EV car share, at key destinations that are likely to have high levels of demand, such as public transport nodes, tourist attractions, universities, etc.
- **Identification of mobility hubs with only shared micromobility:** Once the larger mobility hubs were identified, smaller hubs – only providing shared micromobility - were identified based on a desired density and distribution that would result in residential populations within the urban area being within close proximity to a mobility hub.
- **Desktop analysis and site confirmation:** Desktop analysis of each of the identified sites, followed by on-site assessments, were undertaken to assess the technical

feasibility of the proposed locations and their suitability for inclusion in the mobility hubs network.

Each site has been strategically selected to ensure accessibility, visibility, and integration with existing transport networks, while minimising environmental and infrastructural impacts.

1.4 Mobility Hub Design Overview

Infrastructure features at each mobility hub will depend on the services provided at each site however the key components include: parking for micromobility (shared e-bikes and e-scooters), a branded information pole with customer service information and wayfinding information, and in some locations, EV charging infrastructure. Figure 1-2 below provides an artist’s impression of a mobility hub layout.



Figure 1-2: Artist Impression of a Mobility Hub with no EV charging

1.5 Part 8 Documents and Drawings

The following documents and drawings are included in the Part 8 submission for the Dún Laoghaire-Rathdown Mobility Hub Project as part of the NMHP:

Table 1-1 Schedule of Part 8 Planning Documentation

Part 8 Document	Includes
Part 8 Report	General Arrangement Drawings Site Location Map EIA Screening Report AA Screening Report Screening Determinations

1.6 Report Structure

Following this introductory chapter, the remainder of the report is as follows:

- **Chapter 2** – Describes the planning process applicable to the proposed mobility hub sites within Dún Laoghaire-Rathdown;
- **Chapter 3** – Presents the national, regional and local policy context relevant to the scheme;
- **Chapter 4** – Describes the existing conditions at the proposed mobility hub locations;
- **Chapter 5** – Provides an overview of the proposed development and associated engineering considerations for the sites;
- **Chapter 6** – Discusses the stakeholder engagement undertaken, including consultation with Dún Laoghaire-Rathdown County Council departments and other relevant bodies ;
- **Chapter 7** – Summarises the environmental screenings undertaken for the Proposed Development; and
- **Chapter 8** – Concludes the report and summarises the key findings.

1.7 Project Objectives

The following project objectives have been set for the project:



1. By 2030, contribute to the goals of the Climate Action Plan by increasing active travel journeys and decreasing private car journeys, targeting reduced CO₂ 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.

2. Planning Process

2.1 Part 8 Process

This section summarises the statutory Part 8 process that applies to Dún Laoghaire-Rathdown County Council as the consenting authority.

Dún Laoghaire-Rathdown County Council proposes to seek a Part 8 consent for 73 Mobility Hub sites as part of the NMHP in Dún Laoghaire-Rathdown. Section 179 of the Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by on or behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed development is covered under the above article.

Dún Laoghaire-Rathdown County Council will implement the statutory requirements for seeking approval under Part 8. These requirements include publishing a newspaper notice, erecting site notices, notifying and consulting with prescribed authorities, and making available documents for inspection or purchase by the public for a specified period (which will be not less than 4 weeks beginning on the day of publication of the newspaper notice).

The public will be able to make submissions or observations to Dún Laoghaire-Rathdown County Council on the proposed development, dealing with the proper planning and sustainable development of the area. Those submissions and observations in writing will be required to be made before a specified date (which will be not less than 2 weeks after the end of the period for inspection of the plans and particulars of the proposed development).

Within 8 weeks after the expiration of the prescribed period, the Chief Executive will prepare a report on the submissions and observations and include a recommendation to the Elected Members on whether the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report or should not be proceeded with.

Within 6 weeks of receipt of the Chief Executive's report, Elected Members will be required to consider the proposed development and the Chief Executive's report. Following the Elected Members' consideration of the chief executive's report, the proposed development may then be carried out as recommended in the chief executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the chief executive's report, or decides not to proceed with the development.

For such a resolution to have effect it would be required to be passed not later than 6 weeks after receipt of the Chief Executive's report, and in the case of a resolution not to proceed with a proposed development, it shall state the reasons for such resolution.

2.1.1 Site Notices

In accordance with Article 81 the Local Authority shall:

- Give notice of the proposed development in a newspaper;
- Erect site notices(s) on the land on which the proposed development would be situated.

Site notices will be erected in the study area for each site and will be maintained.

2.1.2 Submission Process

Dún Laoghaire-Rathdown County Council is required to make full plans and particulars of the proposed development available for inspection or purchase. These will be made available at:

- 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/>

A submission or observation can be made:

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

or

online at Dún Laoghaire-Rathdown County Council's public consultation portal at <https://dlrcoco.citizenspace.com/>

or

by email to info@dlrcoco.ie with the subject line being clearly noted as 'National Mobility Hubs Pilot - Dún Laoghaire-Rathdown'.

All submissions must include a contact name and address. Submissions or observations made as part of the Part 8 process are to be accessible upon request.

Any submissions or observations received by the Council will be considered in the Chief Executive's Report, which is prepared and presented to the Elected Members. This report will summarise all submissions, address the issues raised, and set out the Chief Executive's recommendation on whether the development should proceed as proposed or with modifications.

Following consideration of the report, the Elected Members will decide by resolution whether the proposed development is to proceed or not to proceed.

3. Policy Context

The NMHP will deliver on many European and national policy objectives, accelerating delivery of sustainable mobility and reducing emissions from transport, encouraging compact land use development and improving the connectivity of the transport network. The pilot will support progress towards climate change abatement policies and targets, in particular, the challenge set out in the Climate Action Plan 2025 (CAP25), for a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips. This includes a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys and 25% reduction in daily car journeys.

There is a specific national commitment to “establish mobility hubs in each local authority area, offering integrated transport services like bike and scooter sharing, EV charging, car sharing and carpooling”, in the Programme for Government (PfG, 2025). This highlights the scale of ambition and enthusiasm around the potential for mobility hubs to support delivery of the government’s targets across a range of areas, including emissions abatement. Implementing the mobility hub networks through this pilot will act as a blueprint for the future roll-out of similar projects nationally.

The Climate Action Fund is being resourced from the proceeds of levies paid on relevant disposals of petroleum products imposed by the National Oil Reserves Agency (NORA) Act 2007. The fund may be used to “support projects that seek to reduce, or support the reduction of, greenhouse gas emissions in the State”. The NMHP is considered to align well with this, given that it seeks to reduce transport related emissions by providing access to low carbon, shared transport modes across Ireland.

The table below outlines the key policy at the international, European, national, regional and local level that have been reviewed. Further details on how the proposed NMHP positively aligns and contributes towards some of these policy agendas is noted below.

Table 3-1: Policy Reviewed for this Pilot

International Policy
<ul style="list-style-type: none"> • 2030 Agenda for Sustainable Development
European Policy
<ul style="list-style-type: none"> • EU Green Deal (2020) • EU Sustainable and Smart Mobility Strategy • EU Transport White Paper • European Urban Mobility Framework
National Policy
<ul style="list-style-type: none"> • 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) • The EV Charging Infrastructure Strategy 2022 – 2025 • The EV Infrastructure Implementation Plan 2022 – 2025 • National Oil Reserves Agency Act 2007

- **Shared Micromobility Services – Advice Note for Local Authorities 2024**
- **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 – Glenmauck
 - Old Connaught

3.1 International Policy

3.1.1 2030 Agenda for Sustainable Development

The 2030 Agenda for Sustainable Development¹, adopted by all United Nations (UN) Member States including Ireland in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its core are the 17 Sustainable Development Goals (SDGs), providing an international backdrop to inform national agendas and policies to 2030. There is significant alignment between the UN SDGs and Ireland's national policies such as the Climate Action Plan's (CAP24) ambitions and Project Ireland 2040 National Planning Framework National Strategic Outcomes (NSOs), outlined in the National Policy section, below. For example, SDG 11 Sustainable Cities and Communities aligns with NSO1 Compact Growth and NSO4 Sustainable Mobility. Similarly, SDG 13 Climate Action aligns with NSO8 Transition to a Low Carbon and Climate Resilient Society.

¹ <https://sdgs.un.org/2030agenda>



Figure 3-1 Sustainable Development Goals

The nationwide deployment of mobility hubs strongly aligns with several of the SDGs including:

- SDG 3. Good health and wellbeing;
- SDG 5. Gender equality (safety is frequently cited as a barrier to cycling by women);
- SDG 9. Industry, innovation, and infrastructure;
- SDG 10. Reduced inequalities (by providing high-quality linkages for non-car modes between settlements);
- SDG 11. Sustainable cities and communities; and
- SDG 13: Climate action.

3.2 European Policy

3.2.1 The European Green Deal (2020)

The European Green Deal² comprises a package of policy initiatives which aim to set the path to a green transition with the goal of reaching climate neutrality within the European Union by 2050. It provides a roadmap for making the EU's economy sustainable by turning climate and environmental challenges into opportunities across policy areas such as the efficient use of resources, circular economy as well as covering sectors such as transport, energy and construction.

There are several directives and regulations which inform the strategy for mobility hubs within the European Green Deal framework, including:

- The **'Fit for 55 Package'**³ relates to the EU's target of reducing net greenhouse gas emissions by at least 55% by 2030. The package proposal introduces increased EU-wide reduction targets for 2030 and with the aim to make the EU climate-neutral by 2050. Under

² [EUR-Lex - 52019DC0640 - EN - EUR-Lex](#)

³ [Fit for 55 - Consilium](#)

such targets it will no longer be possible to sell new vehicles with internal combustion engines in the EU;

- The **Alternative Fuels Infrastructure Regulation (AFIR)**⁴ is a component of the 'Fit for 55' Package which outlines common technical specifications and requirements for EV infrastructure. Refuelling requirements will be mandated for the EU's transport corridor network, the Trans-European Transport Network (TEN-T). The AFIR will align targets for total publicly accessible charging power outputs and a framework which will specify national EV charge points targets for Ireland including types of charge points required and types of places they are to be located; and
- The **Renewable Energy Directive**⁵ is a legal framework for the development of renewable energy across all sectors of the EU economy. The latest revision of The Renewable Energy Directive is expected to be adopted in 2023 which will include a focus on the capability of EV charging to contribute towards cleaner and more efficient energy systems.

3.2.2 EU Sustainable and Smart Mobility Strategy (2020)

The European Green Deal (2020) includes a target to reduce transport-related greenhouse gas emissions by 90% by 2050⁶. Central to achieving those targets is the EU Sustainable and Smart Mobility Strategy⁷, which sets the policy agenda for Europe's transition to a green, smart, and affordable transport system that aims to change the way people and goods move across the continent and deliver the required 90% reduction.

The Sustainable and Smart Mobility Strategy is structured around three key objectives centred on the European transport system, as follows:

- **Sustainable Mobility:** involving an irreversible shift to zero-emission mobility by making all transport modes more sustainable, ensuring wide availability of the most sustainable options through a seamless multimodal system and giving users incentives to make sustainable choices;
- **Smart Mobility:** supporting sustainable choices by taking advantage of digitalisation and automation to achieve seamless, safe, and efficient connectivity; and
- **Resilient Mobility:** bouncing back from the COVID-19 pandemic by creating a Single European Transport Area that is affordable and accessible for all citizens and businesses with resilience against future crises and safety and security challenges.

Implementation of mobility hubs is in line with a key element of the strategy to make alternative sustainable mode choices available, as well as proposals to promote zero-emission mobility and to increase and improve infrastructure for walking and cycling.

3.3 National Policy

3.3.1 Climate Action Plan 2025

The Climate Action Plan 2025 (CAP25)⁸ is the third annual update to Ireland's Climate Action Plan 2019.

CAP25 sets a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero no later than 2050. The targets are a key pillar of the Programme for Government, as follows:

- Reducing total vehicle kilometers: 20% reduction in total vehicle kilometres;

⁴ [Alternative Fuels Infrastructure - Mobility and Transport](#)

⁵ [Renewable Energy Directive](#)

⁶ [EUR-Lex - 52020DC0789 - EN - EUR-Lex](#)

⁷ [Opinion of the European Committee of the Regions — Sustainable and Smart Mobility Strategy](#)

⁸ [Climate Action Plan 2025](#)

- Increasing daily Active travel Trips: 50% increase in daily active travel journeys by 2030;
- The ‘**Avoid, Shift, Improve**’ approach prioritises sustainable mobility. As part of ‘Improve’, electrification has been identified as having a key role in **decarbonising transport** and offering a pathway to Ireland’s zero emissions goals by 2050, while shared mobility, and specifically mobility hubs, is primarily a ‘Shift’ measure;
- **Active travel infrastructure** programmes will play a vital role to increase the scope for active travel including e-bikes and other forms of mobility which are expected to cater for a wider variety of users; and
- CAP25 continues to recognise **smart, shared and integrated mobility** as an important alternative to the private car. Such measures include shared mobility services such as car share clubs, e-scooter or bike-share schemes as well as other short-term rental or sharing models to increase the scope of micromobility travel options.

As part of the preparation of local authority Climate Action Plan’s, local authorities across Ireland are required to identify and develop plans for a Decarbonising Zone (DZ) in their area. A key aspect of the DZ is to test, pilot and demonstrate decarbonising at local and community level and therefore the NMHP aligns strongly with the goal.

Through the Climate Action Plan, the Government has also adopted an overarching framework for policy development to define the Just Transition in Ireland, based on a principles-based approach that includes “an integrated, structured, and evidence-based approach to identify and plan our response to just transition requirements”. By offering sustainable travel options for those with limited travel choices and/or no access to a car, mobility hubs offer an opportunity to reduce inequalities associated with reducing car dependence and facilitating viable alternative to private car access, supporting Just Transition objectives.

The Climate Action Plan 2025 Annex of Actions⁹ includes an action to develop and publish Policy Statements on Mobility Hubs. This directly relates to this Mobility Hubs Pilot.

3.3.2 Project Ireland 2040 – the National Planning Framework: First Revision

Project Ireland 2040 sets out the long-term spatial strategy for Ireland, focusing on compact growth, sustainable transport, regional accessibility, and climate resilience. The Framework emphasises the need for well-connected places that support walking, cycling and other low-carbon transport options. The 2025 revision reinforces these priorities in light of population growth and national climate targets.

The NMHP supports key National Strategic Outcomes, including:

- **NSO 2:** Enhanced Regional Accessibility;
- **NSO 5:** Sustainable Mobility; and
- **NSO 8:** Transition to a Carbon Neutral and Climate Resilient Society.

By improving access to shared mobility and reducing reliance on private cars, the NMHP aligns directly with the NPF’s objectives for compact, sustainable, climate-aligned development.

⁹ [DECC Climate Action Plan 2025 Annex of Actions - Final Web.pdf](#)



Figure 3-2: National Strategic Outcomes from Project Ireland 2040 – National Planning Framework (First Revision, 2025)

3.3.3 National Development Plan (NDP) 2021–2030 (2025 Review)

The National Development Plan sets out Ireland’s capital investment priorities to 2030, with a strong focus on climate action and expanding sustainable mobility options. The 2025 review increases funding for walking, cycling, public transport and EV infrastructure, including significant annual investment in active travel and national EV charging networks.

The pilot directly supports NDP priorities by:

- Expanding shared mobility options;
- Providing EV car-share infrastructure;
- Enabling modal shift away from private car use; and
- Supporting sustainable travel in regional and rural areas.

3.3.4 National Sustainable Mobility Policy

The National Sustainable Mobility Policy (NSMP) provides the strategic framework for improving active travel, shared mobility and public transport in Ireland. It sets out actions to expand safe, accessible and low-carbon travel options and supports national targets to reduce emissions from transport.

The policy is supported by an Action Plan to 2025, which includes measures to increase daily active travel and public transport journeys, improve infrastructure for walking and cycling, and encourage behaviour change to reduce car dependency. Updated climate targets aim to increase daily Active Travel journeys by 50% and Public Transport journeys by 130% by 2030, compared to 2018 levels.

The NSMP promotes the creation of sustainable, well-connected places where people can choose active and shared mobility over private car use. Mobility hubs directly support several NSMP principles and goals by:

- expanding access to shared mobility such as e-bikes, e-scooters and shared EVs;
- improving first/last-mile connections to public transport;
- providing safe, accessible infrastructure aligned with national design standards; and
- supporting behaviour change towards low-carbon travel.

The policy also recognises the role of shared mobility in reducing emissions and supporting Ireland's electrification strategy, making the NMHP consistent with its long-term objectives.

Table 3-2: National Sustainable Mobility Policy Principles and Goals

Principle	Goals
Safe and Green Mobility	<ul style="list-style-type: none"> • Improve mobility safety • Decarbonise public transport • Expand availability of sustainable mobility in metropolitan areas • Expand availability of sustainable mobility in regional and rural areas • Encourage people to choose sustainable mobility over the private car
People Focused Mobility	<ul style="list-style-type: none"> • Take a whole-of-journey approach to mobility, promoting inclusive access for all • Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model • Promote sustainable mobility through research and citizen engagement
Better Integrated Mobility	<ul style="list-style-type: none"> • Better integrate land use and transport planning at all levels • Promote smart and integrated mobility through innovative technologies and development of appropriate regulation

3.3.5 National Investment Framework for Transport in Ireland (NIFTI, 2021)

The National Investment Framework for Transport in Ireland (NIFTI) provides the strategic basis for future land transport investment¹⁰. It supports the delivery of Project Ireland 2040 by guiding investment towards solutions that are sustainable, accessible and aligned with national climate objectives.

NIFTI identifies four key investment priorities:

- Decarbonisation;
- Mobility of People and Goods in Urban Areas;
- Protection and Renewal of existing assets; and
- Enhanced Regional and Rural Connectivity.

¹⁰ [national-investment-framework-for-transport-in-ireland-e0da00c5-441f-44bd-955c-a4bcdac.pdf](https://www.transport.gov.ie/public/60da00c5-441f-44bd-955c-a4bcdac.pdf)



Figure 3-3 NIFTI Investment Priorities

All proposed transport projects must align with at least one of these priorities, and NIFTI emphasises a modal hierarchy, shown in Figure 3-4, that prioritises active travel and public transport, followed by private vehicles, along with an intervention hierarchy that prioritises maintaining and optimising existing assets before new infrastructure is developed.

The pilot strongly aligns with NIFTI by:

- Supporting decarbonisation through expanded shared mobility options;
- Improving urban mobility and first/last-mile connectivity;
- Providing infrastructure that prioritises active travel and public/shared transport over private car use;
- Integrating EV car-sharing and national charging network objectives; and
- Delivering sustainable travel choices that meet NIFTI's "accessible by design" principles.

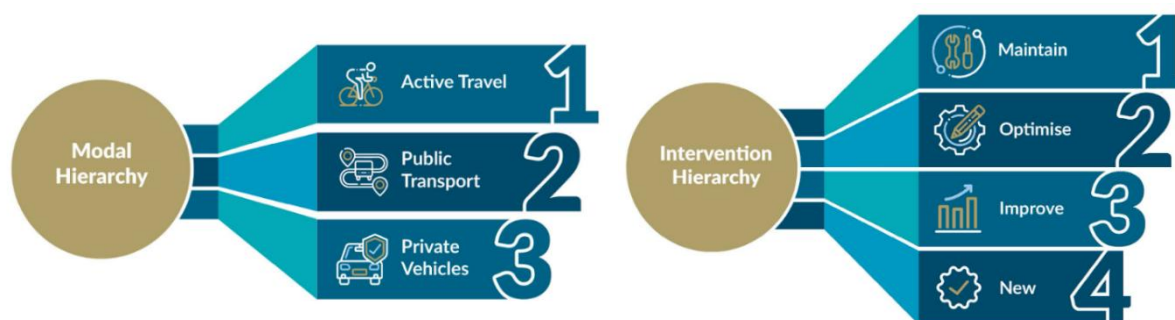


Figure 3-4: NIFTI Modal and Intervention Hierarchy

3.3.6 The EV Charging Infrastructure Strategy 2022 – 2025

This Strategy¹¹ presents an ambitious pathway and practical steps to deliver a national EV charging network, outlining that €100 million will be spent on public charging infrastructure between 2022 and 2025 with the ambition to deliver a national EV charging network on Ireland's motorway network, at home/apartment charging, residential neighbourhood charging, destination charging and enroute charging. Of particular note:

- The Strategy aims to assure private vehicle users that switching to an EV will be feasible and is supported by national policy. As currently 80% of EV charging takes place at home, particular focus is given to the provision of EV charging options for those who cannot charge at home— mobility hubs will play an integral part to the provision of public EV infrastructure;
- ZEVl is pursuing several strategies for destination charging schemes including a visitor sites scheme, sports centre scheme, community centre scheme and car clubs;
- The Strategy emphasises the role local authorities will need to take to embrace mobility hubs where people can charge their own cars, e-bikes, scooters and use shared EV infrastructure.

3.3.7 The EV Infrastructure Implementation Plan 2022 – 2025

The EV Infrastructure Implementation Plan¹² sets out the national programme for expanding Ireland's public EV charging network. It includes actions led by Zero Emission Vehicles Ireland (ZEVl) to support charging infrastructure for shared EV car clubs and community e-mobility hubs.

The Plan highlights the need for accessible, publicly available charging to support shared EV use. Mobility hubs contribute directly to this by providing shared EV car-share bays and associated charging infrastructure, helping to accelerate Ireland's transition to low-carbon transport.

3.3.8 National Oil Reserves Agency Act 2007

The National Oil Reserves Agency Act 2007 (NORA) imposes a levy on relevant disposals of petroleum products. The proceeds of the levy paid are used to resource the Climate Action Fund. At the discretion of the Minister, funds from the Climate Action Fund may be used to fund projects that are considered appropriate. One such use considered appropriate is to support projects that seek to reduce, or support the reduction of, greenhouse gas emissions in the State. Mobility hubs would align with this given that they seek to reduce transport related emissions by providing access to low carbon travel alternatives.

¹¹ [Electric Vehicle Charging Infrastructure Strategy 2022 - 2025 - https://www.gov.ie/pdf/?file=https://assets.gov.ie/245072/25e5d45b-fca1-48b6-ae94-bd9ff8595759.pdf#page=null](https://www.gov.ie/pdf/?file=https://assets.gov.ie/245072/25e5d45b-fca1-48b6-ae94-bd9ff8595759.pdf#page=null)

¹² [The Electric Vehicle Infrastructure Implementation Plan 2022 – 2025 - https://www.gov.ie/pdf/?file=https://assets.gov.ie/245067/42bae430-662f-40e0-9a09-09bcb804db22.pdf#page=null](https://www.gov.ie/pdf/?file=https://assets.gov.ie/245067/42bae430-662f-40e0-9a09-09bcb804db22.pdf#page=null)

3.3.9 Shared Micromobility Services - Advice Note for Local Authorities 2024

This note acts as a first point of call for local authorities in terms of the provision, preparation and operation of shared mobility services. The note describes the regulatory provisions and requirements for a shared mobility business to operate and details how Local Authorities have the power to regulate and provide licenses or permits to shared mobility service operators and how the recent change in the Road Traffic and Roads Act 2023 accommodates a new form of transport on Irish roads, Powered Personal Transporters, of which e-scooters are classed.

The NMHP has been developed mindful of the guidance provided in terms of best practice in relation to the operation of a shared mobility scheme.

3.3.10 Programme for Government 2025

The 2025 Programme for Government includes a commitment to “establish mobility hubs in each local authority area, offering integrated transport services like bike and scooter sharing, EV charging, car sharing and car-pooling.” This highlights the scale of ambition and enthusiasm around the potential for mobility hubs to support delivery of the governments targets across a range of areas, including emissions abatement. Implementation of the mobility hub networks developed through this project will act as a blueprint for the future roll-out of mobility hubs across the country.

3.4 Regional Policy

3.4.1 Eastern and Midland Regional Assembly – Regional Spatial & Economic Strategy 2020–2032

The Eastern and Midland Regional Assembly’s Regional Spatial and Economic Strategy (RSES) provides the strategic planning and investment framework for the Southern Region, which includes Dún Laoghaire-Rathdown. The RSES promotes compact growth, sustainable mobility, and enhanced regional connectivity, with a strong emphasis on reducing car dependency through improved active travel and public transport networks.

The Strategy supports the development of mobility initiatives that encourage modal shift, facilitate first- and last-mile journeys, and improve access to local services and employment. Mobility hubs align with these objectives by expanding access to shared mobility options, supporting integration with public transport, and offering a wider range of sustainable travel choices for residents.

3.4.2 Transport Strategy for the Greater Dublin Area

The overall aim of the Strategy is: “To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the need of urban and rural communities, and supports economic growth”. As with NIFTI, the Strategy is guided by a road user hierarchy, which aims to prioritise investment and space allocation towards pedestrians at the top, followed by cyclists, public transport, goods, and lastly, private motor vehicles. The objectives of the scheme align squarely with the high-level objectives of the GDA Transport Strategy outlined.

3.4.3 National Policy Statement on Shared Mobility and the Provision of Hubs

The Department of Transport has recently advanced its commitment to sustainable transportation through the publication of a new Policy Statement on Shared Mobility and the Provision of Hubs in June 2025. This policy builds on the objectives outlined in the National Sustainable Mobility Policy (SMP) and annual Climate Action Plans, emphasizing the expansion of shared mobility options with a particular focus on the development of shared mobility hubs. Shared mobility, as defined in the Statement, refers to transport assets such as bikes, e-bikes, e-scooters, e-cargo bikes, and electric vehicles provided for private rental use, distinct from public transport or carpooling.

Aligned with the 2025 Programme for Government, the Statement aspires to establish mobility hubs in every local authority area across Ireland, including the Greater Dublin Area. To inform this policy, the Department conducted a public consultation in 2024, publishing the Shared Mobility Hubs: Issues, Challenges and Opportunities Issues Paper and a subsequent Report on Public Consultation Process. Additionally, an Advice Note for Local Authorities on Shared Micromobility Services was issued to promote best practices in service delivery, addressing critical areas such as safety, data-sharing, infrastructure, and operations. This evolving policy framework underscores the Department's commitment to fostering innovative, sustainable, and coherent shared mobility solutions across the region.

3.5 Local Policy

3.5.1 Dún Laoghaire-Rathdown County Development Plan 2022 - 2028

The Dún Laoghaire-Rathdown County Development Plan 2022-2028, which was adopted in March 2022, sets out a vision for the towns and villages within the county to guide future climate resilience and economically vibrant growth over the Plan period. The Plan identifies the overall policy approach for Transport and Mobility as being:

- The adopt the 'Avoid – Shift – Improve Approach, see Figure 3-5'
- To integrate land use and transport policies
- To support the demand management approach which focuses on moving people from private car to sustainable modes
- To improve permeability for the pedestrian and cyclists
- To provide attractive high-quality walking and cycling networks with direct routes to local destinations and transport hubs
- To adopt a balanced approach to road and street design in accordance with the four core principles of DMURS – connected networks, multifunctional streets, pedestrian focus and a multi disciplinary approach.

The Mobility Hubs proposed in Dún Laoghaire-Rathdown as part of the NMHP aligns with this by improving local transport choices and providing shared mobility services that reduce reliance on private cars. The hubs also enhance first- and last-mile connectivity to local services, public transport, and employment areas, supporting the county's climate action, accessibility and sustainable transport objectives.

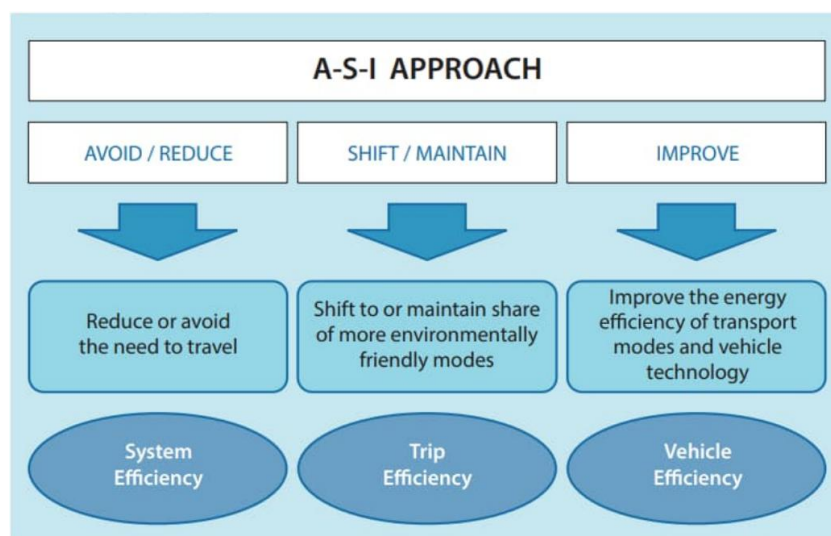


Figure 3-5: Avoid – Shift – Improve Model (Source: DLRCC Development Plan 2022 – 2028)

3.5.1.1 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 through which this scheme traverses and is adjacent to. Having considered the 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. The table below indicates the mobility hub site number and which zoning type it 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 road and consequently, no additional land take is required. It is therefore 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 the Table 3-3 and are considered to be consistent with and supportive of the zoning objectives.

Table 3-3 Land use zoning and mobility hub sites

Zoning	Objective	Site Number
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

3.5.2 Dún Laoghaire-Rathdown County Council Climate Action Plan 2024 - 2029

The DLRCC Climate Action Plan focuses on themes which provide a framework to deliver the transition towards a more climate resilient County. The actions collectively address the four targets listed below:

- 50% improvement in dlr's energy efficiency by 2030
- 51% reduction in dlr's greenhouse gas emissions by 2030
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events, and
- To actively engage and inform our communities on climate action.

Actions T11 and T12 are specifically related to the NMHP and help to support the overall objectives of the project. Both actions are stated below, with the dlr role stated as "full Accountability" and "Full accountability / Co-ordinate and facilitate", respectively.

T11: Support private operators in developing County bike and eScooter sharing schemes

T12: Expand car sharing schemes in the County, with a focus on the provision of electric vehicles.

3.5.3 Dundrum Local Area Plan 2023

The Dundrum LAP makes reference to the development or provision of a mobility hub throughout the local area, including at key locations such as at bus interchanges or near Luas stops.

Objective T6 – Mobility Hub and Luas Access Improvements

It is an Objective to develop a Mobility Hub, at the Dundrum Bus – Luas Interchange and to also improve accessibility to Dundrum Luas Station, including provision for direct access to the platform from the Mobility Hub area.

Objective T10 – Dundrum Bypass Cycle Infrastructure

It is an Objective to provide a two-way segregated cycle track along the western side of Dundrum Bypass. There is a note under 'Implementation' to potentially integrate this with works on the interchange/a mobility hub at Taney Cross.

3.5.4 Kiltiernan - Glenamuck Local Area Plan 2025

The Kiltiernan Glenamuck LAP mentions the objective to establish the feasibility of providing a mobility hub in the village.

Objective PT4 - Kiltiernan Village Mobility Hub

At a minimum, the Mobility Hub should be highly visible and easily accessible to the public and include consideration of:

- *Bus stop provision*
- *Cycle parking*
- *Car club bay(s)*
- *Electric Charging Infrastructure for EVs and E-bikes/scooters.*
- *E-mobility shared bikes/ scooters*
- *Proximity to local services and,*

- *Parcel collection points*

The above points have been considered throughout the network development, site selection and preliminary design phase.

4. Existing Conditions

4.1 Existing Streets and Urban Realm

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.

4.2 Surveys

Desktop studies were undertaken when identifying suitable sites for the mobility hubs project. This included reviewing existing conditions and existing and proposed active travel and public transport connections.

Site visits and site surveys were subsequently undertaken for each of these sites to assess existing conditions and constraints and determine their viability as Mobility Hub locations. This included reviewing some of the following: existing lighting, site dimensions, proximity to trip generators, existing vegetation, pavement condition, existing utilities observed on site access and visibility of site.

5. Proposed Development

5.1 Preliminary Design

AECOM has prepared a General Arrangement drawing for each of the 73 Mobility Hub sites in Dún Laoghaire-Rathdown included in this Part 8. These drawings should be read in conjunction with this section of the report. The General Arrangement drawings are provided in Appendix A.

The proposed mobility hub sites comprise a range of existing urban conditions as noted in Section 4 and have been selected to maximise accessibility, visibility and integration with existing transport networks.

Of the 73 mobility hub sites, 64 will provide for e-scooters, e-bikes, and/or e-cargo bikes only in Dún Laoghaire - Rathdown. These sites include some or all of the following components:

- Road markings to demarcate the Mobility Hub Sites.
- Installation of 2-20 Sheffield stands and 1-2 e-scooter parking stands (dependent on demand and site size).
- Installation of information poles and relocation of existing traffic signs.
- Provision of dropped kerbs, where required.
- Proposed pavement, where required.
- Earthworks, where required.
- Additional drainage channel in only few locations.
- Proposed footpath/traffic islands.

Of the 73 mobility hub sites, eight 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.

Of the 73, one Mobility Hub Site (No. 98) proposed for EV car share infrastructure only.

Across the region there are a total of 388 Sheffield stands for bicycle parking, 91 scooter stands, 7 e-cargo bike stands and 9 EV charging stations (22 kW), along with the proposed ancillary works.

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.

A map of the Dún Laoghaire-Rathdown Part 8 site locations is provided in Figure 5-1, and a list of the sites locations and drawing name is provided in Table 5-1. The map and table do not represent all of the mobility hubs sites, but only those currently designed and going forward for Part 8 Phase 1. The remainder of the sites will be progressed through the next Part 8 application (Phase 2) following landowner engagement and design confirmation.

General Arrangement drawings for each site are included in Appendix A of this report. All layouts and details are indicative and may be subject to change during the detailed design phase.

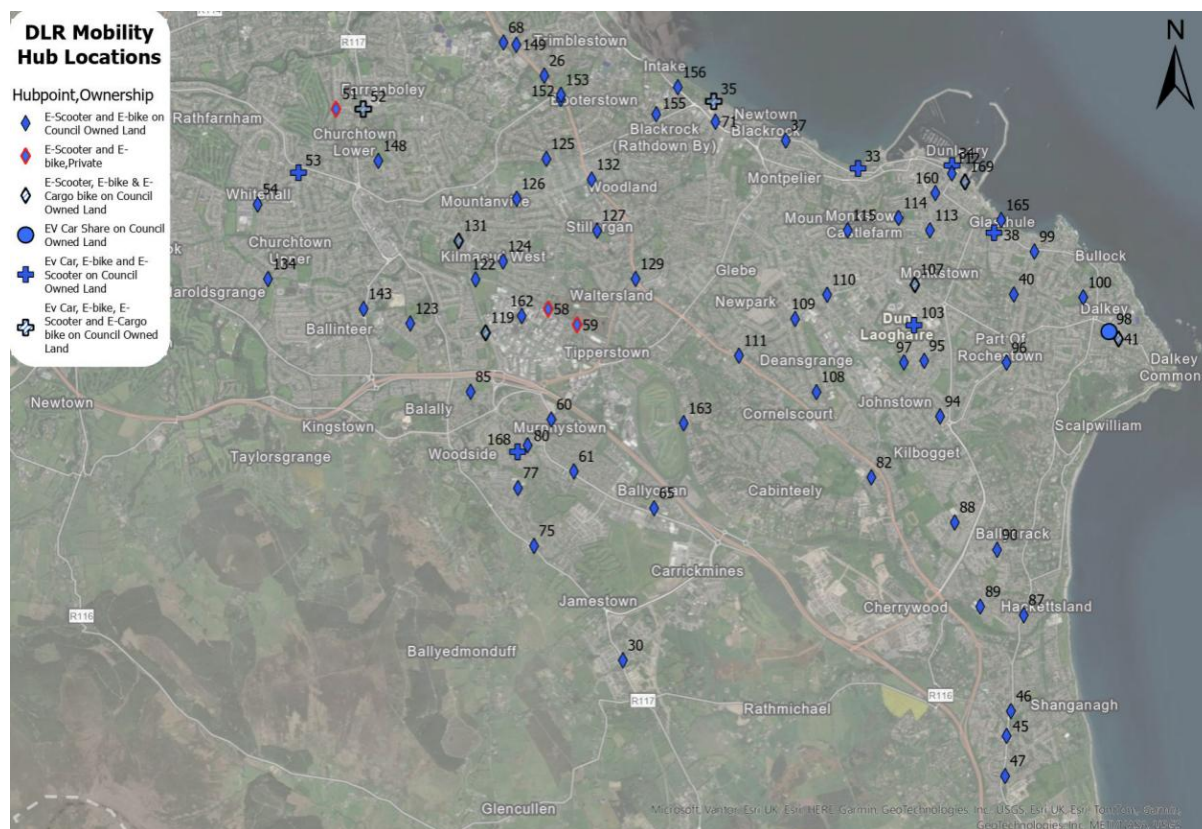


Figure 5-1: Dún Laoghaire-Rathdown Mobility Hub Locations

Table 5-1 Proposed Mobility Hub Locations

Site ID	Proposed Location	Type	Drawing Number	Latitude	Longitude
26	Stillorgan Road (Seafield Road Bus Stop 2008)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-026-DR-CR-0001	53.30558829999997	-6.2110521
30	Enniskerry Road, Kiltiernan	E-scooter and E-bike	60686415-ACM-GEO_GA-03-026-DR-CR-0001	53.23974537321698,	6.1962256101907425
33	Salthill and Monkstown DART Station	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-033-DR-CR-0001	53.295147389999997	-6.15201235
34	Harbour Road, Dún Laoghaire	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-034-DR-CR-0001	53.295466689999998	-6.13431827
35	Blackrock DART Station Car Park	Ev Car, E-bike, E-scooter and E-cargo bike	60686415-ACM-GEO_GA-03-035-DR-CR-0001	53.302694500000001	-6.1791699
37	Alma Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-037-DR-CR-0001	53.298281099999999	-6.16562259

38	Eden Park	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-038-DR-CR-0001	53.287911209999 997	-6.12641985
40	Station Road (Glenageary DART Station)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-040-DR-CR-0001	53.280970439999 997	-6.12269282
41	Sorrento Drive (Dalkey Dart Station)	E-scooter E-bike and E-cargo bike	60686415-ACM-GEO_GA-03-041-DR-CR-0001	53.275951450000 001	-6.10297846
45	Shankill Main Street	E-scooter and E-bike	60686415-ACM-GEO_GA-03-045-DR-CR-0001	53.231259659999 999	-6.12405542
46	Shanganagh Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-046-DR-CR-0001	53.234052249999 998	-6.12323259
47	Castle Farm	E-scooter and E-bike	60686415-ACM-GEO_GA-03-047-DR-CR-0001	53.226730150000 002	-6.12433522
51	Windy Arbour Luas Stop	E-scooter and E-bike	60686415-ACM-GEO_GA-03-051-DR-CR-0001	53.301881	-6.250372
52	Mulvey Park	Ev Car, E-bike, E-scooter and E-cargo bike	60686415-ACM-GEO_GA-03-052-DR-CR-0001	53.301823290000 002	-6.24513093
53	Beaumont Avenue	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-053-DR-CR-0001	53.294667240000 003	-6.25732034
54	Meadow Park Avenue / Mountain View Park	E-scooter and E-bike	60686415-ACM-GEO_GA-03-054-DR-CR-0001	53.291089079999 999	-6.265
58	Stillorgan Luas Stop	E-scooter and E-bike	60686415-ACM-GEO_GA-03-058-DR-CR-0001	53.279304	-6.210183
59	Sandyford Luas Stop, Blackthorn Avenue	E-scooter and E-bike	60686415-ACM-GEO_GA-03-059-DR-CR-0001	53.277394	-6.204540
60	Glencairn Luas / Murphystown Way	E-scooter and E-bike	60686415-ACM-GEO_GA-03-060-DR-CR-0001	53.266582970000 002	-6.20989124
61	The Gallops – Glencairn Crescent	E-scooter and E-bike	60686415-ACM-GEO_GA-03-061-DR-CR-0001	53.261160	-6.205452
65	Samuel Beckett Civic Campus	E-scooter and E-bike	60686415-ACM-GEO_GA-03-065-DR-CR-0001	53.256901999999 997	-6.19039128
68	Stillorgan Road (UCD Belfield Stop 768)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-068-DR-CR-0001	53.309306390000 003	-6.21873738
71	Carysfort Avenue (Carysfort Avenue Parking Lot)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-071-DR-CR-0001	53.300397799999 999	-6.1788492
75	St Patricks Park, Enniskerry Road, Stepside	E-scooter and E-bike	60686415-ACM-GEO_GA-03-075-DR-CR-0001	53.252653619999 997	-6.21298127

77	Belarmine Vale	E-scooter and E-bike	60686415-ACM-GEO_GA-03-077-DR-CR-0001	53.2591650999999	-6.21601343
80	Sandyford Hall Avenue	E-scooter and E-bike	60686415-ACM-GEO_GA-03-080-DR-CR-0001	53.2639926299999	-6.21419549
82	Old Bray Road, Cabinteely	E-scooter and E-bike	60686415-ACM-GEO_GA-03-082-DR-CR-0001	53.2603724200000	-6.14950327
85	Sandyford Park	E-scooter and E-bike	60686415-ACM-GEO_GA-03-085-DR-CR-0001	53.2700100599999	-6.22492084
87	Killiney Hill Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-087-DR-CR-0001	53.2448500499999	-6.12082482
88	Willow Vale / Churchview Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-088-DR-CR-0001	53.2553003000000	-6.13381059
89	Loughlinstown Drive	E-scooter and E-bike	60686415-ACM-GEO_GA-03-089-DR-CR-0001	53.2458284399999	-6.12902191
90	Wyattville Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-090-DR-CR-0001	53.2522102399999	-6.12584213
94	Rochestown Avenue	E-scooter and E-bike	60686415-ACM-GEO_GA-03-094-DR-CR-0001	53.2672434500000	-6.1365802
95	Pearse Street	E-scooter and E-bike	60686415-ACM-GEO_GA-03-095-DR-CR-0001	53.2734976599999	-6.13954594
96	Avondale Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-096-DR-CR-0001	53.2732943400000	-6.12406455
97	Pearse Villas	E-scooter and E-bike	60686415-ACM-GEO_GA-03-097-DR-CR-0001	53.2733111499999	-6.14337531
98	St Patrick's Avenue Car Park, Dalkey	Ev Car Share	60686415-ACM-GEO_GA-03-098-DR-CR-0001	53.2767886600000	-6.10477344
99	Albert Road Lower	E-scooter and E-bike	60686415-ACM-GEO_GA-03-099-DR-CR-0001	53.2857886600000	-6.11881698
100	Hyde Road, Dalkey	E-scooter and E-bike	60686415-ACM-GEO_GA-03-100-DR-CR-0001	53.2806358200000	-6.10963305
103	Sallynoggin Road / Pearse Street	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-103-DR-CR-0001	53.2775021400000	-6.14148989
107	Glenageary Road Upper	E-scooter E-bike and E-cargo bike	60686415-ACM-GEO_GA-03-107-DR-CR-0001	53.2820552199999	-6.14131141
108	Clonkeen Road / Meadow Vale	E-scooter and E-bike	60686415-ACM-GEO_GA-03-108-DR-CR-0001	53.2699757700000	-6.15983618
109	Clonkeen Rd / Kill Lane	E-scooter and E-bike	60686415-ACM-GEO_GA-03-109-DR-CR-0001	53.2782083000000	-6.16386002
110	Kill Avenue / Abbey Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-110-DR-CR-0001	53.2809333300000	-6.15782326

111	Stillorgan Road, Deansgrange (Pedestrian overpass)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-111-DR-CR-0001	53.274079389999	-6.17443132
112	Dún Laoghaire DART Station	E-scooter and E-bike	60686415-ACM-GEO_GA-03-112-DR-CR-0001	53.294583889999	-6.13435835
113	Patrick Street	E-scooter and E-bike	60686415-ACM-GEO_GA-03-113-DR-CR-0001	53.288190839999	-6.13848753
114	Tivoli Terrace South	E-scooter and E-bike	60686415-ACM-GEO_GA-03-114-DR-CR-0001	53.289578110000	-6.14438442
115	DLR Leisure Monkstown	E-scooter and E-bike	60686415-ACM-GEO_GA-03-115-DR-CR-0001	53.288183490000	-6.15395679
119	Blackthorn Drive	E-scooter E-bike and E-cargo bike	60686415-ACM-GEO_GA-03-119-DR-CR-0001	53.276644279999	-6.22209912
122	Benildus Avenue	E-scooter and E-bike	60686415-ACM-GEO_GA-03-122-DR-CR-0001	53.282659600000	-6.22399064
123	Clonard Lawn	E-scooter and E-bike	60686415-ACM-GEO_GA-03-123-DR-CR-0001	53.277701790000	-6.23627583
124	Kilmacud Road Upper / Lakelands Lawn	E-scooter and E-bike	60686415-ACM-GEO_GA-03-124-DR-CR-0001	53.284684949999	-6.21881068
125	North Avenue / Deerpark Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-125-DR-CR-0001	53.296224539999	-6.21066131
126	Redesdale Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-126-DR-CR-0001	53.291731939999	-6.21625151
127	Lower Kilmacud Road, Stillorgan	E-scooter and E-bike	60686415-ACM-GEO_GA-03-127-DR-CR-0001	53.288141449999	-6.20111347
129	Brewery Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-129-DR-CR-0001	53.282713469999	-6.1938779
131	Holywell / Kilmacud Road Upper	E-scooter E-bike and E-cargo bike	60686415-ACM-GEO_GA-03-131-DR-CR-0001	53.286982389999	-6.22716994
132	Stillorgan Road (Priory Office Park)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-132-DR-CR-0001	53.293904449999	-6.20214006
134	Stonemasons Way	E-scooter and E-bike	60686415-ACM-GEO_GA-03-134-DR-CR-0001	53.282701990000	-6.26306414
143	Ballinteer Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-143-DR-CR-0001	53.279337580000	-6.24505497
148	Rosemount Mulvey FC, Rosemount Estate	E-scooter and E-bike	60686415-ACM-GEO_GA-03-148-DR-CR-0001	53.295991280000	-6.24229758
149	Stillorgan Road (Boosterstown,	E-scooter and E-bike	60686415-ACM-GEO_GA-03-149-DR-CR-0001	53.309053059999	-6.21632728

	Woodbine Road Bus Stop 2007)				
152	Stillorgan Road (St. Thomas Road Bus Stop 2070)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-152-DR-CR-0001	53.302946400000 003	-6.2079615
153	Stillorgan Road (Raddison Hotel Bus Stop 2009)	E-scooter and E-bike	60686415-ACM-GEO_GA-03-153-DR-CR-0001	53.303431719999 999	-6.20793417
155	Cross Avenue, Blackrock	E-scooter and E-bike	60686415-ACM-GEO_GA-03-155-DR-CR-0001	53.301242639999 998	-6.18998813
156	Rock Road, Blackrock Park	E-scooter and E-bike	60686415-ACM-GEO_GA-03-156-DR-CR-0001	53.304281179999 997	-6.18593395
160	Convent Road, Dún Laoghaire	E-scooter and E-bike	60686415-ACM-GEO_GA-03-160-DR-CR-0001	53.292375329999 999	-6.13745886
162	Carmanhall Road	E-scooter and E-bike	60686415-ACM-GEO_GA-03-162-DR-CR-0001	53.278549130000 002	-6.21530351
163	Foxrock Village Car Park	E-scooter and E-bike	60686415-ACM-GEO_GA-03-163-DR-CR-0001	53.266469800000 003	-6.18482089
165	Newtownsmith	E-scooter and E-bike	60686415-ACM-GEO_GA-03-165-DR-CR-0001	53.289335870000 002	-6.12507066
168	Sandyford Hall Rise / Sandyford Hall View	Ev Car E-bike and E-scooter	60686415-ACM-GEO_GA-03-168-DR-CR-0001	53.263253730000 002	-6.21608064
169	DLR Lexicon	E-scooter E-bike and E-cargo bike	60686415-ACM-GEO_GA-03-169-DR-CR-0001	53.293618750000 000	-6.13188308

Figure 5-2 below shows a typical cross section of a Mobility Hub for e-bikes and e-scooters.

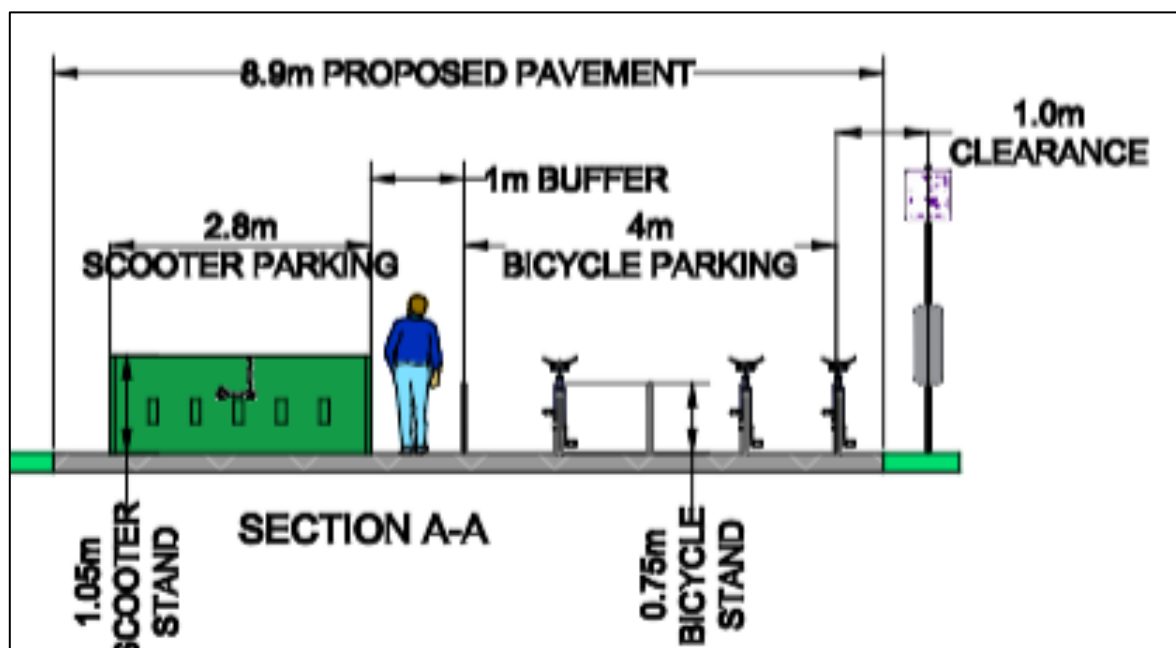


Figure 5-2: Typical Cross Section of a Mobility Hub providing e-bikes and e-scooters

5.2 Engineering Overview

5.2.1 Drainage

Where possible, the preliminary designs have no impact on the existing drainage thus requiring no changes to the existing drainage system. The project proposes to maintain existing gullies at each site. Where pavement is proposed on existing grass a desirable 2% crossfall is proposed to maintain existing drainage patterns. Further detail on drainage design will be developed during detailed design.

5.2.2 Pavement, Kerbs and Footways

For mobility hub locations on existing grass verge or in existing grass in a park the pavement proposed is a concrete footpath build up. Some sites may require some resurfacing if the existing pavement is in poor condition.

Proposed traffic islands have been included in on road mobility hub locations to separate and protect the mobility hub infrastructure from moving vehicles.

Dropped kerbs have been proposed to provide improved accessibility for users to access the mobility hub sites from the footpath to the carriageway/ car park and to provide a location for users to join the carriageway with their e-bike or e-scooter from the mobility hub sites.

Rubber kerbs are proposed between the EV car share bays and the EV changing stations to prevent the EVs from driving into the charging stations.

The EV bays will be denoted with a green coloured surface material.

5.2.3 Vehicle Swept Paths

Vehicle swept paths have been undertaken for the EV car share bays to assess that they will be safely used by the vehicles that will be stationed at them.

5.2.4 Existing Utilities

Where an EV charging station and mini pillar are proposed, associated ducting to connect the mini pillar to the charging station and to the power supply will be required. The exact location and length of this ducting is currently unknown and is subject to liaison with ESB during the next phase of design.

5.2.5 Traffic Signs and Road Markings

Green coloured road markings will be used to denote the location of a mobility hub. The mobility hubs will be surrounded by a green line road marking and there will be a green coloured scooter, bicycle or cargo bike symbol within the mobility hub to denote the shared mobility modes that are available at the location. The EV car share bays will be marked with white hatched road markings in line with the ZEV (Zero Emission Vehicles Ireland) Universal Design Guidelines and they will have "CAR SHARE" displayed along the bay, in accordance with the Traffic Signs Manual (2025).

Each Mobility Hub will have an information pole displaying the shared mobility modes available at the specific Mobility Hub. This sign is subject to further design development.

Bollards are proposed across many of the mobility hub locations primarily on traffic islands or in front of the EV charging infrastructure to ensure vehicles do not hit the EV charging station.

Other traffic signs and road markings will be reviewed and confirmed as part of the detail design package, and they will be designed in compliance with the Traffic Signs Manual (Updated 2025).

5.2.6 Lighting

There are no proposed changes to public lighting across all of the mobility hubs sites. All proposed locations have existing lighting. Any additional lighting requirements will be considered at detailed design.

5.2.7 Landscape and public realm

Existing trees are to be retained across all mobility hub sites. Preliminary designs have been developed to avoid works within the Root Protection Zones (RPZs) of existing trees and to avoid tree removal and to minimise any impact on established vegetation.

5.2.8 Design Guidance

The preliminary design for the NMHP has been informed by the following design guidance and standards:

- NTA Cycle Design Manual 2023;
- Design Manual for Urban Streets;
- TII DN-GEO-03030; and
- ZEV's Universal Design Guidelines for EV charging infrastructure.

6. Stakeholder Engagement

Stakeholder Engagement has been carried out throughout the National Mobility Hub Pilot 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:

- **Dún Laoghaire-Rathdown County Council Departments:** An online briefing was held on the 7th January 2026 with attendance from different internal DLRCC departments in order to inform them of the NMHP and to invite feedback. Departments which were invited to this briefing include Architects Department, Biodiversity, Capital Projects, Community Development & Social Inclusion, Drainage, Environment Enforcement, Environment & Climate Change, Forward Planning Infrastructure, Housing, Parks, Parking, Planning, Public Lighting, Property Management and Traffic.
- **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.

7. Summary of Environmental Appraisal of the Scheme

An EIA and AA Screening were carried out for the proposed development. They focus on Phase 1, with future phases (Phase 2) to be assessed in subsequent EIA and AA Screenings as more information becomes available. A worst-case scenario approach has been adopted to preliminarily identify potential impacts. The cumulative impacts of the network in Dún Laoghaire-Rathdown, including future phases, have been considered to the extent possible based on the available information. The Phase 2 EIA and AA Screenings reports will assess the cumulative impacts of the network further once designs are developed for all sites.

7.1 Appropriate Assessment Screening

An Appropriate Assessment Screening was undertaken by AECOM on behalf of the NTA and Dún Laoghaire-Rathdown County Council and can be found in Appendix C. This 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).

7.2 Environmental Impact Assessment Screening

An Environmental Impact Assessment Screening was undertaken by AECOM on behalf of NTA and Dún Laoghaire-Rathdown County Council and can be found in Appendix D. This report concluded that the proposed development does not require an EIAR. This is based on, amongst others, 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.

8. Conclusion

The National Mobility Hubs Pilot - Dún Laoghaire-Rathdown will provide improved access to shared mobility services across Dún Laoghaire-Rathdown, especially for those with limited transport options. The project will encourage people to choose more sustainable travel choices.

The NMHP aligns well with sustainability, active travel and climate change policy goals at a national, regional and local level as outlined in this report.

Following a review of the existing conditions, constraints and alternative options, Preliminary design for the Mobility Hub locations are shown in Appendix A. The development of preliminary design has been undertaken in accordance with the relevant design standards.

A review and assessment of potential impacts of the proposed development was carried out, including both EIA and AA screening reports, which concluded that there is no requirement to proceed to the next step of Appropriate Assessment or to prepare an Environmental Impact Assessment Report (EIAR) for the proposed scheme.

Appendix A – General Arrangements

Appendix B – Site Location Plan

Appendix C – Appropriate Assessment Screening Report

Appendix D – Environmental Impact Assessment Screening Report