

MOBILITY MANAGEMENT PLAN

Proposed Large-Scale Residential Development at “Crowpark (1st Division)”,
Kildalkey Road, Trim, Navan, County Meath

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HORA
PROPERTY CONSULTANTS

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1.0 INTRODUCTION

Hora Property Consultants have been retained and instructed by Loughglynn Developments Limited to carry out a Mobility Management Plan (MMP) for the purpose of a Large-Scale Residential Development (LRD) planning application at Kildalkey Road, Trim, Co. Meath.

The overall development has been designed with the pedestrian in mind. The MMP will serve as a framework of objectives for the proposed development regarding sustainable modes of transport, with the ultimate aim of promoting walking and cycling whilst reducing the frequency of car trips.

The key objectives of the Mobility Management Plan are as follows:

- Encourage walking and cycling for local trips
- Promote the use of public transport for regional journeys
- Reduce dependence on private car use where possible
- Increase awareness of sustainable transport options available to residents
- Support national and local transport policy objectives promoting sustainable mobility

The Mobility Management Plan objectives outlined in this report shall be implemented to support sustainable mobility practices within the proposed development once it becomes operational.

2.0 RELEVANT POLICY DOCUMENTS

- Meath County Development Plan 2021-2027
- Project Ireland 2040 – National Planning Framework (NPF)
- National Development Plan 2021–2030
- National Sustainable Mobility Policy (2022)
- Smarter Travel: A Sustainable Transport Future 2009–2020
- National Investment Framework for Transport in Ireland (NIFTI)
- Climate Action Plan
- National Cycle Policy Framework
- Electric Vehicle Charging Infrastructure Strategy

2.1 DMURS Compliance

The Design Manual for Urban Roads and Streets provides national guidance on the design of streets in urban areas. The manual promotes a shift in street design away from car-dominated layouts towards streets that prioritise pedestrians, cyclists and public transport users.

Key principles of DMURS include:

- Prioritising pedestrians and cyclists in street design
- Creating safe and attractive streets for all users
- Supporting active travel and sustainable mobility
- Integrating streets with surrounding land uses and communities

The proposed development supports these principles through the provision of:

- Internal streets designed as low-speed residential environments
- Pedestrian connections linking the development to surrounding areas
- Cycle parking facilities to encourage cycling as a mode of transport
- Layouts that prioritise pedestrian accessibility within the development

The integration of pedestrian infrastructure and the proximity of the site to existing residential areas ensures that the development aligns with the objectives of DMURS.

3.0 PROPOSED DEVELOPMENT

3.1 Development Description

The proposed development comprises a Large-Scale Residential Development (LRD) on lands at Crowpark (1st Division), Kildalkey Road, Trim, Co. Meath.

The scheme provides a total of 183 residential units, comprising 127 houses and 56 apartments. The housing mix includes 19 no. detached 4-bedroom houses, 9 no. semi-detached/end-terrace 4-bedroom houses, 4 no. detached 3-bedroom houses, 43 no. semi-detached/end-terrace 3-bedroom houses, and 52 no. mid-terrace 3-bedroom houses, with building heights from 2 to 2 ½ storeys. The apartment element comprises 56 no. units in two blocks of up to four storeys, including 16 no. one-bedroom and 40 no. two-bedroom units.

The development also includes a crèche facility, new vehicular and pedestrian accesses from Kildalkey Road.

The proposal provides for associated infrastructure and site works, including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.

4.0 SITE-SPECIFIC MOBILITY FRAMEWORK

4.1 Movement

Fig. 1 shows the existing road and path layout in the area (purple dashed lines). As outlined earlier, the site is and will be accessed by vehicles, cyclists and pedestrians via the Kildalkey Road which borders the site to the North. A pedestrian / cyclist (only) link is proposed at the Eastern boundary with the existing Elder Grove housing development.

Trim benefits from a number of existing pedestrian trails (shown as orange dotted lines in Fig. 1) along the Riverbank and through public park areas. Of particular relevance to the proposed new development is an existing trail that starts at the existing Aldi store on the Southern bank of the River, crosses the River via a

pedestrian bridge and travels West along the Northern Riverbank providing direct pedestrian access into Mill Lane, Avondale Drive, Cedar Grove and Elder Grove.

The potential exists for an extension of this trail (shown as blue dotted line in Fig. 1) to link to the proposed development path network. This potential link would be located in County Council owned land, however it would also be located within the SAC. If any potential impact for this link can be mitigated in an appropriate / acceptable manner, it would greatly enhance pedestrian movement both for the proposed development and the wider area in general.

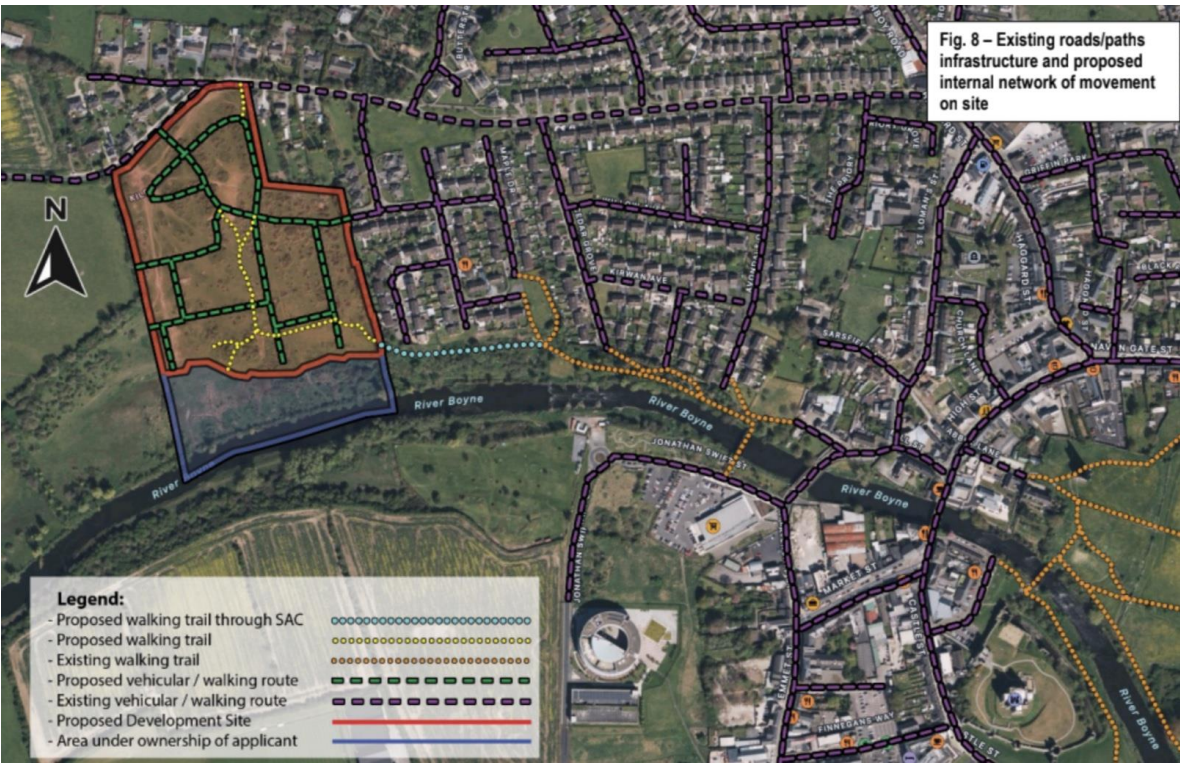


Figure 1

5.0 EXISTING MOBILITY FRAMEWORK

5.1 Site Location and Access

The proposed development site is located on the Kildalkey Road (R154) on the western edge of Trim, County Meath. The site is approximately 1.2–1.5 km west of Trim town centre and is located adjacent to existing residential developments.

The R154 is a regional road that connects Trim with the settlements of Kildalkey and Athboy. The site therefore benefits from direct access to the regional road network and provides connections to surrounding towns and villages.

Other important regional routes in the area include the R161 which connects Trim to Navan, and the R158 which links Trim with Summerhill and Enfield. Vehicular access to the site is provided directly from Kildalkey Road which connects to the existing residential road network within Trim.

5.2 Public Transport

Public transport services within Trim are primarily provided by Bus Éireann regional bus services which connect the town to Dublin and other towns in County Meath and the wider region.

The nearest bus stops are located within Trim town centre along streets such as Market Street and Castle Street. These stops are approximately 1.2–1.5 km from the development site which equates to a walking distance of approximately 15 minutes.

Bus Éireann Route 109 provides a frequent regional service linking Dublin, Dunshaughlin, Navan, Kells and Cavan. This service typically operates every 30 minutes during peak periods and approximately every 30–60 minutes during off-peak periods. Services generally operate between approximately 05:00 and 22:00 each day.

Bus Éireann Route 109B also serves Trim and provides additional connectivity between Dublin, Dunshaughlin, Kilmessan and Trim. This route typically operates approximately every two hours during the day.

Bus Éireann Route 109D provides a limited commuter service between Trim and Dublin City University via Ashbourne, Ratoath and Dunshaughlin. This route generally operates one service in each direction on weekdays and is primarily intended for commuter travel.

The area is also served by Transport for Ireland (TFI) Local Link rural transport services. These services provide connections between smaller rural settlements and larger towns such as Trim and Navan. These services typically operate one or two return trips per day and provide access to retail, healthcare and other essential services.

5.3 Pedestrian Infrastructure

Existing residential areas located adjacent to the site are served by established pedestrian infrastructure.

Footpaths are generally provided throughout the surrounding residential streets and include standard concrete footways and street lighting. Pedestrian crossing points are provided at some junctions within the residential areas.

Footpaths are present along sections of the Kildalkey Road as it approaches Trim and connect the site to the surrounding residential neighbourhoods including Crowpark and Townparks South.

The site is located within walking distance of a number of services and facilities within Trim. Trim town centre is located approximately 1.3 km from the site which equates to a walking time of approximately 15–18 minutes. Retail services, schools and other community facilities within the town are generally located within 1–1.5 km of the site and can be reached within approximately 15–20 minutes on foot.

Pedestrian routes between the site and these destinations are generally provided via existing residential streets and footpath networks.

5.4 Cycling Infrastructure

Cycling infrastructure within Trim is currently limited. Most cycling activity takes place on the existing road network where cyclists share the carriageway with vehicular traffic. Residential streets surrounding the site generally experience relatively low traffic volumes and can therefore accommodate cycling movements.

There are currently no segregated cycle lanes along Kildalkey Road adjacent to the development site.

However, due to the relatively compact size of Trim, many destinations within the town can be reached within a short cycling distance. The town centre, schools, shops and community facilities can typically be reached within approximately 5–10 minutes by bicycle.

Meath County Council and the National Transport Authority have identified a number of active travel projects aimed at improving walking and cycling infrastructure within the county. One of the proposals relevant to the area is a planned cycle route between Trim and Navan. This proposed scheme would provide improved cycling connectivity between the two towns and would form part of the wider active travel and greenway network within the Boyne Valley region.

5.5 Conclusion

The proposed development site benefits from access to existing transport infrastructure including regional road connections, public transport services and pedestrian routes.

The site has direct access to the R154 Kildalkey Road which provides connectivity to surrounding towns and villages. Trim town centre is located approximately 1.3 km from the site and is accessible by walking and cycling.

Public transport services are available within Trim town centre including frequent Bus Éireann services connecting the town with Dublin and other regional centres.

Existing pedestrian infrastructure within surrounding residential areas provides connectivity between the site and nearby neighbourhoods. While dedicated cycling infrastructure is currently limited, the relatively compact nature of Trim means that many destinations can be reached within a short cycling distance.

6.0 PUBLIC TRANSPORT 5KM CATCHMENT ANALYSIS

6.1 Bus Connectivity Infrastructure

Bus Éireann Route 111

Route 111 operates between Dublin, Batterstown, Athboy, Trim, Granard and Cavan. This service typically operates approximately once per hour during weekdays, with increased frequency during peak periods and regular services operating at weekends.

This route provides a direct public transport connection between Trim and Dublin City Centre and also serves a number of regional settlements in County Meath and neighbouring counties.

Bus Éireann Route 109B

Route 109B operates between Dublin, Dunshaughlin, Kilmessan and Trim. The service generally operates approximately seven services per day in each direction.

This route provides important commuter connectivity between Trim and Dublin and also serves intermediate settlements including Dunshaughlin and Kilmessan.

Bus Éireann Route 111X

Route 111X operates between Dublin, Athboy, Clonmellon and Trim. This route is primarily designed to serve commuter travel and typically operates during morning and evening peak periods on weekdays.

The service provides additional commuter capacity for travel between Trim and Dublin.

Bus Éireann Route 190

Route 190 operates between Drogheda, Navan, Trim, Mullingar and Athlone. This route generally operates daily with approximately hourly services.

This service provides east–west regional connectivity linking Trim with major towns in Counties Meath, Westmeath and Louth.

TFI Local Link Route 189

Route 189 operates between Navan, Trim, Longwood and Enfield. The service typically operates approximately ten return services per day.

This route forms part of the national Connecting Ireland Rural Mobility Plan and provides an important link between Trim and Enfield Railway Station.

Bus Stop Accessibility

The primary bus stops serving Trim are located within the town centre and along the main distributor roads. Key stop locations include Trim Ring Road, Tower View, Friars Park and Trim town centre.

The proposed development site is located approximately 1.2 to 1.5 kilometres from the principal bus stops in Trim town centre. This corresponds to an approximate walking time of 15 to 18 minutes or a cycling time of approximately 5 minutes.

6.2 Rail Infrastructure

Trim does not currently have an operational railway station. However, indirect rail connectivity is available via Enfield Railway Station, which is served by the TFI Local Link Route 189.

Enfield Railway Station is located on the Dublin to Sligo railway line and provides rail services to Dublin Heuston, Maynooth, Longford and Sligo. This allows residents of the proposed development to access the national rail network via public transport connections.

Dunboyne Railway Station provides an excellent volume and frequency of commuter services to Dublin. The station offers vast car parking options and can also be accessed via the route 111 bus service at the 'MSD Dunboyne' bus stop.

7.0 MOBILITY MANAGEMENT PLAN

A number of measures are proposed to encourage sustainable travel by future residents of the development.

7.1 Pedestrian Accessibility

Pedestrian access will be provided throughout the development via internal footpaths connecting residential units to site entrances and surrounding streets.

Safe pedestrian routes will be designed to connect the development to the existing footpath network along Kildalkey Road and neighbouring Elder Grove estate.

These routes will encourage walking to nearby services and facilities.

Adequate street lighting and pedestrian visibility will be incorporated into the design of internal roads and pathways to promote safe pedestrian movement.

All corner houses will be finished in a 'book-end' dual-frontage style in the visual interest of pedestrians. Following principles of 'passive surveillance' design. Creating a degree of activity throughout the development whilst seamlessly integrating homes with the streetscape.

Green spaces will feature pedestrian links throughout, providing for pedestrian-prioritised flow from the Kildalkey Road site portion down towards the River Boyne side. 3 shared surfaces are proposed,

The integration of a creche within this development further reduces the need to travel from the development to such a service

7.2 Cycling Facilities

A combined pedestrian and cycle lane pathway will front the Kildalkey Road as part of the proposed development. Laying a foundation for future extensions of the pathway by the private sector or the local authority.

The development will also connect to the surrounding road network which provides access to the wider urban area of Trim and key local destinations within cycling distance.

Cycling will be supported through the provision of secure and convenient bicycle parking facilities within the development. Each house will benefit from bicycle storage, whilst apartment blocks will have secure bicycle storage facilities, catering for regular and cargo-type bicycles. The creche will also feature secure parking for cargo bicycles.

Cycle parking will be provided in accordance with relevant planning guidelines and standards to ensure that residents have suitable facilities for storing bicycles.

8.0 IMPLEMENTATION AND MONITORING OF THE MOBILITY MANAGEMENT PLAN

This section outlines how the Mobility Management Plan (MMP) for the proposed residential development at Kildalkey Road, Trim, will be implemented and managed following completion of the development.

The purpose of this section is to ensure that the measures outlined within the Mobility Management Plan are effectively delivered and maintained over time. The

successful implementation of these measures will help encourage sustainable travel behaviour among residents and support the broader transport policy objectives outlined at national, regional and local levels.

Implementation of the plan will occur primarily during the occupation phase of the development when residents begin to establish travel patterns.

8.1 Implementation Measures

The following measures will be implemented as part of the Mobility Management Plan.

A Sustainable Travel Information Pack will be provided to new residents when they first occupy their homes. This information will outline available travel options within the area and promote sustainable transport choices.

The pack may include information on:

- Local bus services and timetables
- Location of nearby bus stops
- Walking routes to local services and facilities
- Cycling routes within Trim
- Journey planning websites and mobile applications
- Information on integrated ticketing and public transport services

Providing this information at the point of occupation helps ensure that residents are aware of available alternatives to private car use.

8.2 Walking and Cycling Promotion

The design of the development will facilitate pedestrian and cycling movement through the provision of internal footpaths and connections to surrounding streets.

Secure bicycle parking will be provided within the development to encourage residents to use bicycles for short trips within the town.

Information on local walking and cycling routes will also be included in the Sustainable Travel Information Pack.

8.3 Public Transport Promotion

Residents will be provided with information regarding the public transport services available in Trim and the surrounding area.

This will include information on regional bus services connecting Trim to destinations such as Dublin, Navan, and other regional centres.

Online journey planning tools and public transport information platforms will also be promoted as part of the travel information provided to residents.

8.4 Monitoring and Review

The effectiveness of the Mobility Management Plan will be monitored through ongoing awareness and information measures during the occupation phase of the development.

Given the scale and nature of the proposed residential development, formal monitoring surveys are generally not required. However, an appointed committee may periodically review sustainable transport measures and update travel information provided to residents as required.

This may include:

- Updating public transport information where services change
- Providing information on new cycling or active travel infrastructure in the area
- Promoting relevant local or national sustainable mobility initiatives

These measures ensure that the Mobility Management Plan remains relevant and effective over time.

8.5 Long-Term Sustainability

Over time, the effectiveness of the Mobility Management Plan will be supported by the existing transport infrastructure and services within Trim.

The development's proximity to the town centre, combined with access to pedestrian routes and public transport services, provides a strong foundation for encouraging sustainable travel behaviour among residents.

Future improvements to walking, cycling and public transport infrastructure within County Meath may further enhance the range of sustainable travel options available to residents.

8.6 Conclusion

The implementation of the Mobility Management Plan will support the promotion of sustainable travel behaviour within the proposed development.

Through the provision of sustainable travel information, promotion of walking and cycling, and awareness of public transport services, the plan aims to reduce reliance on private car use where possible.

The ongoing management of the plan will ensure that these measures remain in place and continue to support sustainable mobility objectives throughout the lifetime of the development.

9.0 RECOMMENDATIONS AND CONCLUSIONS

The proposed Mobility Management Plan outlines a range of measures designed to encourage sustainable travel choices for residents of the development.

Given the proximity of the site to Trim town centre, the availability of pedestrian infrastructure, and access to regional bus services, the development has the potential to support walking, cycling, and public transport use.

The implementation of the proposed mobility management measures will help promote sustainable travel behaviour and contribute to wider transport policy objectives aimed at reducing car dependency and encouraging more sustainable modes of transport.