



## **Travel Plan / Mobility Management Plan**

Gas Turbine Power Generation Station Phase 2 at Kilshane, Co. Dublin

May 2026

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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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## Comments

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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# 1. Introduction

## 1.1 Context

This Travel Plan has been prepared by Waterman Moylan Engineering Consultants as part of a planning documentation for the Proposed Kilshane Phase 2 Development in Dublin 11.

The proposed development will consist of the following:

- 2 additional gas turbines producing 340MW each
- 400kV GIS building and associated compound
- Increasing diesel storage from 5000t to 15000t
- Extension to administration building
- Access roads
- Electrical substation

Phase 1 which is located immediately north of this subject site has received a notification to grant permission under Reg. Ref. FW25A/0523E.

## 1.2 Scope

This Travel Plan will be a key operational element for a proposed gas turbine power generation station in lands at Kilshane, Dublin 11.

The owners will implement a Travel Plan on an ongoing basis with the triple objectives of promoting sustainability, enhancing the use of public transport and reducing dependency on the use of the private car.

This Travel Plan is intended to deal with the typical day-to-day operational conditions at the site. The targets set out in the plan will be achieved against the background of expanding public transport capacity.

The Plan will assess, examine, and manage the typical traffic that will be generated by the gas turbine power station.

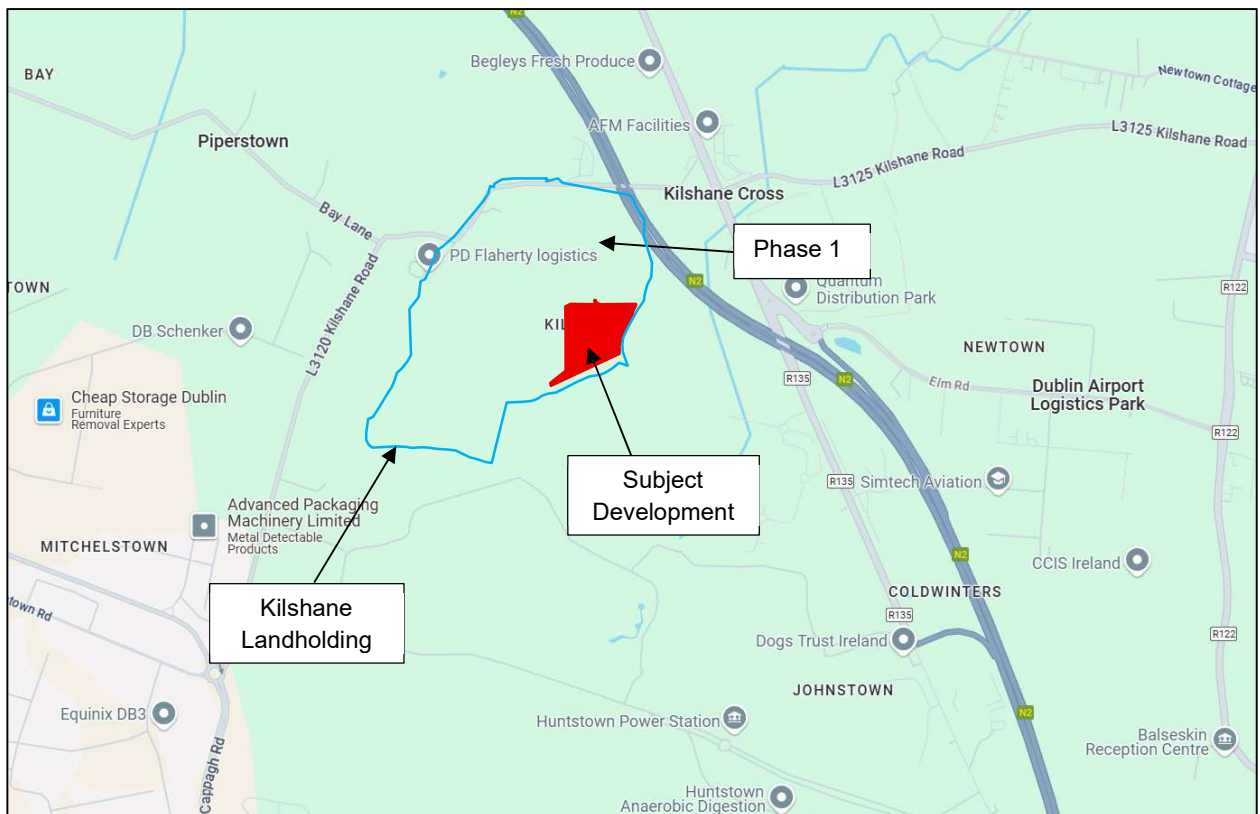
## 2. Site Location and Description

The site is located at Kilshane, Dublin 11, just west of the N2 Primary Road, approximately 300m west of the R135 and is located approx. 2 km north-west of the M50.

The site is bound to the north by the Phase 1 Development which has received a notification to grant permission under Reg. Ref. ABP-317480-23. The remaining lands surrounding the site largely comprise agricultural fields, with the businesses and commercial/industrial sheds appearing in the wider vicinity east and west of the site.

The subject development forms part of a larger landholding pertaining to Kilshane Energy. The overall landholding is bound to the west of the site is a small-scale haulage premises (PD Flaherty Logistics). Beyond the M2 to the east are areas of commercial / logistics development including Quantum Distribution Park and Dublin Airport Logistics Park, beyond which lies further greenfield lands and Dublin Airport. Huntstown Quarry, Huntstown Power Station and anaerobic digestion facility are located further to the south of the site.

**Figure 1** below shows the location of the subject development.

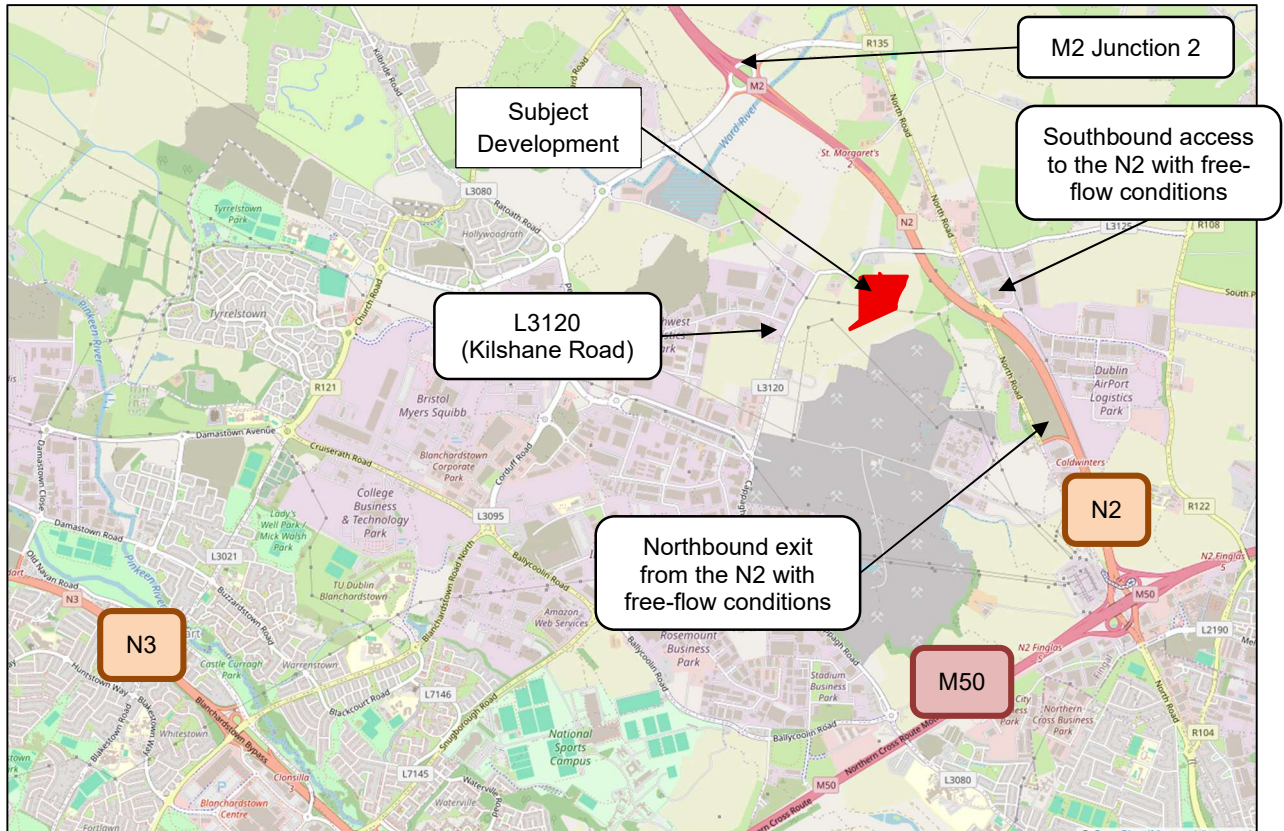


**Figure 1 | Site Location (Source: Google Maps)**

### 3. Site Accessibility and Receiving Environment

#### 3.1 Existing Road Network

The key roads within this network are shown in **Figure 2** and described below.



**Figure 2 | Existing Road Network**

The subject site is currently accessed from the **Kilshane Road (L3120)**. The Kilshane Road at this location is a 2-lane carriageway with a posted speed limit of 60 km/hr. There are no dedicated pedestrian and cycle facilities at this location.

The **R135** at Kilshane is a regional single carriageway road with a pavement width of approximately 9 metres. It follows a north-south alignment, extending northward towards Ashbourne and connecting southward to the N2. The N2 in turn provides access to the M2 motorway via junctions 2 and 3. The road is subject to a speed limit of 60 km/h. There are no dedicated pedestrian or cycling facilities along this section of the R135.

The **N2** at Kilshane is a national primary road that forms part of the strategic route connecting Dublin to the northwest of Ireland. It features a dual carriageway configuration in this area and links directly to the M2 motorway at junctions 2 and 3. There are no dedicated pedestrian or cycling facilities along this section of the R135.

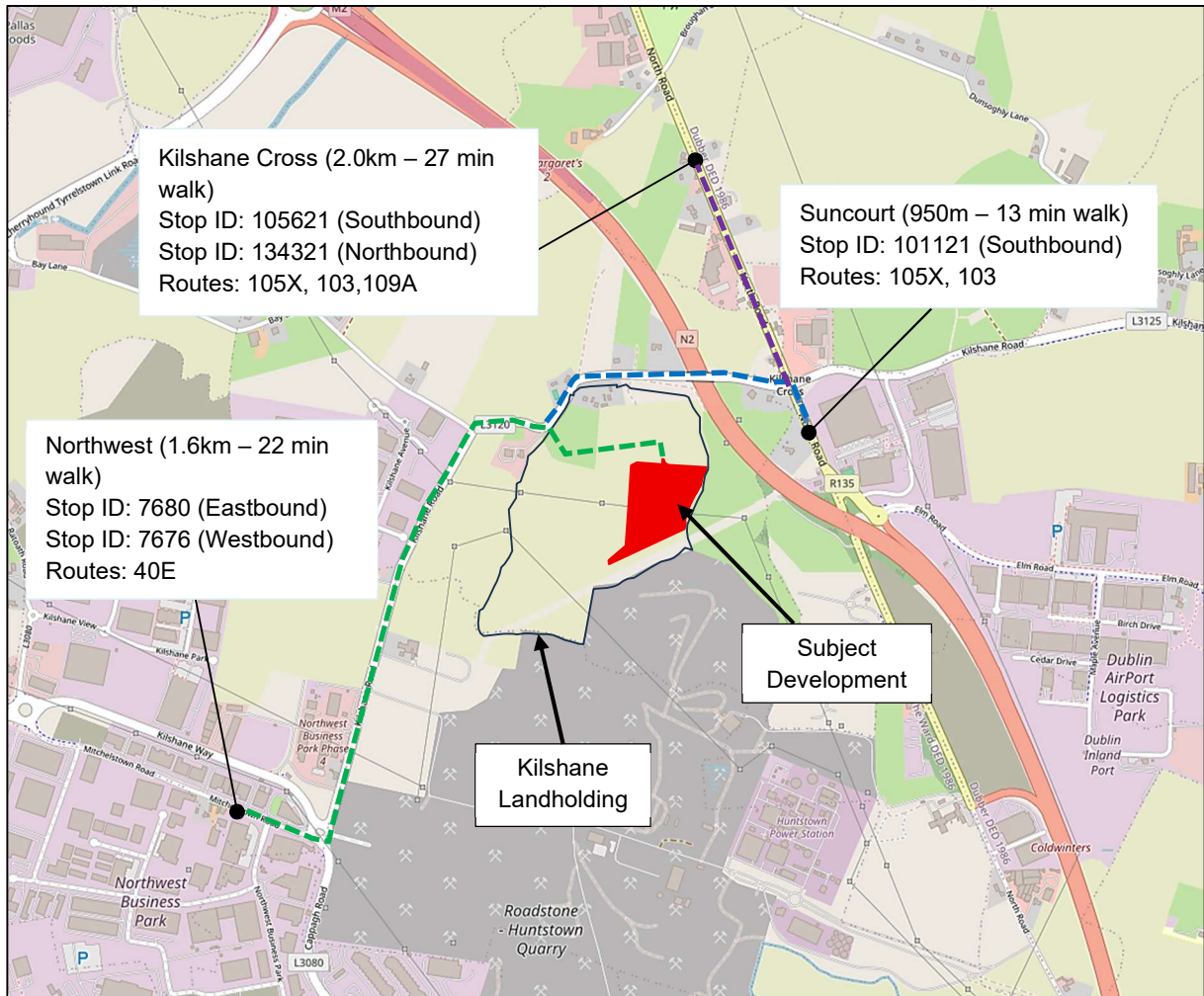
The **N3** road is a national primary road running between Dublin, Cavan and the border with County Fermanagh. The former section from its junction with the M50 to Dublin city centre, as well as the bypassed section from Clonee to the border with County Cavan, have been reclassified as the R147 road.

The **M50** at Kilshane is a major orbital motorway serving the Dublin region, providing a critical link between national primary routes including the N2 and M1. The M50 is a tolled motorway, and there is no dedicated pedestrian or cycling facilities along this section.

### **3.2 Bus Network**

There are no public transport services operating directly on Kilshane Road. The nearest bus stops are located on the R135. Additionally, there are bus stops located on the Mitchelstown Road at the Northwest Business Park, situated to the east and southwest of the site. Details on current bus services and walking routes to/from the site are provided below:

- “Suncourt” bus stop (Stop 101121) on the R135. This is 950m (approx. 13 min walk) away from the existing site entrance. This stop is served by bus routes 103 & 105X in a southbound direction only.
- “Kilshane Cross” bus stops numbers 105621 and 134321 on the R135. This is 2.0km (approx. 27 min walk) away from the existing site entrance. This stop is served by bus routes 103 & 105X in a northbound direction only.
- Northwest bus stops numbers 7680 and 7676 on the Mitchelstown Road at Northwest Business Park, serve route 40E in both directions and are 1.6km (approx. 22 min walk) away from the existing site entrance.



**Figure 3 | Bus Network – Walking distance from development to Bus Stops**

The bus routes and their frequencies are provided in **Table 1** below. The times indicated in the table are based on the timetable for each bus stop.

Route	Direction	Weekday Frequency	Saturday Frequency	Sunday Frequency
<b>103</b>	Beresford Place -Ratoath via Ashbourne	Every 20 minutes from 9:01 to 23:52	Every 30 minutes between 06:23 and 12:17 Every 20 minutes between 12:17 and 18:20 Every 30 minutes between 18:20 and 23:53	Every hour between 07:25 and 12:25 Every 30 minutes from 12:25 to 18:59 Every hour from 18:59 to 23:53

	Ratoath – Townsend via Ashbourne	20 minutes from 06:39 to 21:29 Every 30 minutes from 21:29 to 00:59	Every 30 minutes from 07:39 to 13:19 Every 20 minutes from 13:19 to 19:59 Every 30 minutes from 19:59 to 00:53	Every hour
<b>105X</b>	Dublin – Fairyhouse Road via Ratoath	At 17:54, 18:11 and 18:39	No service	No service
	Fairyhouse Road – Dublin via Ratoath	At 07:39, 07:54 and 08:09	No service	No service
<b>109A</b>	Dublin Airport – Kells via Navan	Every hour	Every hour	Every hour
	Kells to Dublin Airport via Navan	Every hour	Every hour	Every hour
<b>40E</b>	Broombridge Luas - Tyrrelstown	Every 30 minutes from 06:22 to 23:30	Every 30 minutes from 07:30 to 23:30	Every 30 minutes from 07:50 to 23:30
	Tyrrelstown -Broombridge Luas	Every 30 minutes from 05:37 to 22:45	Every 30 minutes from 06:40 to 22:55	Every 40 minutes from 07:15 to 23:30

**Table 1 | Local Bus Routes and Frequencies**

### 3.3 Pedestrian Infrastructure and Walking Accessibility

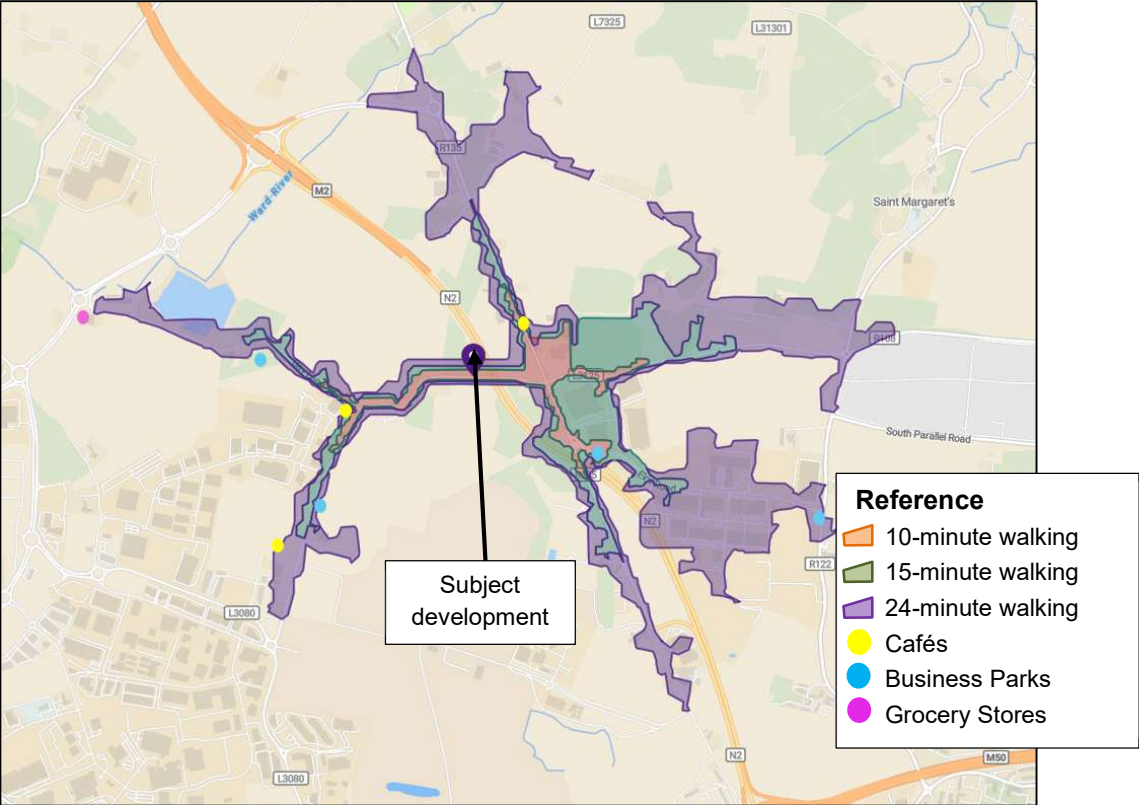
There are no dedicated pedestrian walkways along Kilshane Road in the vicinity of the subject development. However, there is a pedestrian footpath, on the northern side of the road closer to the N2 east over the N2 flyover for approximately 380m.

The “Guidelines for Providing for Journeys on Foot” published by the Institution of Highways & Transportation in 2000 indicates that acceptable walking distances will vary between individuals and circumstances, such as an individual’s fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. This document also suggests walking distances and times based on an average walking speed of 1.4m/sec (approximately 400m in five minutes). **Table 2** below summarises these suggestions.

	Town Centre	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m (2.5 minutes)	500m (6 minutes)	400m (5 minutes)
Acceptable	400m (5 minutes)	1,000m (12 minutes)	800m (10 minutes)
Preferred Maximum	800m (10 minutes)	2,000m (24 minutes)	1,200m (15 minutes)

**Table 2 | Suggested Walking Distances (Source: Guidelines for Providing for Journeys on Foot)**

**Figure 4** below details the 10-, 15- and 24-minute catchments areas, through the form of isochrones, to summarise the accessibility of the subject site on foot (Preferred Maximum) to Town Centres, Elsewhere and Commuting Schooling / Sight-seeing, respectively as per **Table 2** above.

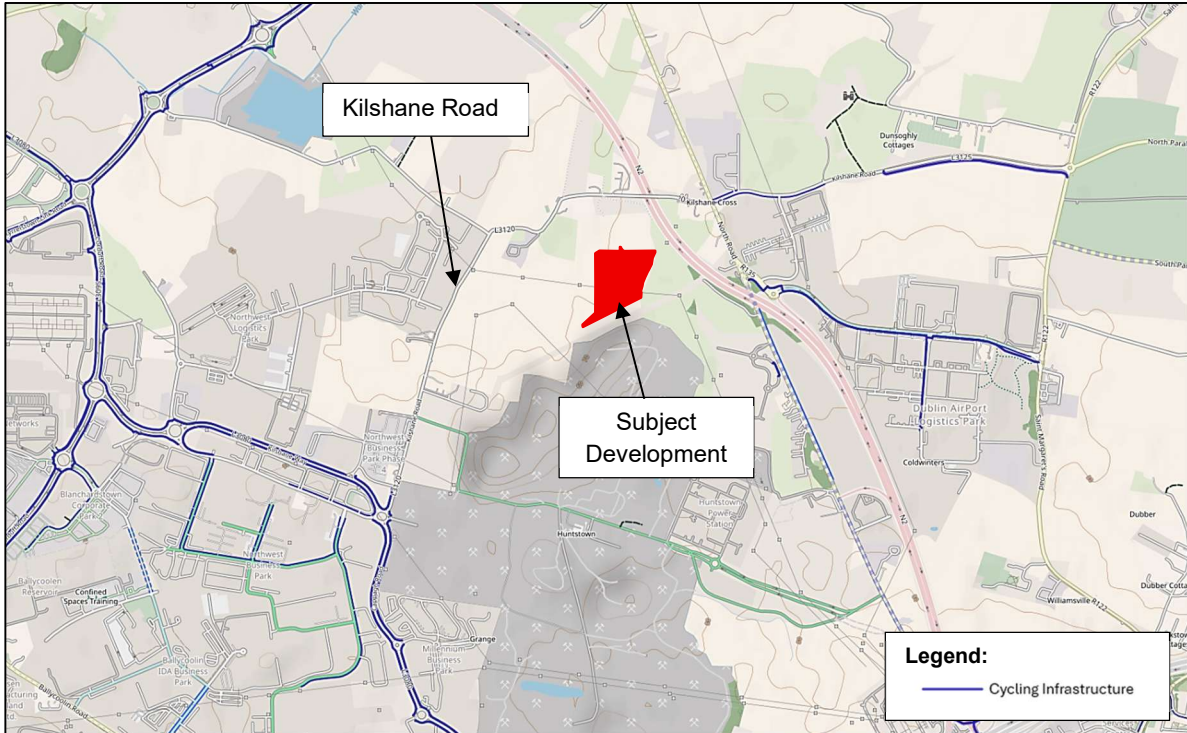


**Figure 4 | Isochrone map indicating Walking Accessibility (Source: Smappen)**

As illustrated, a 24-minute walk will enable access to bus stops and bus routes as was detailed in **Section 3.2** above. It also provides access to amenities such as cafés, grocery stores and business parks.

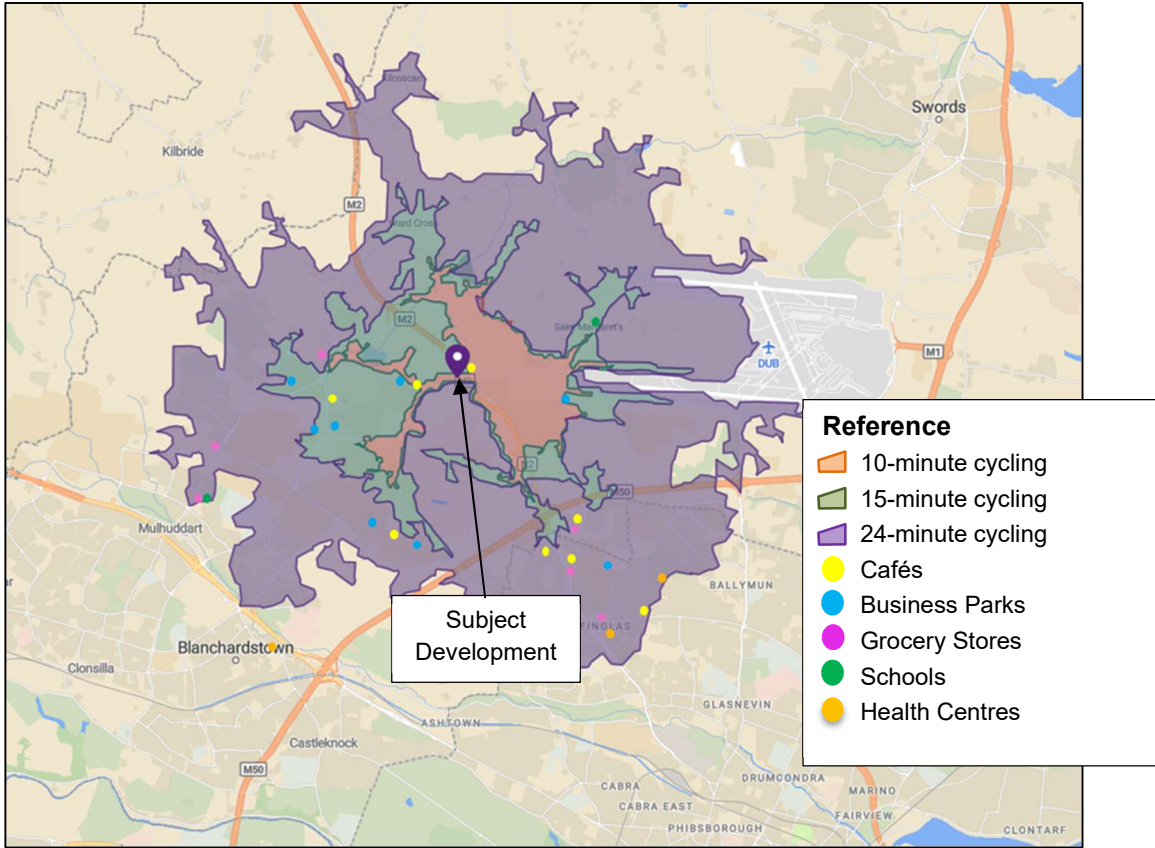
**3.4 Cycle Infrastructure and Cycling Accessibility**

There is no dedicated cycle infrastructure along Kilshane Road as illustrated in **Figure 5** below.



**Figure 5 | Existing cycling infrastructure (Source: Open Street Map)**

**Figure 6** below illustrates the cycling catchment areas accessible from the subject development for 10, 15, and 24-minute cycle times.



**Figure 6 | Isochrone map indicating Cycling Accessibility (Source: Smappen)**

The figure below illustrates that the 24-minute cycle catchment area includes provides access to amenities such as cafés, grocery stores, medical centres and schools.

## 4. Transportation Improvements

### 4.1 BusConnects

The BusConnects project, currently being promoted by the National Transport Authority (NTA), aims to deliver a significantly improved bus service in the Greater Dublin Area (GDA). Some of the route improvements identified in the BusConnects plan are already in place or underway. According to BusConnects the above route types can be defined as follows:

**Spines routes:** are very frequent routes made up of individual bus services that are timetabled to work together over their common sections.

**Radials routes:** are other services that operate into Dublin city centre. These services are not part of any Spine and operate to their own timetable.

**Orbitals routes:** provide connections between suburbs, without having to travel into the city centre.

**Local routes:** provide connections to Local centres and link to onward transport connections.

**Peak routes** operate during peak travel periods, providing additional capacity along key bus corridors. Express routes are direct services from outer suburbs to the city centre during peak hours, serving limited stops to get passengers to their destination faster.

The routes proposed to serve the surrounding area of the Subject Development are shown in **Table 3** below, which also gives the route name and weekday and weekend frequency, and the map showing the location of each bus route is shown in **Figure 7** below. The subject development is proposed to be served by route bus route L62 which is located at 1.6km (22 min walk) away from the Subject Site to the south.

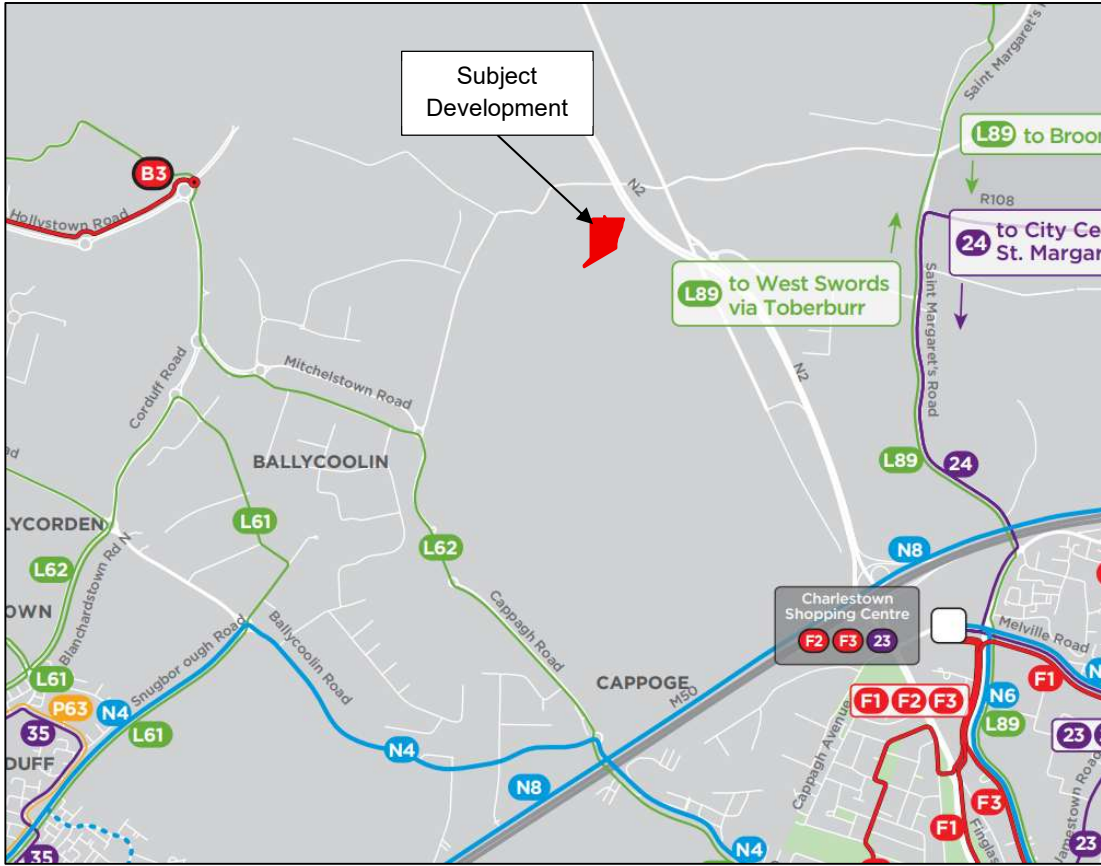


Figure 7 | BusConnects Route Map – extracted from BusConnects Revised Network Map 2023

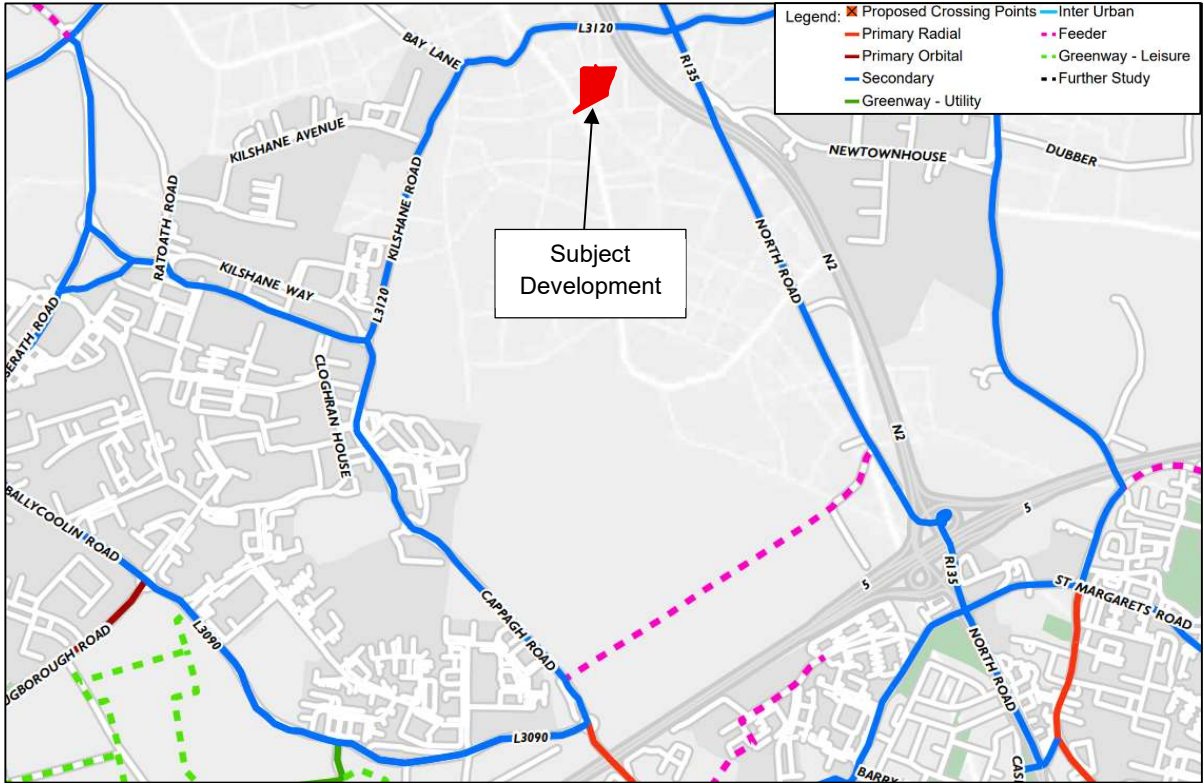
Route	Route Name	Frequency
Local Route <b>L26</b>	Kiltarnan – Cabinteely – Deansgrange – Blackrock	<p><b>Weekday:</b> Every 30 minutes between 6:00 and 22:00 Every 60 minutes between 22:00 and 6:00</p> <p><b>Saturday:</b> Every 60 minutes from 6:00 to 9:00 Every 30 minutes between 9:00 and 22:00 Every 60 minutes between 23:00 and 6:00</p> <p><b>Sunday:</b> Every 60 minutes between 8:00 and 10:00 Every 30 minutes between 10:00 and 23:00 Every 60 minutes between 23:00 and 8:00</p>

Table 3 | BusConnects – Frequency service

## 4.2 Cycling facilities

In January 2023 was adopted the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA. This Plan was part of the GDA Transport Strategy 2022-2042.

An extract of the proposed cycle network is reproduced in **Figure 8** below.



**Figure 8 | Proposed Cycle Network (Source: GDA Cycle Network Plan, 2022)**

The future local cycle network, as outlined in the 2022 GDA Cycle Network Plan, includes a secondary route running along Kilshane Road. A secondary route is also proposed along the R135.

## 4.3 Local Network Improvements

Local network improvements are planned along Kilshane Road (L3120), as part of a broader development initiative associated with the approved Phase 1 of the project (Reg. Ref. ABP-317480-23)

The proposed upgrades include road improvement works to 493.34m Kilshane Road (L3120), including the realignment of a portion of the road (293.86m) within the subject lands boundary and the provision of new footpaths, off-road cycle ways, together with the construction of a new roundabout linking the proposed realignment of Kilshane Road back to the existing road network to the northeast of the subject lands and to the proposed internal road network to serve the proposed development.



**Figure 9 | Local Network Improvements**

## 5. Proposed Development

### 5.1 Development Description (Subject Application)

The site is located at Kilshane, Dublin 11, just west of the N2 Primary Road, approximately 300m west of the R135 and is located approx. 2 km north-west of the M50.

The site is bound to the north and west by the Phase 1 which has received a notification to grant permission under Reg. Ref. ABP-317480-23.

The proposed development will consist of the following:

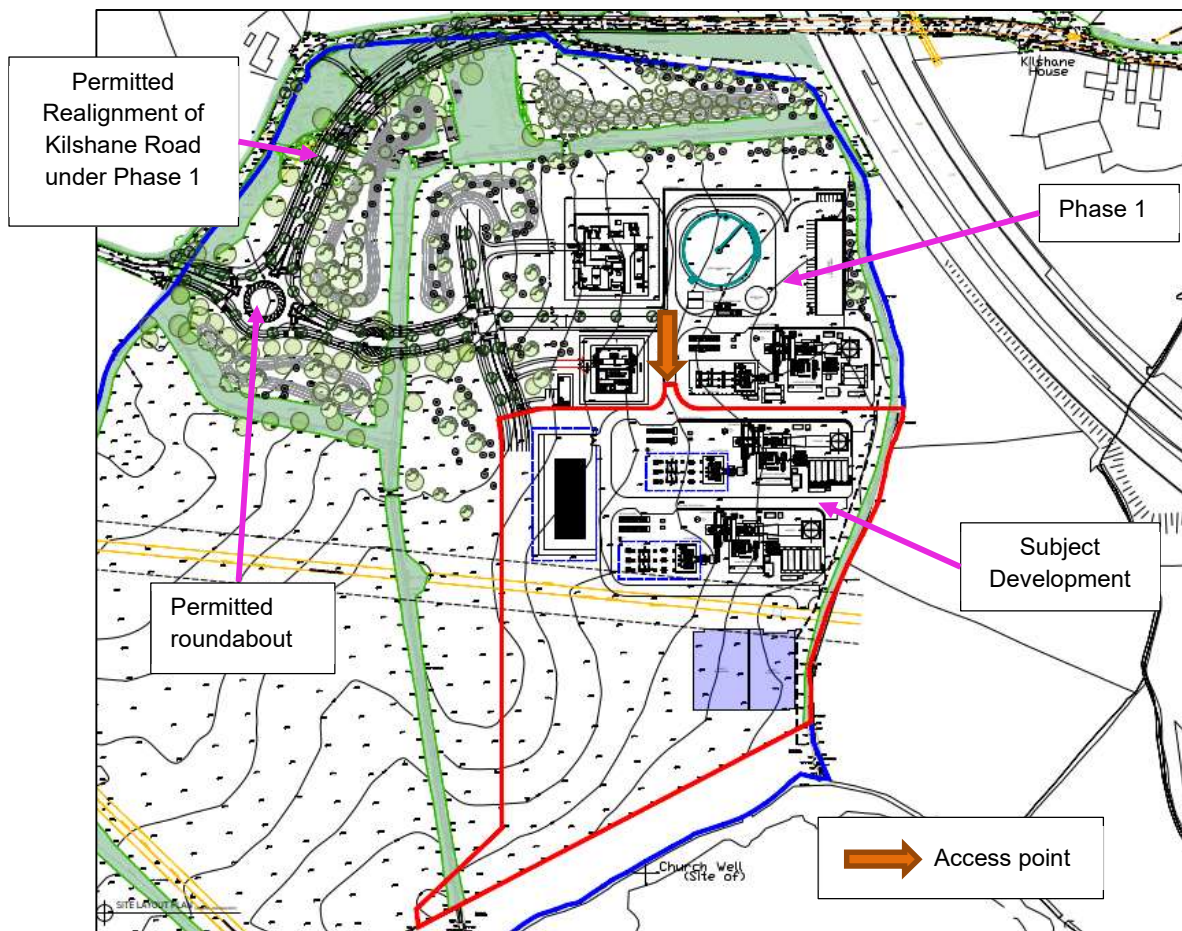
- 2 additional gas turbines producing 340MW each
- 400kV GIS building and associated compound
- Increasing diesel storage from 5000t to 15000t
- Extension to administration building
- Access roads
- Electrical substation

### 5.2 Development Access Point

Vehicular access to the subject development will be provided via a new roundabout, connecting to the internal road to be provided in Phase 1 which is located immediately north of the subject site. This phase has received a notification to grant permission under Reg. Ref. ABP-317480-23. The permitted roundabout will also serve as the primary access point for pedestrians and cyclists.

As part of the Phase 1 project, a section of Kilshane Road along the north-western boundary of the site is proposed to be realigned and upgraded. The upgraded road layout will include dedicated 2-metre-wide footpaths and 2-metre-wide cycle lanes on both sides of the carriageway.

The development access point is shown in **Figure 10** below:



**Figure 10 | Proposed Development – Site Access Point**

### 5.3 Car Parking

Car parking standards for general industrial development are provided in Table 14.19 of Fingal Development Plan (2023-2029). However, these standards are not applicable due to the nature of the subject development.

As outlined in the TTA attached as part of this planning application (*Waterman Moylan Report No. 25-046r.002*), the maximum number of staff required for the Phase 1 development and the subject development is 30, which comprises of 25 no. staff for Phase 1 and an additional 5 no. staff for the subject development. Therefore 26 no. car parking spaces (including 1 no. disabled parking space and 2 no. EV charging points) proposed in the approved Phase 1 development are adequate.

**Figure 11** shows the location of the car parking spaces.



**Figure 11 | Location of car parking spaces**

## 5.4 Cycle Parking

Cycle parking standards for general industrial development are provided in Table 14.17 of Fingal Development Plan (2023-2029). However, these standards are not applicable due to the nature of the subject development.

The proposed development will utilise the 20 no. sheltered bicycle parking spaces included as part of the Phase 1 planning application (Reg Ref. ABP-317480-23).

Given the low number of staff expected on-site (approx. 1–2) on a typical day and up to 5 on the busiest days, this provision is considered sufficient. Furthermore, the absence of dedicated cycling infrastructure along Kilshane Road limits the likelihood of significant demand for cycling as a primary mode of commuting.

## 6. Travel Plan

### 6.1 Introduction

This section of the report has been prepared in order to provide guidance on how to create a positive atmosphere for staff and to promote, as far as feasible, accessibility to the proposed development by sustainable modes and to minimise the number of staff who will drive to/from work every day.

The Dublin Transportation Office in its Advice Note on Mobility Management Plans/Travel Plans (July 2002) describes Mobility Management/Travel Plan as *“a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.”*

A Travel Plan will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car. It is important to strike an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

The Travel Plan is intended to deal with the typical day-to-day operating conditions at the site.

### 6.2 Action Plan

#### 6.2.1 Walking

It is known that there are many local, global, and personal benefits to walking to/from work every day. However, any efforts to target an increase in staff who walk to work would be met with some difficulty due to the location of the proposed development site and the lack of suitable and continued pedestrian infrastructure in the locality.

As part of the planned external road realignment on Kilshane Road (as per the Phase 1 planning application under Reg Ref. ABP-317480-23), footpaths will be provided on both sides of the road separated by a 2m wide grass verge. The internal layout of the Phase 1 development provides 2m wide pedestrian pathways on both sides of the roads, separated from the road by a 2m wide grass verge. All footpaths for the proposed development will be provided in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided.

#### 6.2.2 Cycling

Cycling is a great way to travel short distances. It helps to promote independence and helps the environment. This way of transport would be a great option for commuters traveling from nearby locations to the proposed development. However, as with walking, any efforts to target an increase in staff who cycle to work would be met with some difficulty due to the lack of cycling infrastructure in the locality.

However, for those workers wishing to commute to work by this mode, there will be dedicated cycle lanes along the realigned Kilshane Road (as per the Phase 1 planning application under Reg Ref. ABP-317480-23) within the site and cycling parking, showers and lockers will be provided if the demand exists. In addition, information about the government's bike to work scheme will be provided to all staff.

### 6.2.3 Public Transport

There are many benefits to taking public transport every day to/from work, such as helping the environment by reducing carbon emission, reducing congestion, saving money, and allowing you to relax and read.

As with walking and cycling, any efforts to target an increase in staff who use public transport to work would be met with some difficulty due to the lack of pedestrian infrastructure connecting the site with the closest bus stops. However, for those workers who need to use public transport to commute to the proposed development, some initiatives will be used to encourage them such as, information about tax incentives for public transport users, provision of up-to-date public transport timetables and routes and advising of new staff about local bus routes and the nearest bus stops, and the travel time to/from Dublin City Centre and other key locations.

### 6.2.4 Car Sharing

There are many benefits of car sharing to/from work every day, such as reducing carbon emissions, reducing fuel costs, and parking fees, reducing congestions and journey times due to fewer cars being on the road and increasing the pleasure of the journey due to less congestion and having company. In this regard, a car sharing scheme will be strongly incentivised to encourage the staff to commute together and to minimise the number of staff traveling to and from work alone.

## 6.3 Specific Measures

### 6.3.1 Transport Coordinator

The Developer will be obliged to appoint a member of the site staff, who supports the philosophy of the Plan, as a Transport Co-ordinator. The Co-ordinator's roles in the development, implementation and management of the Plan shall include:

- Promotion of the Travel Plan to site workers;
- Implementation and maintenance of the Plan;
- Monitoring progress of the Plan;
- Production of information reports for the Developer and the Planning and Highway Authorities; and
- Ongoing assessment of the objectives of the Plan.

Within the first 4 months of being appointed, the Co-ordinator shall arrange for a worker's travel survey to be carried out. This can be achieved by means of self-completion questionnaires, which will help to identify travel requirements and set targets and needs.

The information requested in the questionnaire should include:

- Personal details;
- Primary mode of transport;
- Current travel patterns including the time taken to travel to work and the place of work;
- Views on alternative modes to the car (i.e. what would encourage them to switch to other modes);
- Usage of car sharing scheme by workers;

Traditionally, response rates to such questionnaires are relatively low and it may be necessary to encourage recipients to complete and return them.

The information obtained from the survey should be entered onto a database and used to formulate and monitor the implementation of the Plan and to set and review targets. These targets are to be agreed with the Planning and Highway Authorities or their agents within 6 months of the survey being carried out.

## **6.4 Monitoring of the Travel Plan**

The monitoring and review of the Plan will be the responsibility of the Co-ordinator. The travel survey will establish the initial modal split of travel by staff.

The Co-ordinator, in consultation with the Developer and the Local Authority or its agents, will agree annual targets, following completion and analysis of the travel survey, for increasing the percentage of non-car modes or car sharing usage.

The Co-ordinator will:

- Meet with officers of the Local Authorities or its agents within a period of 6 months following occupation of the building(s) and thereafter every 12 months to assess and review progress of the Plan and agree objectives for the next 12 months, and
- Prepare and submit to senior management of the Developer, the Occupier(s) and the Local Authorities or its agents, an annual Monitoring Report.

### **6.4.1 Why Monitor?**

Monitoring the success of the Travel Plan is essential for a number of reasons, including:

- Review the success of initiatives and whether they are meeting the objectives defined;
- Increase or reduce resource allocations as required;
- Forecast future activity; and
- Report on success.

### **6.4.2 What to Monitor?**

As part of the monitoring process, the Coordinator will be responsible (in conjunction with other key personnel) to monitor and measure the below indicators:

- Changes in modal split;
- Number of staff traveling on a car sharing basis;
- Cars parked on site and utilisation of car parking provided;
- Number of staff using bus and sustainable modes of transport to commute to/from work.
- Facilities upgrades.

## **6.5 Marketing and Implementation**

As part of the implementation of this Plan, the Transport Coordinator will provide all new staff with a Travel Pack. The pack will include:

- The Travel Plan
- Public Transport information, such as nearby Bus stops, bus routes and frequencies and walking routes to/from the site
- Benefits of the Travel Plan for the staff and the surrounding area
- Details of tax incentives available, such as Bike to Work Scheme and Tax Saver Scheme for public transport tickets
- Travel Survey Form;
- Details of internal and local pedestrian facilities
- Details of internal and local cycle facilities
- Details of car sharing scheme that will be strongly incentivised to all staff

## 7. Conclusion

Waterman Moylan Engineering Consultant have been appointed by Kilshane Energy Ltd. to prepare this Travel Plan (TP) for the Proposed Kilshane Phase 2 Development in Dublin 11. This document focused on how employees could be encouraged to use sustainable means of transport to and from the site and to minimise the number of employees who will drive to work.

The implementation of the strategy proposed in this document, such as the provision of footpaths; parking spaces; up-to-date information of public transport routes and bus stop locations; will encourage employees to reduce dependency of private car and increase the travel by green modes of transport. These measures will not only benefit the employees but will also prevent any transport impacts that can be provoked by the operational phase of the proposed development.