

Shannon Technology and Energy Park (STEP) Power Plant

Appendix A11.3: Mobility Management Plan

Shannon LNG Limited

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Shannon Technology and Energy Park (STEP) Power Plant

Environmental Impact Assessment Report - Appendix A11.3, Volume 4
Mobility Management Plan

Shannon LNG Limited

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Table of Contents

| | | |
|-------|---|----|
| 1. | Introduction | 1 |
| 1.1 | Background | 1 |
| 1.2 | Proposed Development | 2 |
| 1.3 | MMP Context | 3 |
| 1.4 | MMP Objectives and Scope | 3 |
| 1.5 | Report Structure | 4 |
| 2. | Policy Context | 5 |
| 2.1 | Overview | 5 |
| 2.2 | Kerry County Development Plan (CDP) 2022-2028 | 5 |
| 2.3 | Project Ireland 2040 | 6 |
| 2.4 | Smarter Travel – A Sustainable Transport Future | 6 |
| 2.5 | Summary | 8 |
| 3. | Existing Infrastructure | 9 |
| 3.1 | Overview | 9 |
| 3.2 | Existing Site Access | 9 |
| 3.3 | Local Road Network | 9 |
| 3.4 | Walking Infrastructure | 10 |
| 3.5 | Cycling Infrastructure | 10 |
| 3.6 | Public Transport - Bus | 10 |
| 3.7 | Public Transport - Ferry | 11 |
| 4. | MMP Objectives and Targets | 12 |
| 4.1 | Introduction | 12 |
| 4.2 | MMP Objectives | 12 |
| 4.3 | MMP Actions and Targets | 12 |
| 5. | Measures and Initiatives | 14 |
| 5.1 | Approach | 14 |
| 5.2 | Measures and Initiatives | 14 |
| 5.2.1 | Reducing the Need to Travel | 14 |
| 5.2.2 | Car Sharing | 14 |
| 5.2.3 | Mobility Management Information Point | 14 |
| 5.2.4 | Website | 14 |
| 5.2.5 | Walking | 15 |
| 5.2.6 | Public Transport | 15 |
| 6. | Management, Implementation and Monitoring | 16 |
| 6.1 | Introduction | 16 |
| 6.2 | Management | 16 |
| 6.3 | Implementation | 16 |
| 6.4 | Monitoring | 16 |
| 7. | Action Plan | 17 |
| 7.1 | Action Plan | 17 |
| 8. | Summary and Conclusion | 19 |
| 8.1 | Summary | 19 |
| 8.2 | Overall Conclusion | 19 |

Figures

| | |
|---|---|
| Figure A11-1.1 Transport Study Area | 1 |
| Figure A11-1.2 Localised Transport Study Area | 2 |
| Figure A11-3.1 L1010 Coast Road in Vicinity of Site Access..... | 9 |

Tables

| | |
|--|----|
| Table A11-1.1 Projected Operational Staff + Deliveries | 2 |
| Table A11-3.1 Bus Services..... | 10 |
| Table A11-3.2 Ferry Services | 11 |
| Table A11-7.1 Action Plan - Cycling..... | 17 |
| Table A11-7.2 Action Plan - Walking..... | 17 |
| Table A11-7.3 Public Transport Measures | 18 |
| Table A11-7.4 Car Sharing Measures..... | 18 |

1. Introduction

1.1 Background

This Mobility Management Plan (MMP) has been prepared by AECOM Ireland Limited (herein referred to as “AECOM”) in support of a planning application for a Combined Cycle Gas Turbine (CCGT) gas-powered power plant capable of 600 MW of electricity generation, 120 MWh (1-hr) Battery Energy Storage System (BESS), Above Ground Installation (AGI), and associated plant, equipment and infrastructure which will be known as the Shannon Technology and Energy Park Power Plant (STEP Power Plant) (herein referred to as the “Proposed Development”).

The Site is situated approximately 4.5 km to the west of Tarbert Town and 3.5 km to the north of Ballylongford Village in County Kerry.

This MMP is for the operational phase of the Proposed Development and sets out measures to support sustainable travel behaviours amongst staff. For details on construction (and operational) traffic impacts please see Chapter 11 (Traffic and Transport) of the Environmental Impact Assessment Report (EIAR), Volume 2. Should the Proposed Development be granted consent then this MMP can be updated accordingly.

The total operational headcount of the Proposed Development will be 34 No. staff (26-day staff, 8 per shift). Visitor numbers to the Proposed Development is anticipated to be negligible.

Figure A11-1.1 illustrates the study area for the purposes of this MMP as well as the transport context of this study area with Figure A11-1.2 providing a more localised overview of the study area.

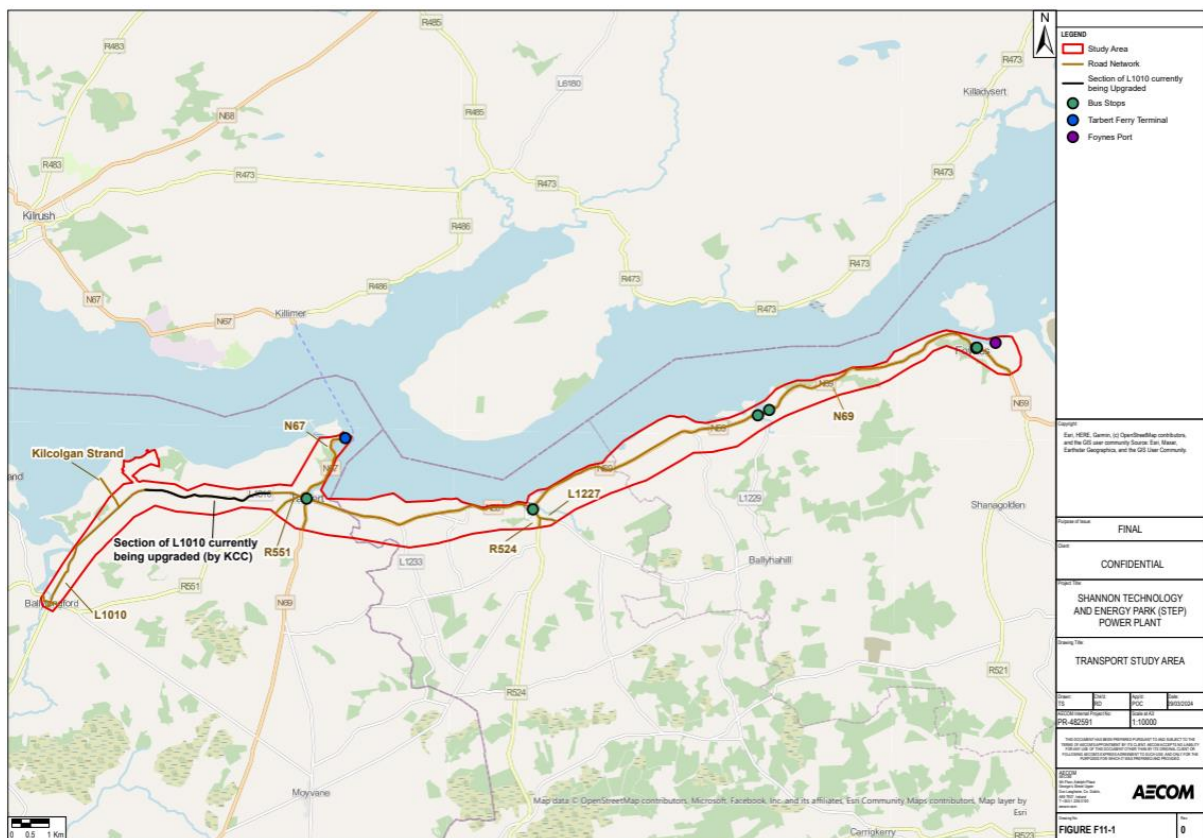


Figure A11-1.1 Transport Study Area

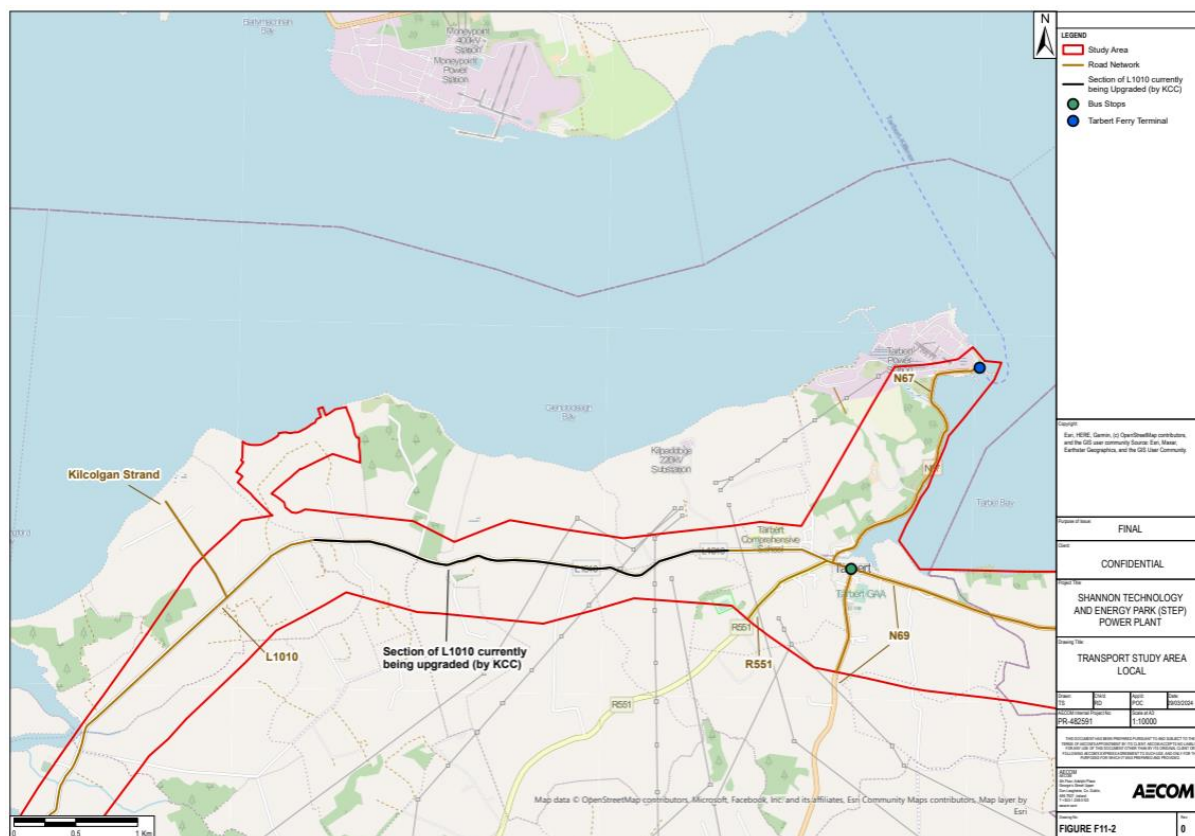


Figure A11-1.2 Localised Transport Study Area

1.2 Proposed Development

The Power Plant will be in operation 24 hours a day using a rotating shift schedule. It is anticipated that 34 permanent staff in total will be involved in the operational phase of the Power Plant, using the following manpower levels on a daily basis:

- The Power Plant will have 26-day staff (08:30 - 17:00).
- Additional 24 hr shift staff consisting of 3 shifts of 8 employees (08:00 - 16:00; 16:00 - 00:00; 00:00 - 08:00).
- The Above Ground Installation (AGI) will normally be unmanned.

Table A11-1.1 illustrates the projected traffic associated with the operational phase.

Table A11-1.1 Projected Operational Staff + Deliveries

| | Morning Peak | | | Evening Peak | | |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 07:00 – 08:00 | 08:00 – 09:00 | 09:00 – 10:00 | 16:00 – 17:00 | 17:00 – 18:00 | 18:00 – 19:00 |
| Arriving | 9 | 28 | 1 | 1 | 2 | 1 |
| Departing | 1 | 10 | 1 | 9 | 28 | 1 |
| Total | 10 | 38 | 2 | 10 | 30 | 2 |

It is proposed to provide 42 No. standard car parking spaces across the Site with any overflow car parking being accommodated via the overflow car park situated west of the Power Plant. There will be 2 no. mobility impaired spaces and 2 no. electric vehicle charging points. There are also 40 no. cycle parking spaces to be provided within the Site, showers, lockers and changing facilities will be provided.

1.3 MMP Context

This MMP framework document seeks to address aims four distinct user groups as follows:

- Mobility Management Coordinator (MMC) – The Mobility Manager / MMP coordinator will be responsible for implementing and managing this MMP, and subsequent future revisions of the MMP.
- Staff – the Staff that are based at the Power Plant.
- Kerry County Council (KCC) – KCC Active Travel Officers who will be eager to ensure that the proposed MMP initiatives are appropriately ambitious, deliverable, and implemented fully.

1.4 MMP Objectives and Scope

The aim of this document is to evaluate the availability of sustainable modes of transport for staff working at the Site and it has been prepared in accordance with objectives of the Kerry County Development Plan (CDP) 2022 – 2028.

This MMP outlines the transport measures, initiatives and incentives which will be available to staff (and visitors) of the Proposed Development as a means of reducing car dependency, in the interest of compliance with the following transport initiatives:

- **Kerry County Development Plan (2022 – 2028):** which stipulates a number of aims and policies to promote the use of sustainable modes of transport such as walking, cycling and public transport.
- **Land Use Segregation & Sustainable Transport:** To achieve a sustainable, efficient, and integrated transport system, high quality connectivity and ease of movement within and to County Kerry by enhancing the existing strategic transportation infrastructure, in terms of the road, rail and public transport network, together with cycleway and pedestrian facilities.
- **PE-PDV-02045 Traffic and Transport Assessment Guidelines:** (May 2014), Transport Infrastructure Ireland aims to provide a framework to promote an integrated approach to development, which ensures that proposals promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety.
- **Ring of Kerry Greenway Cycle Network (170 km):** European Cycle Route Network and the European Cyclist Federation has coordinated the development of a network of high-quality cycling routes that connect the whole continent. This includes the Ring of Kerry greenway.
- **Cycle Design Manual** (National Transport Authority, 2023): this Manual embraces the Principles of Sustainable Safety as this will offer a safe traffic environment for all road users including cyclists.

This MMP will aim to encourage and support more sustainable travel patterns for staff and visitors.

The MMP has the following objectives:

- To implement a sustainable transport strategy for the Power Plant.
- To encourage behavioural and attitude changes toward healthy and sustainable travel.
- Improve awareness of the facilities and transport options that are available for walking, cycling and public transport.
- To optimise use of existing and planned future public transport infrastructure.
- To reduce car dependency and therefore the environmental effects associated with car use such as increased traffic congestion, parking impacts, longer journey times, and noise and air pollution.
- To set and work towards achievable modal split targets based on a package of integrated measures to facilitate travel by sustainable modes.

1.5 Report Structure

The structure of the report responds to the various stages of this exercise including the key tasks summarised below:

- **Section 2** provides a review of the relevant guidance and policy documents that have helped establish the principles of this report.
- **Section 3** describes the receiving environment within and surrounding the Proposed Development.
- **Section 4** sets out the objectives and targets of the MMP.
- **Section 5** outlines the measures and initiatives to be considered.
- **Section 6** describes how the MMP will be managed, monitored, and evaluated.
- **Section 7** sets out the Action Plan.
- **Section 8** provides a summary of the main conclusions of the MMP.

2. Policy Context

2.1 Overview

In order to complete this framework MMP, AECOM has taken guidance from the following documents:

- Kerry County Development Plan (CDP) (2022-2028).
- Project Ireland 2040 (National Planning Framework and National Development Plan 2021-2030).
- Smarter Travel: A Sustainable Transport Future: A New Transport Policy for Ireland, 2009-2020, (Department of Transport Tourism and Sport (DTTAS), 2008).

These documents aid in preparing a framework MMP that, upon implementation, will reduce overall single occupancy vehicle dependence and increase more sustainable forms of transport and create a positive sustainable transport environment for staff while adhering to local and national policies.

2.2 Kerry County Development Plan (CDP) 2022-2028

The Kerry CDP 2022-2028 sets out the vision, policies, strategies, and objectives for planning and sustainable development within the administrative area of County Kerry. In the context of the Site a number of the most relevant policies and objectives include:

Sustainable Transport and Mobility

KCDP 14-2 *Facilitate and support the sustainable establishment of a network of greenways as outlined in the KCC Greenway Strategy in Map 14.1 and Table 14.2 within the County and the adjoining counties, further to full environmental assessment.*

KCDP 14-3 *Support and promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport, as an alternative to the private car, by facilitating and promoting the sustainable development of necessary infrastructure at appropriate locations and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020” and the “National Cycle Policy Framework” and any future national sustainable mobility policy.*

KCDP 14-4 *Promote and support an increase in the number and usage of electric vehicles, the expansion of the Electric Vehicle charging network (through direct provision by state agencies and in partnership with energy suppliers e.g., in the hospitality sector).*

KCDP 14-5 *Specify baseline figures and targets for modal share in new / varied Local Area Plans as informed by the preparation of local transport plans to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.*

KCDP 14-6 *Set modal share targets within the county in cooperation with the NTA, TII, CARO, SRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.*

KCDP 14-7 *Promote and support the provision of new technologies on decarbonising transport.*

KCDP 14-9 *Support and promote initiatives that encourage Car Sharing / Car Pooling.*

Active Travel & Greenways

KCDP 14-10 *Promote a shift away from the private car to greater use of active travel (walking and cycling) and public transport.*

KCDP 14-11 *Continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.*

KCDP 14-12 *Facilitate and support the development of Local Transport Plans for Tralee, Killarney and Listowel and the subsequent rollout of Active Travel related infrastructure in these towns.*

KCDP 14-13 *Develop in accordance with the National Cycle Manual and the NTA, an integrated network of cycle ways in our larger urban centres, to ensure permeability within and between residential areas, linking to town centres, schools and places of work informed by Transport Mobility Plans for Tralee, Killarney and Listowel.*

KCDP 14-15 *Promote the sustainable development of the public footpath network, the walking and cycling routes and associated infrastructure in the County, including where possible the retrofitting of cycle and pedestrian routes into the existing urban road network and in the design of new roads.*

KCDP 14-16 *Ensure that all proposals for new greenways comply with the following strategy: Strategy for the Future Development of Greenways (DTTAS, 2017) and are subject to prior environmental assessment.*

KCDP 14-17 *Support accessibility to greenway and active travel walking routes for people of all ages and those with disabilities with provision for universal design.*

KCDP 14-18 *Facilitate and support the provision of bicycle parking facilities in new developments, as set out in the development plan's cycle parking standards and in the public realm throughout the county's settlements.*

KCDP 14-19 *Develop a masterplan for all cycle paths and greenways in the county in conjunction with the NTA and TII and to improve connectivity within the region for walking routes and commuter cyclists in addition to recreational amenity functions.*

2.3 Project Ireland 2040

The National Planning Framework (NPF), published most recently in December 2020, is a national document intended to guide at a high-level strategic planning and development for Ireland over the next 20+ years, so that as the population grows, that growth is sustainable (in economic, social, and environmental terms). The NPF details ten National Strategic Outcomes' and the National Development Plan 2021-2030 outlines how public capital investment over the next ten years aims to secure the realisation of each of these under corresponding 'Strategic Investment Priorities'.

National Strategic Outcome No. 4 (p.142) states that:

The provision of a well-functioning, integrated public transport system, enhancing competitiveness, sustaining economic progress and enabling sustainable mobility choices for citizens, supports the overall Framework objectives. Dublin and other cities and major urban areas are too heavily dependent on road and private, mainly car-based, transport with the result that our roads are becoming more and more congested. The National Development Plan makes provision for investment in public transport and sustainable mobility solutions to progressively put in place a more sustainable alternative.

For example, major electric rail public transport infrastructure identified in the Transport Strategy for the Greater Dublin Area to 2035, such as the Metro Link and DART Expansion projects as well as the BusConnects investment programme, will keep our capital and other key urban areas competitive.

Our main intercity rail network also plays a key role in offering sustainable travel alternatives, offering the option of travel while working and broadening labour catchments, benefitting the international competitiveness of our major cities. There is further potential to develop the existing good quality rail links between Dublin and Belfast and Cork into an island rail spine through line speed and service enhancements.

2.4 Smarter Travel – A Sustainable Transport Future

The Smarter Travel policy published in 2009 sets a goal to reduce work-related commuting by car nationally in Ireland from 65 percent to 45 percent by 2020. The policy sets out forty-nine different actions to achieve a more sustainable transport system grouped into four overarching actions outlined on page 29 of the policy as follows:

1. Actions to reduce distance travelled by private car and encourage smarter travel, including focusing population and employment growth predominantly in larger urban areas and the use of pricing mechanisms or fiscal measures to encourage behavioural change.
2. Actions aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking.
3. Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving, and alternative technologies.
4. Actions aimed at strengthening institutional arrangements to deliver the targets.

The Smarter Travel policy emphasises the potential of mobility management to encourage people to change their travel behaviour and commitment to ensuring better integration of land use planning (Action 2) as well as requiring and encouraging large workplaces to develop and implement workplace travel plans (Action 8) and that personalised travel plans should be prepared to encourage citizens to use public forms of transport (Action 9).

ACTION 2

We will ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review and we will avail of policy directives to give effect to specific measures needed to meet the vision for sustainable travel.

The following will also be included in future planning guidelines:

- *A general requirement that significant housing development in all cities and towns must have good public transport connections and safe routes for walking and cycling to access such connections and local amenities.*
- *Integration of cycling and public transport.*
- *Promotion of targets requiring a minimum percentage of new residential and mixed-use development to take place on brownfield/existing sites to consolidate urban growth and enable organic development of urban areas from the centre out.*
- *Ensuring a general minimum housing density of between 35 and 50 dwellings per hectare in urban areas of suitable size and population and requiring substantially higher densities where local circumstances warrant, particularly in high capacity public transport corridors.*
- *Specification of a maximum permitted level of car parking for commercial sites, which have suitable public transport facilities and are within walking/ cycling distance to amenities requirement that developments above a certain scale have viable travel plans in place.*
- *A requirement that development in urban rail corridors be high density and appropriate for public transport use (e.g. not warehousing or other activities with low employment intensity).*
- *Guidance on the incorporation of cycling and walking policies in development plans.*
- *A general restriction of the future development of out-of-town retail centres except in exceptional circumstances and consideration of a similar requirement that parking charges be introduced for most existing centres.*
- *Encouragement of the use of local area plans and strategic development zones (SDZs) within major urban areas as a way of improving the land use-transport interface, particularly to ensure that employment and residential centres are co-located.*

ACTION 8

Workplace Travel Plans encourage employers and employees to take steps to reduce dependency on the car and to take alternative transport options. The Government has introduced a parking levy on employee car parking in key urban areas in the region of €200 per annum to dissuade use of the private car for commuting purposes. We will now focus on encouraging alternative ways of travelling to work. We will, therefore:

- *Work towards a requirement on organisations with over 100 staff to develop and implement workplace travel plans;*
- *Provide support and guidelines for the development and implementation of workplace travel plans; and*
- *Seek a plan from the Office of Public Works to reduce car-parking spaces at Government offices where alternative travel options are possible and require other public sector organisations to do likewise as part of their workplace travel plans.*

ACTION 9

Personalised travel plans aim to encourage individuals to take alternatives to car travel where these are available. International experience shows that such plans must be accompanied by good targeted marketing and involve incentives to encourage people to use alternatives to the private car. We will implement a programme to promote Personalised Travel Plans aimed at citizens in areas served by Public Transport.

2.5 Summary

This MMP has been developed in consideration of national and local policy / strategy with a focus on supporting behaviour change in order to facilitate a move away from single occupancy vehicle travel to more sustainable alternatives.

3. Existing Infrastructure

3.1 Overview

This section of the report outlines the available transport facilities within the area of the Proposed Development. A review of the baseline conditions has been undertaken including the existing Site layout, the local road network, pedestrian / cycling facilities, public transport and committed development.

3.2 Existing Site Access

At present there is a field access into the Site.

3.3 Local Road Network

Figure A11-1.1 above provides an overview of the road network within the study area.

L1010 (Coast Road)

The L1010 is a local road, single lane carriageway, from which access to the Site is proposed. The L1010 road connects with the R551 / N67 in Tarbert Town and the R551 / R552 in Ballylongford Village. The L1010 road is subject to a 50 km/hr speed limit on the approaches to Tarbert and Ballylongford, but this increases to 80 km/hr outside of these areas.

The existing L1010 road is approximately 5.5 m wide but this increases to approximately 6 m in the environs of Tarbert and Ballylongford. The road lacks any form of designated footpaths or cycleways or any public lighting along the rural carriageway, but lighting and road markings are provided in Tarbert and Ballylongford. The L1010 facilitates access to a number of residential properties and farms and on approach to Tarbert Town there is also access to the Tarbert Comprehensive School and the Tullahennel Wind Farm Substation. The L1010 road is not a bus route. Figure A11-3.1 illustrates the characteristics of the existing L1010 carriageway.

A section of the L1010 is currently subject to an improvement scheme by KCC which will extend from Tarbert Town to the Proposed Development Site access. It is anticipated that these improvements (road widening) would be complete prior to the commencement of the main construction phase of the Proposed Development.



Figure A11-3.1 L1010 Coast Road in Vicinity of Site Access

R551 Regional Road

The R551 road is a single lane, regional road. The R551 connects Tarbert Town with Ballylongford Village and further onto Ballybunnion and Listowel.

Within the study area the carriageway width is approximately 6m with no existing footpaths, cycle lanes or lighting columns. The R551 is not a bus route. The R551 facilitates access to a number of residential properties and farms. The speed limit along the R551 is 80 km/h.

N67 (National Secondary Road)

The N67 connects Co. Kerry with Co. Clare and Co. Galway, running in a north-west to south-east direction and vice versa. Within the study area, on the southern approach to Tarbert Town footpaths and public lighting are

provided along both sides of the carriageway. Between Tarbert Town and the Tarbert Ferry terminal, a footpath is provided along the western side of the carriageway only which becomes an advisory walkway approximately 750 m from the Tarbert Ferry terminal. This route includes a ferry crossing across the Shannon Estuary at the Tarbert Ferry Terminal, and details on this ferry crossing are included within Section 3.6 of this report.

N69 (National Secondary Road)

The N69 connects Tralee in Co. Kerry with Limerick City running in a northerly direction from Tralee to Tarbert and an easterly direction towards Limerick and vice versa. Within the study area the road is approximately 6 m wide and is a bus route. Outside of the Towns and Villages, within the study area, no footpaths, cycle lanes or lighting columns are provided.

Kilcolgan Strand

Kilcolgan Strand is a boreen which facilitates access to farms and is approximately 3 m wide with no existing footpaths, cycle lanes or lighting columns and is situated to the west of the Proposed Development. This road leads to an informal recreational area where tourists can park and walk to the Shannon Estuary.

3.4 Walking Infrastructure

There are no footpaths in the vicinity of the Site access or along the L1010 road. Within the extents of the study area footpaths are provided in the urban environs of Tarbert, Ballylongford, Glin, Loghill and Foynes.

3.5 Cycling Infrastructure

There are no designated cycling facilities provided within the extent of the study area. Cyclists would have to share the carriageway with other road users.

3.6 Public Transport - Bus

There is a bus stop located in Tarbert Town approximately 4.6 km to the east of the Site. Figure A11-2 shows the location of the bus stop in relation to the study area.

Table A11-3.1 Bus Services

| Provider | Route Number | Bus Route | Start & End Times | Weekday Peak Frequency | Saturday Peak Frequency | Sunday Peak Frequency |
|----------------|--------------|----------------------------------|--|------------------------|-------------------------|-----------------------|
| Bus Eireann | 314 | Limerick – Tarbert – Ballybunion | Weekday: 07:50-19:32 Saturday: 07:50-19:26 Sunday: 09:20-19:25 | 4 services per day | 4 services per day | 4 services per day |
| | | Ballybunion – Tarbert - Limerick | Weekday: 06:41-18:45 Saturday: 06:42-18:45 Sunday: 08:25-17:55 | 4 services per day | 4 services per day | 4 services per day |
| | 274 | Tarbert – Tralee | Weekday: 06:50-15:30 Saturday: 06:50-15:30 Sunday: 06:50-15:30 | 3 services per day | 3 services per day | 3 services per day |
| | | Tralee – Tarbert | Weekday: 08:25-17:12 Saturday: 08:25-17:12 Sunday: 08:25-17:12 | 3 services per day | 3 services per day | 3 services per day |
| TFI Local Link | R60 | Moyvane – Tarbert – Listowel | Tuesday: 09:15 Thursday: 09:15 Saturday: 09:15 | 1 service | 1 service | No Service |
| | | Listowel – Tarbert – Moyvane | Tuesday: 14:45 Thursday: 14:45 Saturday: 14:45 | 1 service | 1 service | No Service |
| | R50 | Moyvane – Tarbert Tralee | Monday: 09:30 (last Monday of the month) | 1 service | No Service | No Service |
| | | Tralee – Tarbert – Moyvane | Monday: 14:00 (last Monday of the month) | 1 service | No Service | No Service |

| Provider | Route Number | Bus Route | Start & End Times | Weekday Peak Frequency | Saturday Peak Frequency | Sunday Peak Frequency |
|----------|--------------|-----------------|--|------------------------|-------------------------|-----------------------|
| | 595 | Tarbert – Croom | Weekday: 07:15-15.15 Saturday: 07:15-15.15 Sunday: 07:15-15.15 | 3 services per day | 3 services per day | 3 services per day |
| | | Croom – Tarbert | Weekday: 08:53-16.53 Saturday: 08:53-16.53 Sunday: 08:53-16.53 | 3 services per day | 3 services per day | 3 services per day |

Source: Bus Éireann, TFI Local Link, Timetables correct as of January 2024

However, the above services may not be used regularly by the staff at the Proposed Development due to the distance of the bus stop from the Site.

3.7 Public Transport - Ferry

There is a ferry crossing from Tarbert across the Shannon to Killimer in County Clare located at the Tarbert Ferry Terminal, north of Tarbert Town and approximately 6.8 km east of the Proposed Development Site. This ferry crossing takes approximately 20 minutes. The service allows people to transport car, coaches, bicycles, motorcycle and large commercial vehicles from Killimer in Co. Clare to Tarbert in Co. Kerry. This crossing reduces the need to drive around the Shannon Estuary which is a 137 km route and is approximately a 1 hour and 50-minute journey by car.

Table A11-3.2 Ferry Services

| Month | Route | Frequency | Monday - Saturday | Sunday |
|--|--------------------|------------------------|-------------------|---------------|
| January – March, October – December | Killimer – Tarbert | Every hour on the hour | 07:00 – 19:00 | 09:00 – 19:00 |
| | Tarbert – Killimer | Every hour on the hour | 07:30 – 19:30 | 09:30 – 19:30 |
| April, May, September | Killimer – Tarbert | Every hour on the hour | 07:00 – 20:00 | 09:00 – 20:00 |
| | Tarbert – Killimer | Every hour on the hour | 07:30 – 20:30 | 09:30 – 20:30 |
| June – August | Killimer – Tarbert | Every hour on the hour | 07:00 – 21:00 | 09:00 – 21:00 |
| | Tarbert – Killimer | Every hour on the hour | 07:30 – 21:30 | 09:30 – 21:30 |

Source: www.shannonferries.com, Timetables correct as of January 2024

A second ferry service is also available from 12th May until 30th September which runs every half hour from Killimer to Tarbert from 09:00 to 18:00 Monday to Sunday; and from Tarbert to Killimer from 09:30 to 18:30 Monday to Sunday.

4. MMP Objectives and Targets

4.1 Introduction

In order to measure the ongoing success of the Mobility Management Plan and its various measures, it is important that a series of objectives are set in conjunction to a range of associated targets. The proposed objectives and targets are set out in this section of the MMP.

4.2 MMP Objectives

The key objective is to encourage sustainable travel by staff and visitors to the Proposed Development as well as minimising traffic generation.

The overall objective of this MMP is to encourage and support more sustainable travel patterns for staff and accordingly reduce the dependency on the use of the private car by improving awareness of the facilities and transport options that are available for walking, cycling and public transport.

To achieve the above principal objective, several sub-objectives have been set out as follows:

- a) Minimise private car use by encouraging staff to walk, cycle, use public transport, car share or even reduce the number of trips undertaken / required for business travel purposes.
- b) Make all staff aware of the sustainable transport options available to them.
- c) Encourage the use of sustainable modes of transport.
- d) Encourage the most efficient use of cars and other vehicles.
- e) Reduce any transport impacts of the development on the local community.
- f) Promote walking and cycling as a health benefit.
- g) Managing the ongoing development and delivery of the mobility management plan with future occupants of the Site.
- h) Promote business practices that reduce the need to travel overall for staff.
- i) Promote healthy lifestyles.

The above sub-objectives can be achieved through the integrated provision of a range of initiatives. Measures include the dissemination of important information regarding:

- Timetable and Routeing information for public transport services.
- The location and most convenient routes to and from local services (e.g., shops, medical facilities, and schools etc.).
- Safe routes to work information / literature.
- Cost data comparing public transport and private car journeys.
- The health benefits of walking and cycling to include safety advice.

4.3 MMP Actions and Targets

Targets are important as they give the MMP direction from its inception, providing measurable goals. When setting site-specific targets, it is important that they are 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound) in order that the outcome can be quantified and an assessment of what the MMP has or will achieve can be made.

Since the overall aim of the MMP is to reduce reliance upon the private car, it is appropriate to set a target which relates to this objective. It is also necessary to collect data to identify and understand the baseline travel habits, against which the MMP's progress can be measured. It is recommended that questionnaires are circulated after occupation to staff at the site, as these questionnaires will establish the baseline travel data for the subject Site.

The Mobility Management Plan's initial actions are set out below:

- The appointment of a Mobility Manager prior to occupation of the Site.
- Provision of a MMP website and / or app that includes information on all travel opportunities to and from the site that is made available to all staff prior to commencement of occupation.
- In consultation with key stakeholders including the local authority and the employees to continually develop, implement, monitor, evaluate and review the progress of the MMP towards achieving the targets.
- To undertake a baseline travel survey when the development is occupied.
- Identify modal split targets which can be reviewed once the baseline travel characteristics are established.

The Mobility Management Plan's principal targets are set out below:

- To support the establishment of the Power Plant development as a sustainable community.
- To provide sustainability in all ways including cost, health and environment – reducing the impact on traffic congestion and air quality.
- To achieve a 95% staff awareness of the MMP and its aims and objectives.
- To facilitate and encourage greater use of sustainable transport modes (walking, cycling, carsharing, public transport) in preference to the use of the private car.

The above targets will be achieved by introducing an integrated package of measures that focus on promoting travel to / from the Proposed Development by sustainable modes of transport as a viable alternative to the private car. These supporting strategies will seek to encourage all to consider lower carbon travel alternatives in everyday journeys.

5. Measures and Initiatives

5.1 Approach

The section outlines the potential measures and initiatives to encourage sustainable travel among staff and visitors to achieve the objectives set out in this MMP.

The key to the development of an appropriate Mobility Management Strategy is the employment of a two pronged approach incorporating soft and hard measures:

- Soft measures incorporate the promotion / marketing of sustainable travel initiatives / facilities / improvements to sustainable modes of travel, effectively opening up transport options for travel to the Proposed Development.
- Hard measures incorporate provision of infrastructure such as cycle parking, showers, changing facilities, lockers, car parking management and other parking arrangements.

Both elements of this approach are required to achieve a successful result.

5.2 Measures and Initiatives

5.2.1 Reducing the Need to Travel

Reducing the environmental impact of travel can be done by reducing the need to travel altogether. The Proposed Development will adopt practices which will encourage staff to consider the need to travel before promoting sustainable alternatives to the private car.

5.2.2 Car Sharing

Car sharing is also known as lift-sharing or car-pooling. Car sharing offers people a cost effective and a more sustainable way of travelling by car when other forms of transport are not viable.

Car sharing schemes encourage individuals to share private vehicles for particular journeys. Car sharing can be both formal and informal. Informal car sharing operates between individuals and employees and formal car sharing is defined by a more elaborate approach to trip matching, often focussed on the commuting journey.

Car sharing has the aim of reducing the number of car trips made and participants have the opportunity to meet other members in the workplace. A National Car Sharing database is now available at www.carsharing.ie. It is an all-island service for the public and is free of charge to use.

The benefits of car sharing are as follows:

- Reduces transport costs.
- Reduces the number of cars on the road which results in less pollution, less congestion and fewer parking issues.
- Reduces the need for a private car.

The Proposed Development website would have a section dedicated to the car share scheme and the staff would have an option to register. To encourage take up of the car sharing, the MMP Coordinator would host events to introduce prospective car sharers to each other and would help 'break the ice' as it is always more likely that people will share, particularly for the journey 'home', with somebody that they have met rather than a complete stranger. This option would be more applicable to the staff, and visitors of the Proposed Development.

5.2.3 Mobility Management Information Point

It is proposed to provide a travel / mobility management information point. The MMC will organise the Mobility Management Information Point. This information point will dispense travel information to staff at the development in relation to walking, cycling and public transport likely in the form of notice boards.

5.2.4 Website

Information regarding public transport accessibility will be provided via the journey planner website.

5.2.5 Walking

The key to pedestrian accessibility is short, convenient, and safe links. Walking is the most widely used form of transport; nearly all journeys involve some walking, therefore better pedestrian facilities can have a wide impact.

As a main method of travel, a distance of up to 4 km is considered reasonable for walking; however, these distances are only indicative, but can help to define target groups. Furthermore, walking may be combined with car sharing or use of public transport for distances of 2.5 km or more.

5.2.6 Public Transport

The following measures would encourage further use of the bus.

- Publicise details of public transport facilities (e.g. stops / routes, walking distances) online as well as throughout the Power Plant.
- Publicise Real Time Passenger Information apps and websites.

6. Management, Implementation and Monitoring

6.1 Introduction

This section outlines details about the Mobility Management Coordinator and how the MMP will be implemented, monitored, and evaluated.

6.2 Management

It is intended that the appointed MMC will promote all aspects of the MMP. The MCC will be responsible for implementing and managing the MMP process. The role of the MMC will be as follows:

- Setting up relevant Steering or Implementation Groups & coordinating their activities.
- Coordinating the staff travel surveys and analysis.
- Developing the travel Action Plan to promote walking, cycling, public transport, car-sharing and more sustainable business travel.
- Presenting a business case for the MMP, making the case to undertake this work.
- Designing communication/marketing strategies to promote the MMP.
- Liaising with internal departments & stakeholders – e.g. Facilities, HR, Finance, Communications, IT.
- Attending staff inductions.
- Organising and coordinating events in the travel Action Plan.
- Acting as a point of contact for external stakeholders.
- Development of relevant policies in conjunction with HR / Facilities / IT etc. e.g. carsharing policy, Smart Working Policy.
- Monitoring relevant indicators and updating the Action Plan as required.
- Conducting staff focus groups on particular issues as they arise.
- On-going promotion of the MMP.
- Publicising success and reporting to stakeholders.

6.3 Implementation

This MMP seeks to ensure that sustainability is at the heart of travel provision and travel behaviour of staff and visitors at the Proposed Development. The degree to which the measures and initiatives contained within this MMP influence travel behaviour will be determined by how it is implemented. These are a number of areas which can be targeted in order to maximise the impact.

Travel behaviours are determined at an early stage and once people settle into a routine it is difficult to alter. Therefore, it is imperative that every effort is made to alter people's decisions at the earliest possible opportunity. New staff members will be provided with induction packs including travel information, as well as information provided online and throughout the Power Plant.

An implementation date will be agreed once the MMP has been approved.

6.4 Monitoring

As the MMP is a living document, continuous monitoring and ongoing management is required to assess the effectiveness of the measures and initiatives introduced.

Periodic monitoring will assess whether the stated targets as set out in Section 4 are met. This will play an important role in reviewing and re-setting targets by ensuring that on-going observation takes place. It is recommended that annual reviews are undertaken to review travel patterns, and whether the measures are supporting modal shift from private car to more sustainable modes.

7. Action Plan

7.1 Action Plan

The Action Plan sets out tasks, timescales, and responsibility to ensure that the objectives and targets of this MMP are achieved. The Action Plan is shown in Table A11-7.1 to Table A11-7.4.

Table A11-7.1 Action Plan - Cycling

| Action | Responsibility | Timeline |
|--|----------------|-----------------|
| Publicise Cycle to Work scheme amongst staff and promote through in-house bike displays from suppliers. | Appointed MMC | Within 1 month |
| Improve signage with provision of local area maps, directions and / or information signs relating to walking routes and cycle parking in the surrounding area. | Appointed MMC | Within 1 month |
| Introduction of designated drying rooms, showers or changing rooms provided for cyclist's gear. | Appointed MMC | Within 6 months |
| Publicise details of walking and cycling facilities online as well as throughout the Power Plant. | Appointed MMC | Within 1 month |
| Provide cyclists equipment to borrow (e.g. pump, Allen keys, lights, puncture repair kit etc). | Appointed MMC | Within 1 month |
| Provide electric bikes and fold up bikes for staff. | Appointed MMC | Within 9 months |
| Organise bike maintenance class / course on site for staff. | Appointed MMC | Within 6 months |
| Participate in National Bike Week challenges. | Appointed MMC | Within 6 months |
| Participate in annual team cycling events. | Appointed MMC | Within 9 months |
| Organise cycle training/ on-road skills. | Appointed MMC | Within 3 months |
| Continually survey and improve cyclists changing / storage / locker facilities to ensure adequate facilities are available (quantity & condition). | Appointed MMC | Within 6 months |

Table A11-7.2 Action Plan - Walking

| Action | Responsibility | Timeline |
|--|----------------|--|
| Information on walking distances, journey times and optimal routes as well as information provided at the Mobility Management Information Point upon request. It is intended that this will give employees a better perception of walking as mode of travel. | MMC | Prior to Occupation of the Site. |
| Promote the health benefits of walking. | MMC | Prior to Occupation of the Site. |
| Promote walking through organised walking events / lunchtime walks. | MMC | 1-3 months. |
| Leave umbrellas at reception to use on wet days for travel between buildings on the development. | MMC | Immediately. |
| Display and promote accessibility maps showing how long it would take to walk to / from the development. | MMC | Prior to Occupation of the Site. |
| Display time to walk posters showing time to travel on foot to nearby and popular destinations. | MMC | Prior to Occupation of the Site. |
| Improve 'natural surveillance' on site (e.g., improving lighting). | Developer | Immediately (as part of scheme proposals). |
| Awareness campaigns. | MMC | 1-3 months. |

Table A11-7.3 Public Transport Measures

| Action | Responsibility | Timeline |
|---|----------------|----------------------------------|
| Provide up-to-date public transport information including timetables and bus company contact information resident transport notice boards, similar to what is provided within the reception area. | MMC | Prior to Occupation of the Site. |
| Publicise the national door-to-door multi modal journey planner on www.transportireland.ie . | MMC | Prior to Occupation of the Site. |

Table A11-7.4 Car Sharing Measures

| Action | Responsibility | Timeline |
|--|----------------|--|
| Set up a private car sharing scheme on www.carsharing.ie | MMC | 1-3 months. |
| Allocate car sharing parking bays in priority locations. | MMC | Immediately (as part of scheme proposals). |
| Develop a car sharing policy. | MMC | Prior to Occupation of the sSte. |
| Promote private car sharing scheme to staff. | MMC | 1-3 months. |
| Hold a launch event for potential car sharers to find out what is involved & see a demo of the site & to meet others who they might car share with. Facilitate Car sharing discussions at weekly / monthly staff meetings. | MMC | 1-3 months. |

8. Summary and Conclusion

8.1 Summary

This Mobility Management Plan (MMP) has been prepared by AECOM in support of a planning application for a proposed Power Plant situated approximately 4.5 km to the west of Tarbert Town, 3.5 km to the north of Ballylongford Village. This MMP forms a part of the planning application documentation prepared for the Proposed Development.

Based upon the information and analysis presented within this MMP, the assessment demonstrates how staff of the Proposed Development can be encouraged to use sustainable modes of transport to and from the subject Site. Given the location of the scheme in a rural area and the nature of the work (shift work), it is envisioned that staff will be open to carpooling and cycling to the Proposed Development. It has been assumed that 95% of staff will arrive by car with 50% of the staff anticipated to engage in carpooling, it has been assumed that 5% of staff will cycle.

The targets set however, are also very much dependent on planned improvements to transport infrastructure and can only be achieved by their implementation.

8.2 Overall Conclusion

The Applicant for the Proposed Development is committed to the implementation and ongoing monitoring of a MMP and will allocate resources to ensure success. This will include appointing a Mobility Management Coordinator (MMC), undertaking travel surveys and implementing measures to reduce single occupancy car dependency.

