For: Dipharma Unlimited Company

Residential Development at Countess Road, Killarney, Co. Kerry



Mobility Management Plan

June 2026

MHL & Associates Ltd.

Consulting Engineers






DOCUMENT CONTROL SHEET

Client	Dipharma Unlimited Company
Project Title	Proposed Development at Countess Road, Killarney, Co. Kerry
Document Title	Mobility Management Plan
Job No.	25046TT
Document No.	25046TT-Doc02

Revision	Status	Author	Reviewed By	Approved By	Date
	Internal Draft	C. O'Connor			24/09/2025
R02	Stage 2 LRD Issue	C. O'Connor	J Daly		02/12/2025
R03	Stage 3 LRD Submission	C. O'Connor	J Daly	J Daly	02/06/2026

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1.0 INTRODUCTION

1.1 M.H.L. & Associates Ltd. Consulting Engineers have been engaged by HW Planning on behalf of Dipharma Unlimited Company to prepare a Mobility Management Plan (MMP) in support of a planning application for a proposed Development located at Countess Rd, Killarney, Co. Kerry. The MMP has been prepared with the objective of developing a sustainable transportation policy for residents and users of the Creche within the proposed Development.

The proposed development will be accessed directly from the Countess Rd. via 1 no proposed priority junction. In addition there will be a number of pedestrian and cyclist access points between the subject site and the adjoining lands/existing estates along the eastern/northern and western boundaries. Currently there are on-road cycle facilities along Countess road but the subject site has provided a set back along the road edge to facilitate a 3.0m cycle lane and a 2.0m footpath.

1.2 As shown in Fig 1 below, the town of Killarney to the North-West is an approximate 15 min walk and includes a post office, a library, pharmacy's, a large number of restaurants, pubs, banks, parks, and various other retail outlets. Several schools including the St Olivers Primary School, Presentation Monastery National School, Killarney Community College, St. Brigid's Secondary School, Holycross Mercy Primary School, Gaelscoil Faithleann and St. Brendan's College are all within 20 mins walk of the proposed development.



Figure 1.1: Proposed Site Location

he construction of a residential development of 259 no. residential units with ancillary single storey creche, landscaping and all associated site development works.

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwelling houses and an existing ruinous structure on the site and construction of 103 no. two storey houses (3-bed units), comprising of 27 no. terraced units, 62 no. end of terrace units, and 14 no. side entry units, 82 no. courtyard apartment units over 2 no. storeys (42 no. 1-bed units, 40 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units) in 2 no. part 3 storey and part 4 storey blocks.

Vehicular access to the proposed development will be via one entrance from Countess Road (L3904) to the north, with the entrance design including improvement works on the public road inclusive of a raised crossing point. The design includes pedestrian/cycle infrastructure to/from Countess Road and internally within the development site and to adjoining areas.

Ancillary site works include car parking, provision of bicycle parking and bin storage facilities serving the proposed apartment/courtyard apartment buildings and creche, 2 no. ESB substations, landscaping, water services and drainage infrastructure (including foul and storm network upgrades in Countess Grove), and all associated site development works. The proposed development also provides for the demolition of existing site boundary walls along Countess Road. A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.

1.3 A mobility management plan should be considered a "Live Document" which forms the basis of the modal shift and travel planning for the site. The MMP incorporates a package of measures put in place to encourage and support sustainable travel patterns amongst the users of the proposed development. The aim of a MMP is to reduce the demand and use of the car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is on commuting residents as well as employees with the following objectives:

- To inform the user of alternative modes of travel available to them for their journeys.
- To promote healthier, stress-free and cheaper options of commuting for residents.
- Enhance the environment of the development, improve accessibility and outline the potential advantages to residents of using sustainable transport solutions.
- To reduce trip generation to and from the site thereby reducing parking demand and traffic flow.

Sources including the Dublin Transportation Office's Advice Note on Mobility Management Plans, and the National Transport Authority document titled "Achieving Effective Workplace Travel Plans: Guidance for Local Authorities", were used as guidance to complete this MMP.

1.4 Objective KVDP 4-17 of the Kerry County Development Plan 2022-2028 states:

Facilitate the development of sustainable compact settlements with the "10-minute" town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes, with walkways and link routes to Greenways or are accessible by high quality public transport services connecting people to larger scaled settlements delivering these services.

1.5 The proposed Creche will have 15 employees maximum. Specific measures to encourage modal shift will be included as part of the operational phase of the scheme. These measures will include car-pooling, bike to work schemes and public transport incentive, as stated in objective KCDP 14-9 of the Kerry County Development Plan 2022-2028

2.0 MOBILITY MANAGEMENT PLAN

2.1 There are many benefits associated with the use of alternative modes of travel including improved accessibility, reduced commuter costs, more reliable journey times and less congestion on the network for those who have no choice but to use the car (school runs prior to work etc.). In addition, there are also health benefits for those walking and cycling as well as an overall decrease in stress levels associated with driving and waiting in traffic.

2.2 Peak hour congestion on our roads network is now an accepted norm with up to 90% of car journeys having a single occupier and 80% of all car journeys to and from work are by private car. Car-sharing, public transport use or walking even once a week could dramatically change this figure.

2.3 To facilitate the necessary change in our approach to commuting, the travelling public will be required to make changes. Alternative modes of travel need to be actively promoted and participation in car-pooling, cycling, and walking groups supported by a Mobility Management Plan Steering Committee. The public must be presented with an alternative to using the motor car and encouraged to do so. The provision of housing within walking distance to school provision is a key factor in achieving this change.

2.4 National strategy for sustainable transport is set out in the Smarter Travel Document *A Sustainable Transport Future* the document sets out the following aims by 2020:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting.

- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters nationally will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.

- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.

3.0 EXISTING SUSTAINABLE TRANSPORT INFRASTRUCTURE

3.1 Both Killarney Train and Bus Station are located close to the town centre and within 1km of the site. The proposed development is within a short walk to both of these critical pieces of infrastructure, allowing for sustainable transport modes to be availed of by future residents.



Figure 3.1: Location of Train & Bus Station in relation to the Development Site

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3.2 The public transportation infrastructure is linked to the development site via the existing footpath network along the Countess Road and Muckross Road. The proposed scheme includes the construction of additional pedestrian and cycling facilities to connect the development to the existing footpath/Cycle network.
The 279 Bus Route (Killarney to Tralee) is served by nearby Bus Station and passes along Killorglin. The frequency of service to Killarney to Tralee town centre is hourly.



Figure 3.2 Bus Route 290A serving the site on an hourly basis. (Source: Moovit)

NTA Public Transport Accessibility Level (PTAL)

The Public Transport Accessibility Level (PTAL) analysis combines the walk or cycle journey time to a Public Transport ar PTAL if:

1. It is a short walk to the nearest station or stop
2. There are short waiting times
3. Multiple services passing the stop
4. A nearby major rail station

The word 'connectivity' describes how well different places are connected to each other using the transport system. If trains, buses and roads work more efficiently then the level of connectivity improves.

Every PTAL calculation scores at the 100m grid level. The centroids of the grid act as the origin points. The NTA generate these grids using GIS software. The other key datasets needed for the calculation are a GIS Network Dataset and the Service Access Points or Public Transport Stops. The NTA use HERE mapping for their Network Dataset. The Public Transport Stops can be obtained from the NTA Journey Planner's GTFS datasets. The GTFS dataset provides both the location of the public transport stop and the level of service or frequency at the stop.

A brief outline of the calculation:

1. Choose the origin grids for the area of interest,
2. Calculate the walk or cycle time to the PT stops within a distance limit (640m to a bus, 960m to a rail station),
3. Choose a time-period for analysis,
4. Calculate the Standard Waiting Time (SWT = 0.5* (60/freq.)),
5. Calculate the Average Waiting Time (AWT = SWT + reliability factor),
6. Calculate the Access Index and convert to PTAL level

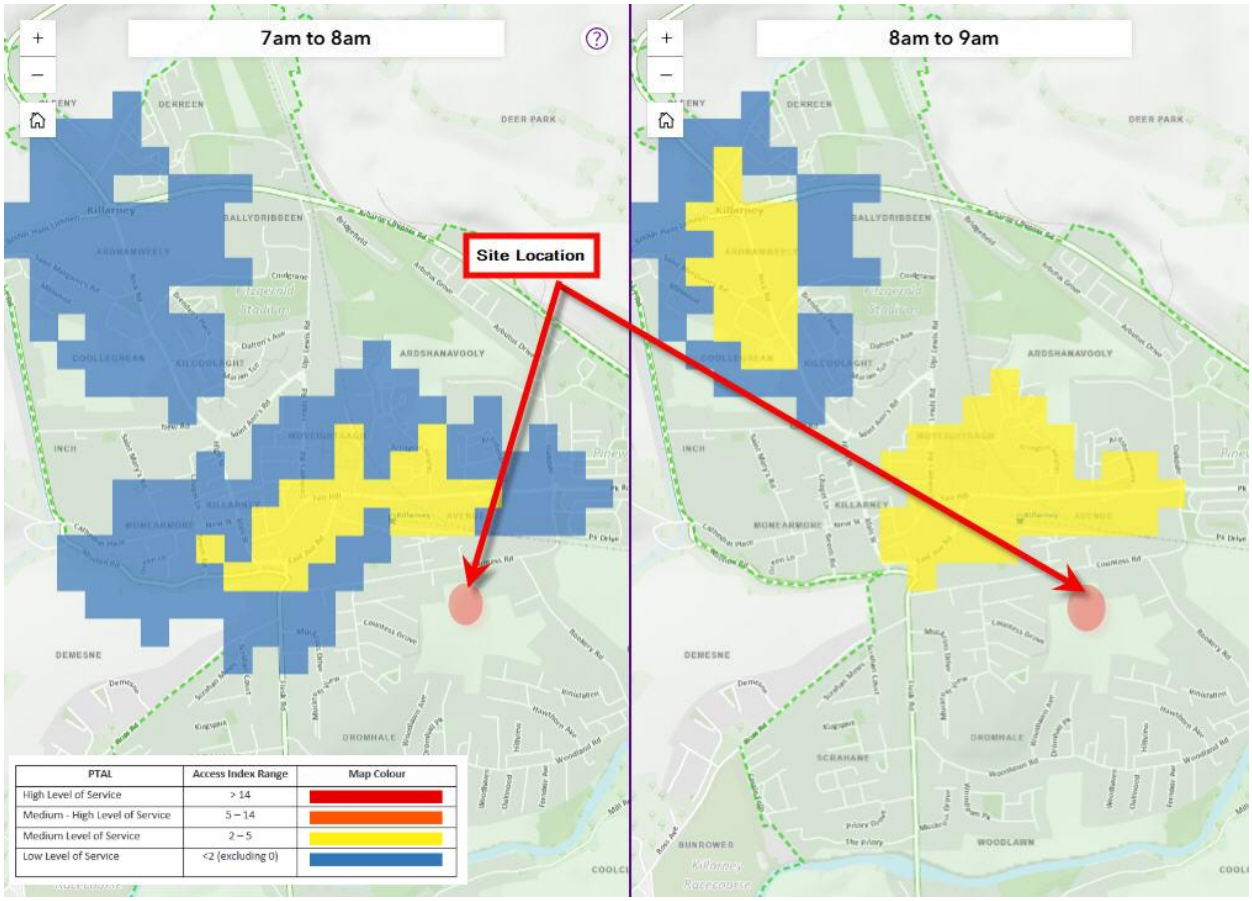


Figure 3.3: NTA PTAL Map for Killarney

The conversion from Access Index to PTAL level for Killarney is outlined in the table 3.4. As can been seen in the location of the subject site, the level of service is low (Blue). Some medium level of service are evident between 8am and 9am at the Train/Bus SDtation, which is within a 20 minute walk.

Number of 100 meter square grids in the Map Frames by Service Level *Zoom the map to update the count*	
High Level of Service	
7am to 8am	8am to 9am
0 grids	0 grids
↕ 0	↕ 0
0% of total	0% of total
Medium-High Level of Service	
7am to 8am	8am to 9am
0 grids	0 grids
↕ 0	↕ 0
0% of total	0% of total
Medium Level of Service	
7am to 8am	8am to 9am
27 grids	66 grids
↕ -39	↕ 39
16% of total	61% of total
Low Level of Service	
7am to 8am	8am to 9am
144 grids	43 grids
↕ 101	↕ -101
84% of total	39% of total

Table 3.4

4.0 ACCESSIBILITY & INTEGRATION

4.1 A desktop assessment of permeability for cyclists and pedestrians from the site was carried out. Presented in the following isochrone maps (Figure 4.1 & 4.2 below) are the range of distances, for both pedestrians and cyclists, based on travel time.

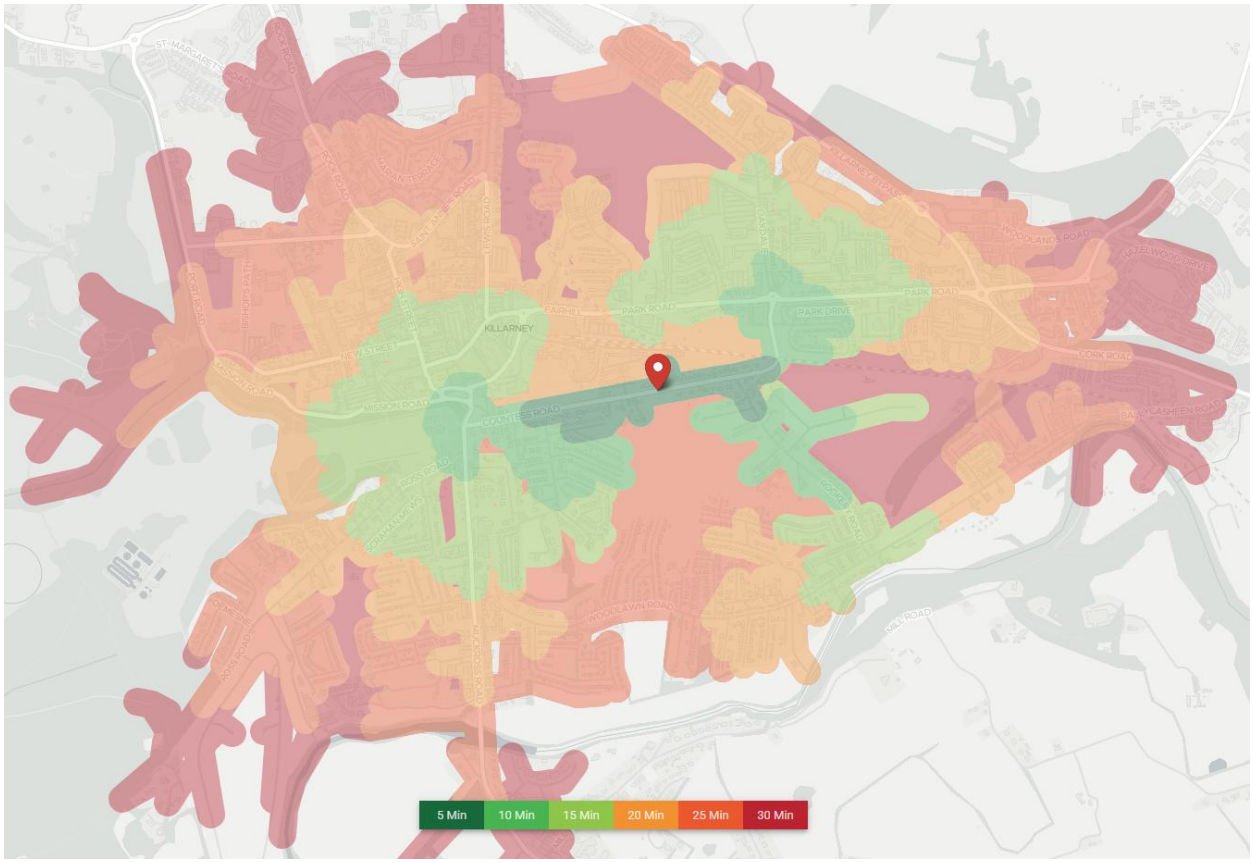


Figure 4.1: Proposed Development: Walking distance to local area

4.2 Within 15 mins walk time from the site:

- Deerpark Retail Park
- McDonalds
- Dunnes Stores
- Aldi

Within 20 mins walk time from the site:

- Killarney Outlet Centre
- Killarney Racecourse
- Fitzgerald Stadium
- Killarney National Park

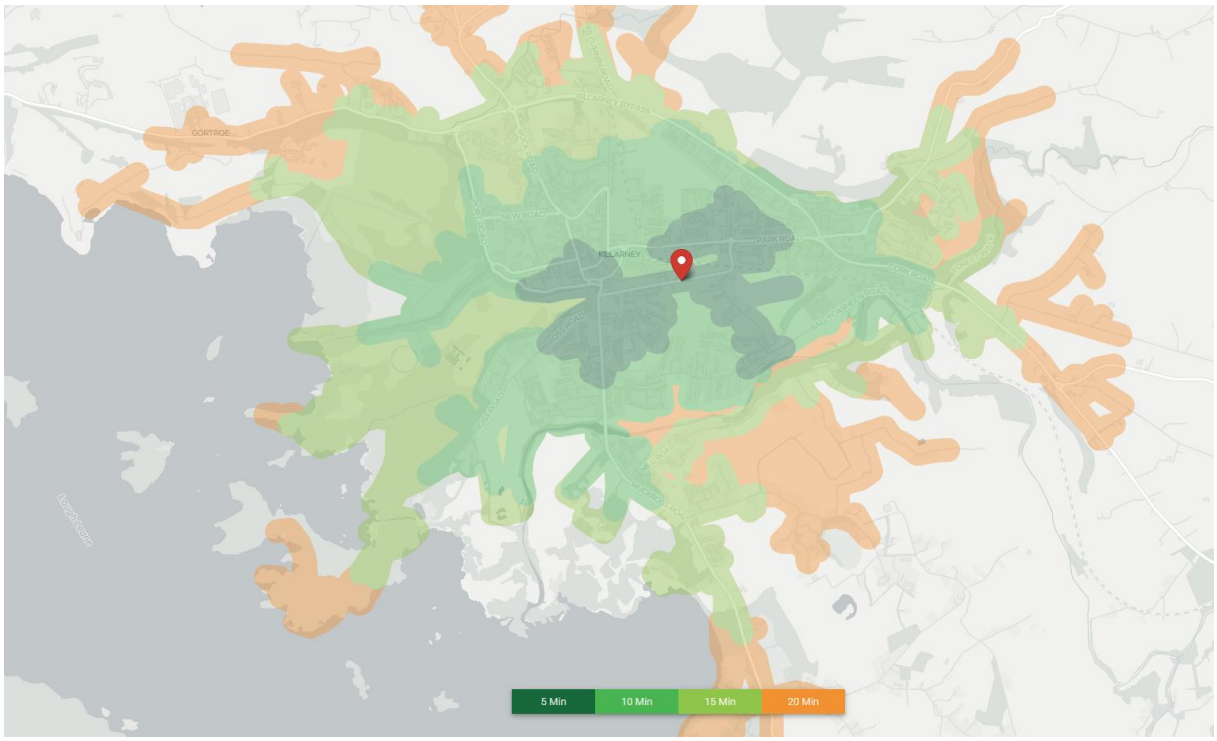


Figure 4.2: Proposed Development: Cycle distance to local area

4.3 The cycle range is presented in similar terms and relates to the average distance travelled in a specific time (15-18 kmh).Killarney town centre is shown to be within 5 mins cycle of the development site. The entrance of Killarney National Park at Port Road (Near the Cathedral) is shown to be within 10minues of the site.

Note: The travel speed used is on the low side, an experienced cyclist would have a 26-30kph average speed, but the selected speed is more suitable for the topography of the area.

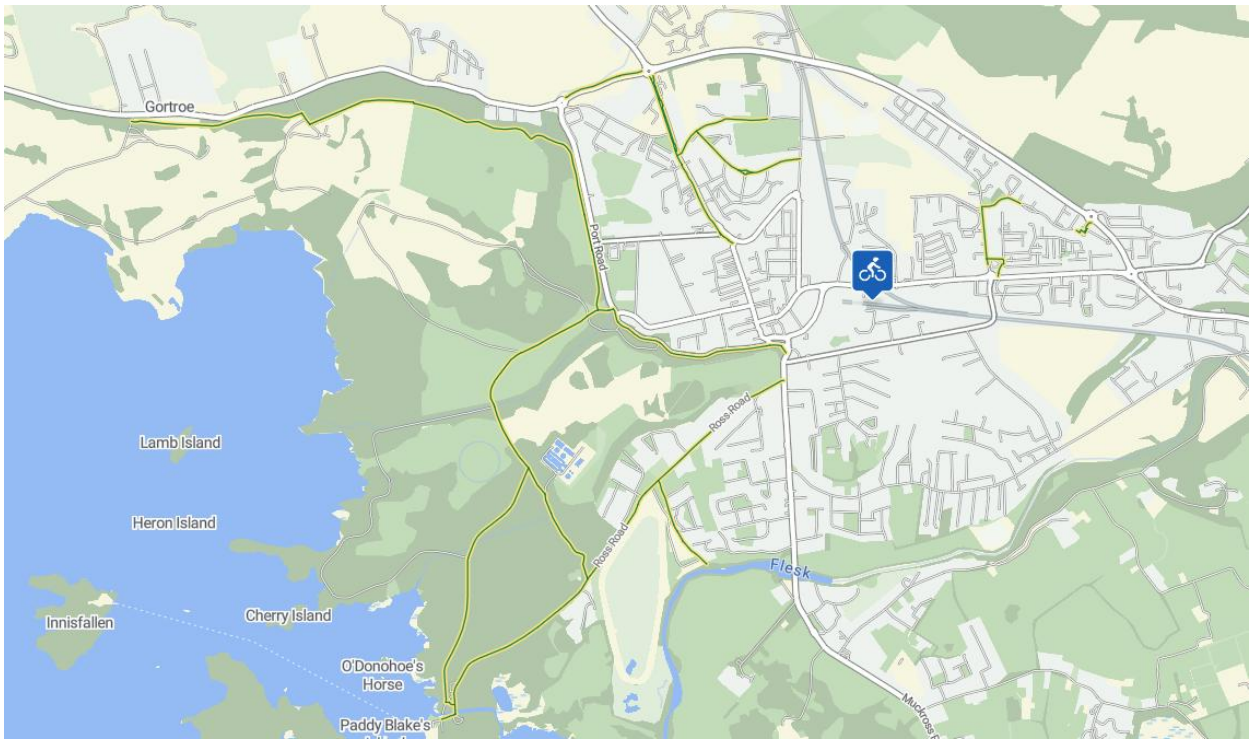


Figure 4.3: Existing Cycle lanes within Killarney Town Environs

5.0 FUTURE NETWORK PROPOSALS

The vision of the Kerry Development Plan 2022-2028 is as follows:

"The Vision is to provide for the development of County Kerry as an attractive, competitive and sustainable place to live, visit and do business, and where the quality of employment and educational opportunities, natural and built environment, cultural experiences and the strength and viability of its rural and urban communities are to the highest standards"

Throughout the development plan, there are a number of policies that make note of the facilitation of and provision of cycling infrastructure including within the town environs of Tralee.

KCDP 2-11: Improve the efficiency and sustainability of transport including improved and expanded public transport capacity and walking and cycling infrastructure, improved traffic management and bus priority.

KCDP 14-1: Deliver sustainable transport infrastructure investments as identified for the road network, public/rural transport, and walking/cycling infrastructure.

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 14-8: Promote a shift away from the private car to greater use of active travel (walking and cycling) and public transport.

KCDP 14-9: Continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.

KCDP 14-10: Facilitate and support the development of Transport Mobility Plans for Tralee, Killarney and Listowel and the subsequent rollout of Active Travel related infrastructure in these towns.

KA 7: Improve subject to environmental assessment, inclusivity, accessibility, permeability and connectivity throughout the town and where appropriate with the National Park for alternative modes of transport, including cycling and walking.

KA 79: Facilitate the enhancement of Killarney as a 10-minute town.

5.1 Killarney Town Local Transport Plan

AECOM has been appointed by Kerry County Council (KCC), funded by the National Transport Authority (NTA), to prepare a Local Transport Plan (LTP) for Killarney using the Area Based Transport Assessment (ABTA) methodology. The LTP provides a multi-modal framework which assists in informing future transport infrastructure planning, investment, and delivery. The LTP aims to provide a long-term transport improvement plan for the study area and ensure increased levels of trips are made by sustainable modes of travel. By developing the LTP and Municipal District Settlement Plan in tandem with one another, this enables a holistic approach to the development of both the transport network and land use plan across the town, integrating the two to support sustainable development. This allows for a fully integrated approach to both land and transport planning within Killarney.

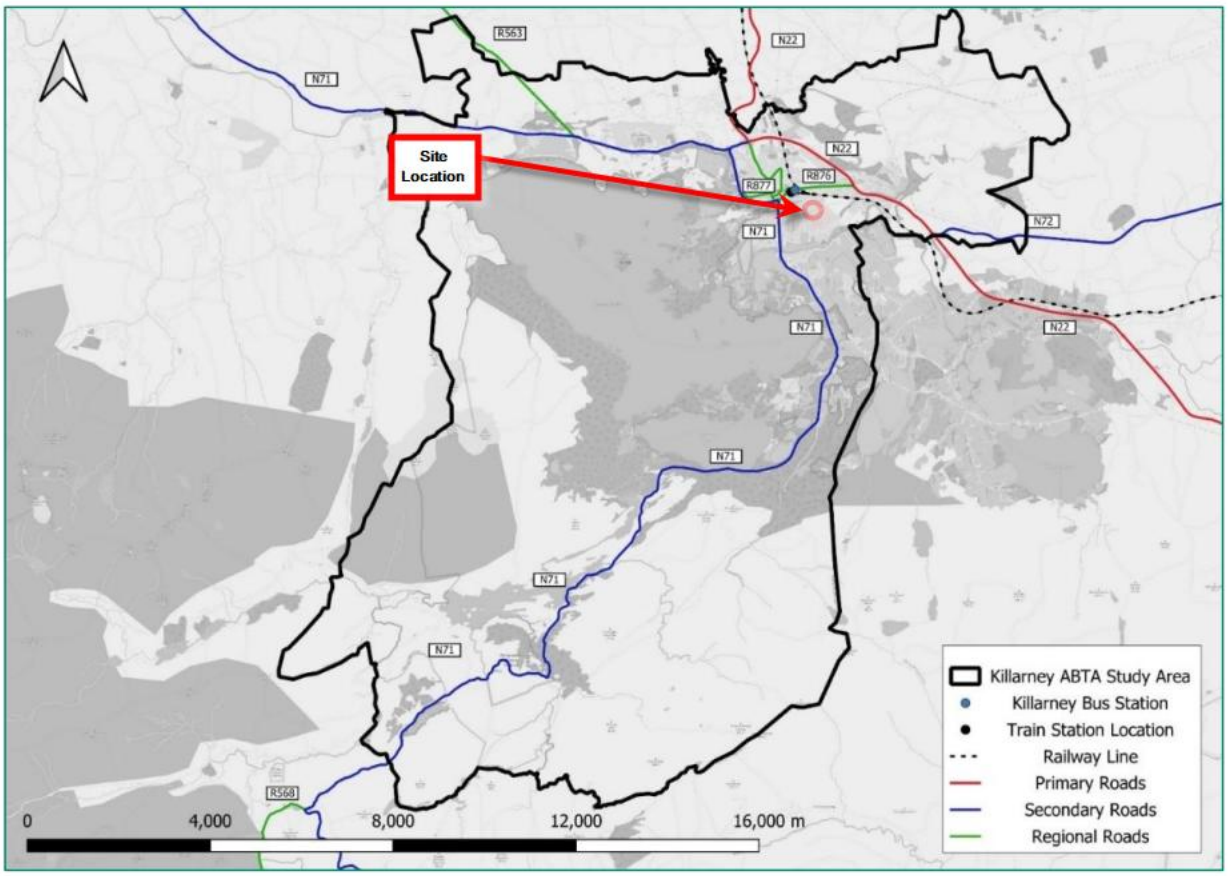


Figure 5.1 Killarney Local Area Plan Study Area showing the Site Location

Figure 5.1 above shows the study area of the Killarney Local Area Plan including the location of this subject development site

The National Transport Authority (NTA) had previously developed a comprehensive cycle plan for all the whole country including Kerry. Within the Kerry plan, a detailed plan has been developed for Killarney of the existing cycle facilities and all proposed works to meet the Development plan policies. With a population of over 5,000 inhabitants in Killarney, an urban cycle network has been developed. The urban network is comprised of an inner primary orbital in addition to an outer primary orbital route with an amalgamation of both primary and secondary routes that encompasses the town.

The proposed plans (as shown in Figure 5.2 & 5.3 below) outlines two options for Countess Road, Namely Option 1 & Option 2.

- WC6.1 Countess Rd (Option 1) proposes to introduce an off-road segregated cycle route along Countess Road with a one-way traffic system, enhancing cyclist accessibility and connectivity to the proposed northern cycle path. However, it may create access challenges for Ballycasheen School and creches and raise concerns about traffic redistribution.

- WC6.2 Countess Rd (Option 2) proposes to introduce traffic calming on Countess Road, enhancing accessibility for cyclists and pedestrians while maintaining vehicle access and minimising traffic redistribution. With no impact on school or creche access, it positively contributes to overall accessibility. Within the report, option 2 was deemed to be preferred option.

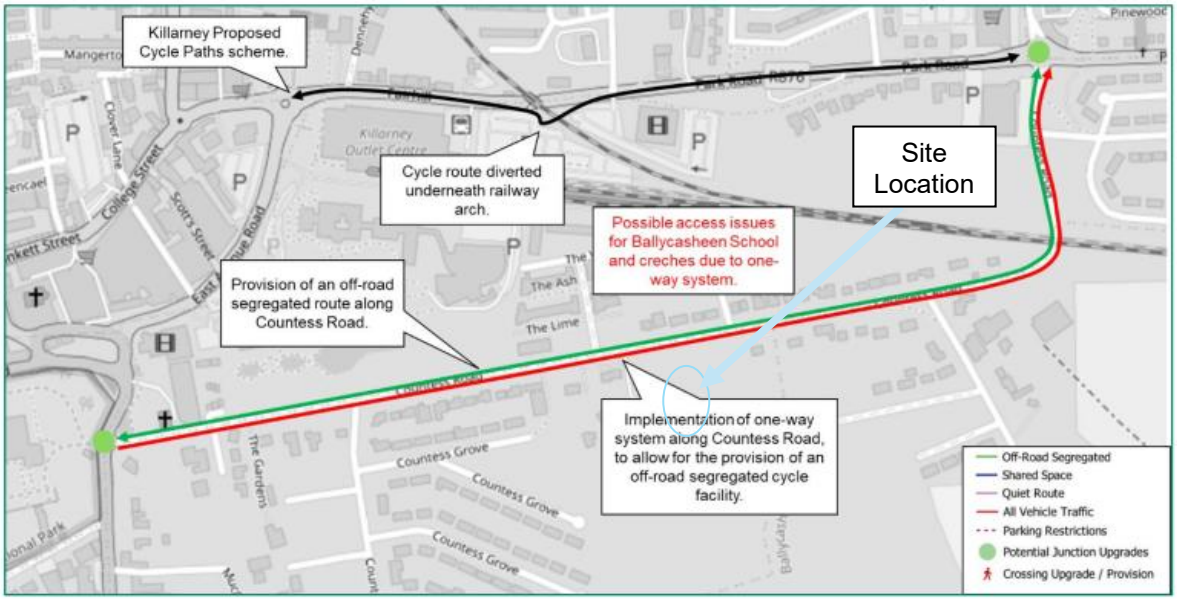


Figure 5.2: Countess Rd – Option 1

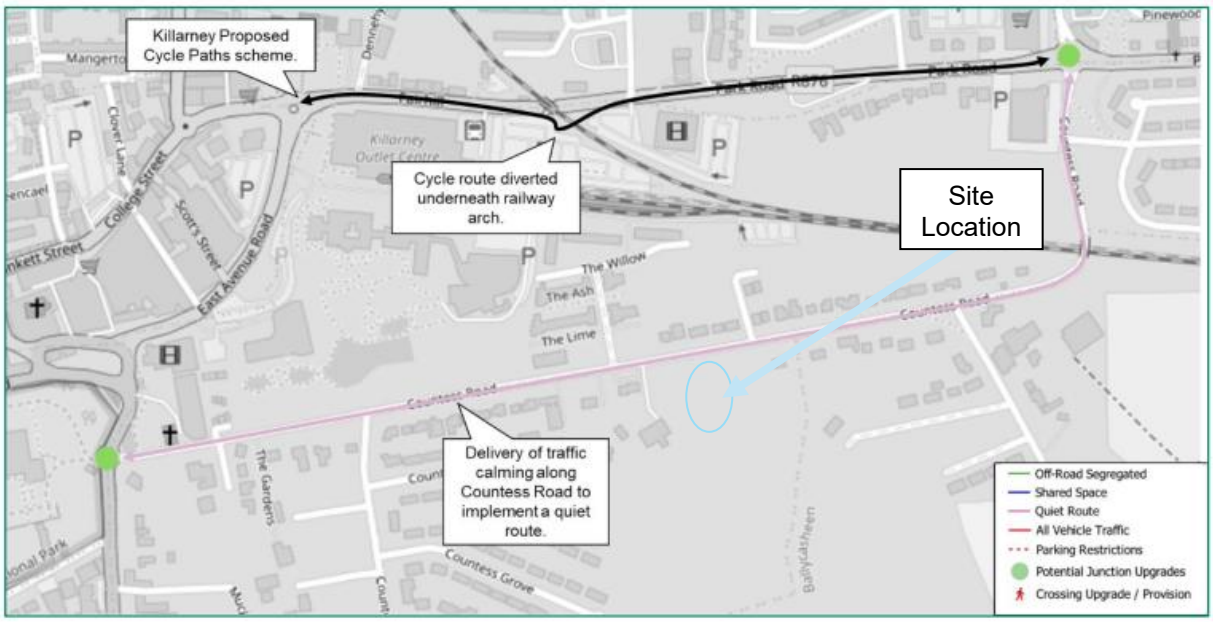


Figure 5.3: Countess Rd – Option 2

As detailed in **Table 2.1** ***Strategy Walking and Cycling Options*** of the Killarney Area Based Transport Assessment***,*** WC5 outlines the provision of a quite route along countess road and for the provision of spurs connecting to St Olivers National School***.*** These proposal have formed an integral part of the design of the scheme and to provide viable modes of transport for the residents. The design team for this subject site in consultaion with the adjoining developmemt to the west have proposed to incorpoate these "spurs" for bioth pedestrain and cyclists to St Olivers School into the site layout. Direct cycle/pedestrain infrastructure will be provided from the North East corner of the development at Countess Rd, to the western boundary at Countess Grove, to the south into Woodlawn Avenue. Coordinated connection points with the adjoining application to the west have also been made at two locations to the south and to the west. This active travel prioirty infrastructre will provide that a safe and direct route for both pedestrains and cyclist from their the existing Countess Grove/Town Centre via the subject site to St Olivers School via the proposed development to the east. Figure 5.4 below shows the proposed Segragated Cycle facility through the site as proposed in the LTP.

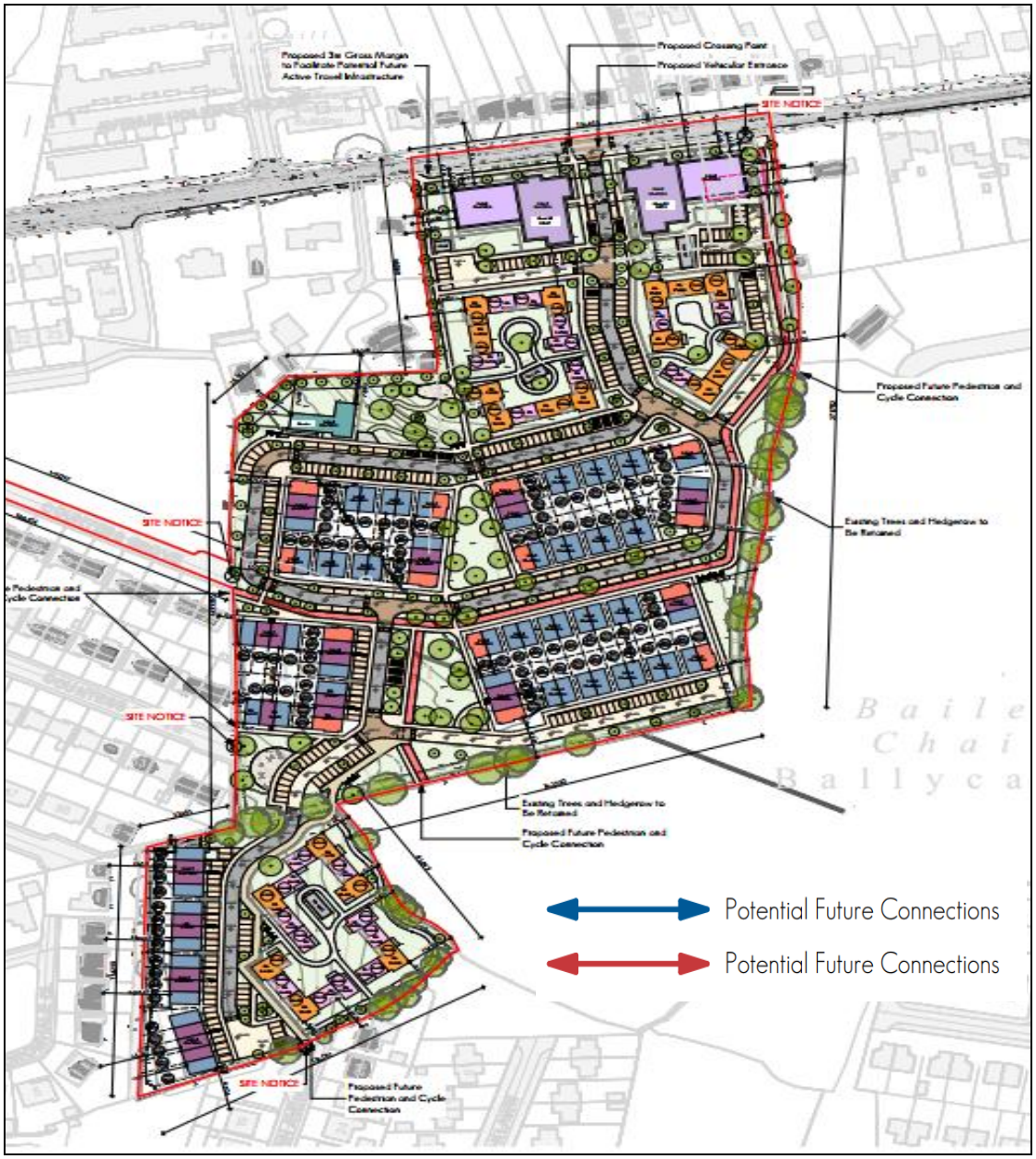


Figure 5.4 Site Layout

6.0 PARKING PROVISION

6.1 The proposed development will consist of the construction of 259 no. units comprising 103 no. two storey houses (3-bed units), 82 no. own-door maisonette units (40 no. 1-bed units, 42 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units).

The vehicle parking is broken down as shown below:

Parking Type	**No's**
Dwelling - On Curtilage (2 spaces per Unit)	47
Dwelling - Off Curtilage (1.1 spaces per Unit)	86
Apartment & Maisonette – Communal (0.7 spaces per unit)	109
Creche	10
Visitor	12
Accessible	11
Total	**275**

The total residential parking is 0.93 parking spaces/unit, and this is below the maximum of 2 per units as outlined in the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities.

- A total of 10 no. spaces are provided for the Creche.
- 12 no. designated visitor spaces are provided throughout the site.
- The parking scheme for the estate is based on an mixture of on and off-curtilage parking and it is envisaged that a larger quantity of visitor parking will be available at any given time.
- It is proposed that both Terraced and Semi-detached dwelling will store bikes in rear gardens.
- It is proposed to provide an additional 236 communal spaces for apartment/maisonettes, 14 bike parking spaces for the creche and an additional 70 visitor parking throughout the site.

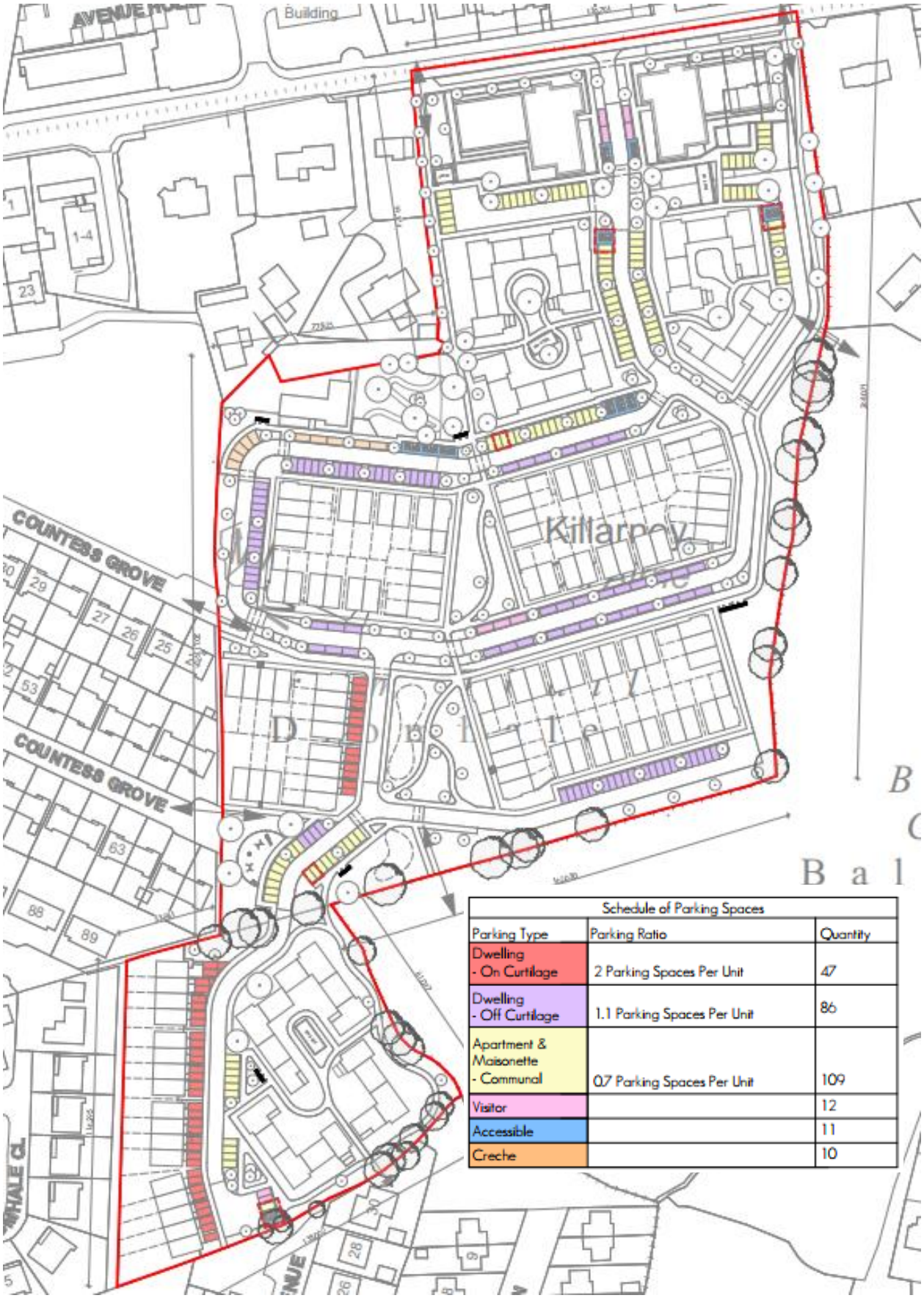


Figure 6.1: Vehicle Parking Strategy (Ref 251010-MA-SW-XX-DR-A-11009-P03 from Meitheal Architect)

7.0 ALTERNATIVES

7.1 The development location allows the user a modal choice for commuting to and from the site. The benefits to the development site are direct and measurable however additional benefits to the wider community should not be ignored. A reduction in car trips implies reduced traffic congestion, enhanced air quality and reduced noise to the surrounding neighbourhood.

7.2 The types of modal choice investigated as part of the Traffic & Transport Assessment carried out include:

- Pedestrian and cycling facilities near the site
- Public transport

7.3 In general, car usage patterns can be grouped between city centre sites and out of town sites. City centre or suburbs would range from 25% to 35% car usage with out-of-town sites higher at 65% to 90%. This scheme would fall into the latter category however national policy related to climate change and sustainable travel are expected to impact on the current norms. This scheme is compatible with such policy.

7.4 Pedestrians & Cyclists

7.4.1 Upon implementation, the MMP will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. Once completed, the Clash Rd upgrade works will make the location of this particular proposed development very convenient for most pedestrians and cyclists.

The combination of walking with public transport/ taxi services will also be supported.

'' 30 minutes of aerobic activity, such as a brisk walk,
per day helps reduce the risk of heart disease'

(Reference, 'The Route to Sustainable Commuting, An Employers Guide to Mobility Management Plans produced by the Dublin Transportation Office, Kirklees Metropolitan Council and the Irish Energy Centre)

7.5 Public Transport

7.5.1 The proposed development is within walking distance to both Killarney Bus and Train Station. The availability of a public transport system allows users of the proposed development an alternative mode of travel. The mobility management plan developed for the completed scheme will include for incentives such as;

- Monthly/annual commuter ticket schemes/offers
- Timetables, routes and maps
- Journey time indicators

8.0 CONCLUSIONS & RECOMMENDATIONS

8.1 In conclusion, the site location is well situated for the implementation of a Mobility Management Plan promoting alternative modes of transport especially when accessing local services such as the local schools, parks, and playgrounds.

8.2 Upgrade works to the Countess Rd will significantly improve connectivity to and from the site. The proposed internal cycle/pedestrian infrastructure within the site will greatly improve the connectivity of both the site and onwards towards the town centre providing a direct route to St Olivers national School via the adjoining site to the east. Measures such as improved footpaths and the provision of cycle lanes will also facilitate safe pedestrian/cycle access into Killarney through sustainable means of travel.

8.3 All sustainable modes of transport will be promoted as part of a marketing campaign for the site which will include actively encouraging public transport, walking and cycling as viable modes of transport for residents.

This can be achieved via the circulation of useful information such as routes, exercise plans etc. Cycle Planner Apps are useful in planning routes that avoid roads with heavy traffic and avoid difficult turns at busy junctions. Walking & cycling societies could be formed to create a community culture around the activity.

For the creche, incentives such as The Bike to Work Scheme, public transport support and car-pooling will be offered to employees. The required infrastructure to promote these efforts will be provided by the end user.

8.4 The continued dependence on the motor car is not sustainable into the future. Planning and development of new residential schemes should go hand in hand with a transport strategy limiting the dependability on the private motor car. Current national policy supports this premise for the development of residential areas. The proposed development meets all of the criteria associated with this policy.

8.5 A Site Plan of the proposed development can be found in **Appendix A.**

9.0 REFERENCES

The Route to Sustainable Commuting, An Employer's Guide to Mobility Management Plans
published by Dublin Transportation Office, Kirklees Metropolitan Council, Irish Energy Centre.

The Traffic Management Guidelines
published by the Dublin Transportation Office

2020 Vision-Sustainable Travel and Transport: Public Consultation Document
published by the Department of Transport

Kerry County Development Plan 2022-2028.
published by Kerry County Council

Bus Eireann Route Timetables

Killarney Local Transport Plan

APPENDIX A



Proposed development site plan