

For: KPH Construction

Proposed Residential Development,
Killowen, Kenmare, Co. Kerry



Mobility Management Plan

August 2026



MHL & Associates Ltd.
Consulting Engineers



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1 INTRODUCTION

1.1 Background

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by KPH Construction to prepare a Mobility Management Plan (MMP) to support an LRD planning application to Kerry County Council at Killowen, Kenmare, Co. Kerry

The proposed development includes the demolition of 2 no. existing single-storey sheds and the construction of 100 no. residential units comprising 30 no. 1-bed units; 30 no. 2-bed units; and 40 no. 3-bed houses, with ancillary landscaping and associated site development works. The development makes provision for 40 no. two-storey houses, comprising 36 no. semi-detached 3 bed units and 4 no. 3 bed mid-terraced units and 60 no. own-door maisonette/apartment units over 2 no. storeys (30 no. 1 bed units, 30 no. 2 bed units).

Vehicular access to the development will be via an upgraded and relocated entrance off the Pat Scarteen Road, with proposed upgrades including amendments to the existing shared pedestrian/cycle path and modifications to the signing and lining on the public road. The proposed development also provides for separate pedestrian/cycle entrances off Pat Scarteen Road.

Ancillary infrastructure development works will include wastewater infrastructure, a pumping station, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substations, landscaping and all associated site development works.

This MMP has been prepared to respond to this request. From a sustainable travel perspective, providing attractive alternatives such as dedicated cycle facilities and efficient public transport is key to reducing reliance on the private car. The following MMP sets out the proposed mobility management initiatives and measures to achieve modal split targets, reflective of the reduced parking provision.

1.2 Objectives

This Mobility Management Plan has been prepared in accordance with the requirements of Chapter 5 of the "Kerry County Development Plan 2022 – 2028" which identifies the need for such a study. This approach also aligns with the principles of promoting compact urban development and sustainable mobility, promoted by both the National Planning Framework (NPF) and the Regional Spatial Economic Strategy (RSES).

As outlined in the County Development Plan: *"Appetite for more liveable, people-oriented cities is driving a surge of interest in the development and delivery of a '10-minute settlement' concept which seeks to have a range of facilities and services accessible within a short walking or cycling timeframe from home or accessible by public transport services within a short walk from home. It is also a key target of the National Physical Activity Plan to increase the number of people taking regular exercise by 1% a year over ten years by making exercise a normal part of everyday life and providing people with more opportunities to be active."* The subject site is very well located to align with this objective.

A Mobility Management Plan is best described as a package of measures put in place to encourage and support sustainable travel patterns amongst the residents of the proposed development. The aim is to reduce the demand and use of the private car and to highlight and facilitate the use of alternative modes of transport. The focus in this instance is:

- To inform residents of the proposed development of alternative modes of travel available to them for their commute journeys.
- To promote healthier, stress-free and cheaper travel options for all development commuters.
- To manage and increase the uptake of public transport options.
- To encourage active travel which includes walking, cycling and scooting.
- To reduce trip generation to and from the site, thus reducing parking demand and traffic generation. Thereby enhancing the environment, improving accessibility, and resulting in economic benefits to building users.

The MMP complies, where applicable, with the principles of "Smarter Travel – A Sustainable Transport Future 2009-2020". The primary action points have been reviewed and are proposed for the development. This document also references the objectives of the "DTO Advice Note – Mobility Management Plans". The development of a MMP is an open-ended process whereby the compilation of this Plan is deemed to be the first step in its organic evolution, once established by the developer. The plan should be developed by the developer and handed over to the end user (house owner) and a framework established to ensure that its principles are reviewed and revised throughout operation. It is recommended that the appointment of an active Mobility Manager either amongst residents or externally be undertaken as an objective of the Plan. Further detail on the role of the mobility manager can be found in Section 6.2 of this report.

To facilitate the necessary modal split in our approach to commuting, residents of the development will be required to embrace the aspirations set out in this document. The complex should actively promote the use of alternative modes of travel through the management of travel plans, and involvement in a Mobility Plan Management. The residents will be encouraged to participate in car-pooling, cycling and walking and using public transport and taxis where practicable. The Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking quality bus corridors, the provision of cycle lane facilities and the implementation of tax saver policies on commuter tickets are just some of the areas where the Government can play their part. There are many examples in other cities and towns around the world where the use of the car is penalised, be it a city centre roads tax or the taxing of car spaces as benefit in kind. Policies such as these may seem dramatic however they do have an overall benefit to the moving of goods and people within the city/town environs. The resulting savings to business and habitants can be significant as congestion and journey times reduce.

Smarter Travel Document "A Sustainable Transport Future" sets out the following aims:

- 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 need to 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 by private 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.
- It is also likely that car travel and commuting will be substantially reduced by the growing shift towards remote working. The introduction of remote working and hybrid working legislation by the government is expected to impact work-based travel.

The Kerry County Development Plan 2022-2028 (KCDP) sets out the following target in relation to a modal shift to sustainable travel modes:

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.

2 EXISTING SITE

The site is to be situated along Pat Scarteen Road, just South of the Aldi supermarket on Pat Scarteen Road. The development is to be accessed via a single vehicular access point at the development junction on Pat Scarteen Road located within the 50kph speed control of Killowen. The site is Located within Co. Kerry and approximately 1.0km North-West of Kenmare town centre with the location shown below in **Error! Reference source not found.** below.

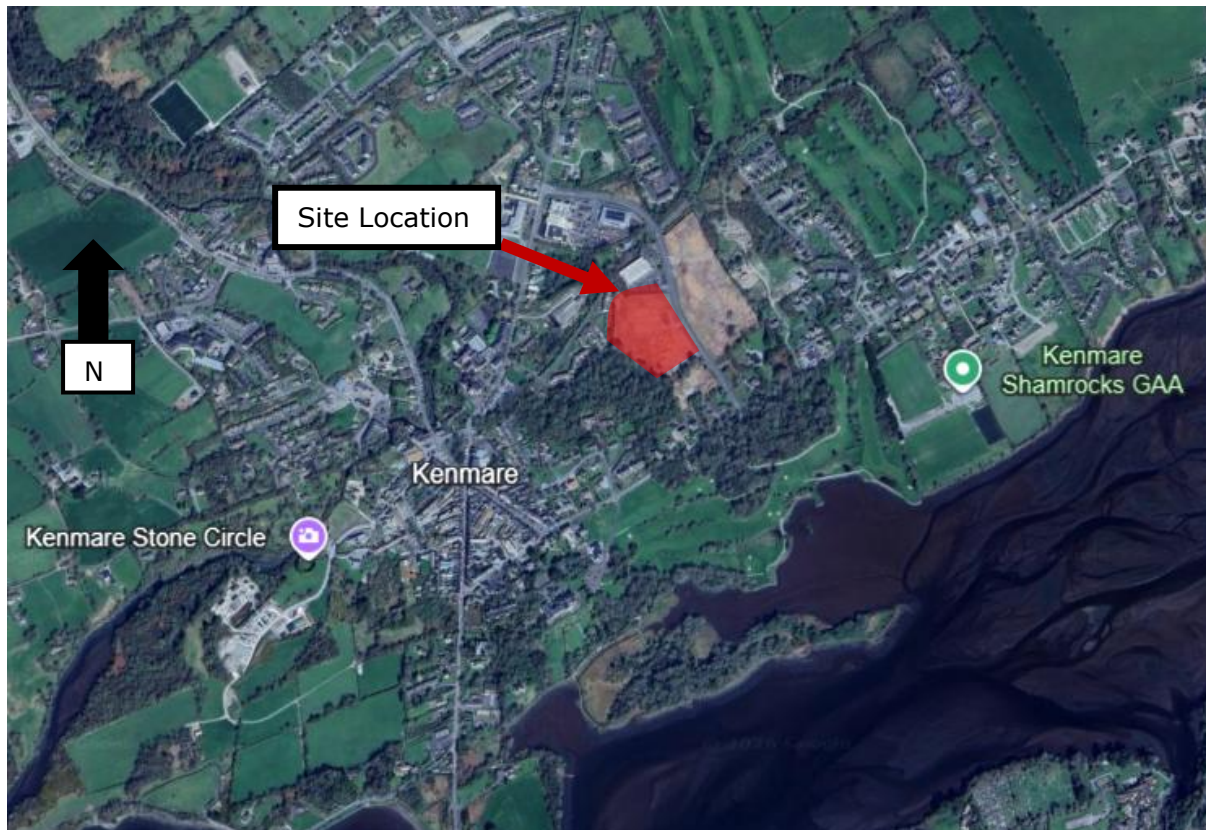


Figure 2.1: Site Location Map

The site is to be located along the Pat Scarteen Road, just 700m from the bottom of Main Street. This distance equates to a walking time of less than 10 minutes to Main Street (based on a walking speed of 4.8kph, Ref: NTA Regional Modelling System - Modelling Services Framework).

The site is well served from a pedestrian/active travel connectivity viewpoint, with a shared facility available on both sides of the Pat Scarteen Rd at the access to the site and footpaths along the R569 and the Railway Rd in the vicinity of the site connecting to the town centre. The nearside footpath extends to the National and Secondary school to the north of the site extended past the Aldi, Lidl and Supervalu. Photos of the site location are shown in Appendix B of this report.

It is acknowledged at the outset that, given the location of the subject site, a higher than average dependency on the private car is anticipated for residents when compared to equivalent urban or suburban developments. This plan has been prepared honestly in that context, while identifying all available and emerging sustainable transport alternatives and setting out measures to encourage and support their uptake where practicable.

The rural location does not diminish the applicant's commitment to sustainable mobility. Rather, this MMP sets out a realistic, opportunities to maximises the use of available infrastructure, promotes active travel within and adjacent to the site, and positions residents to benefit from any future improvements to public transport serving Kenmare and the surrounding area.

Figure 2.2 and 2.3 shows how Kenmare's location to the south of Kerry.

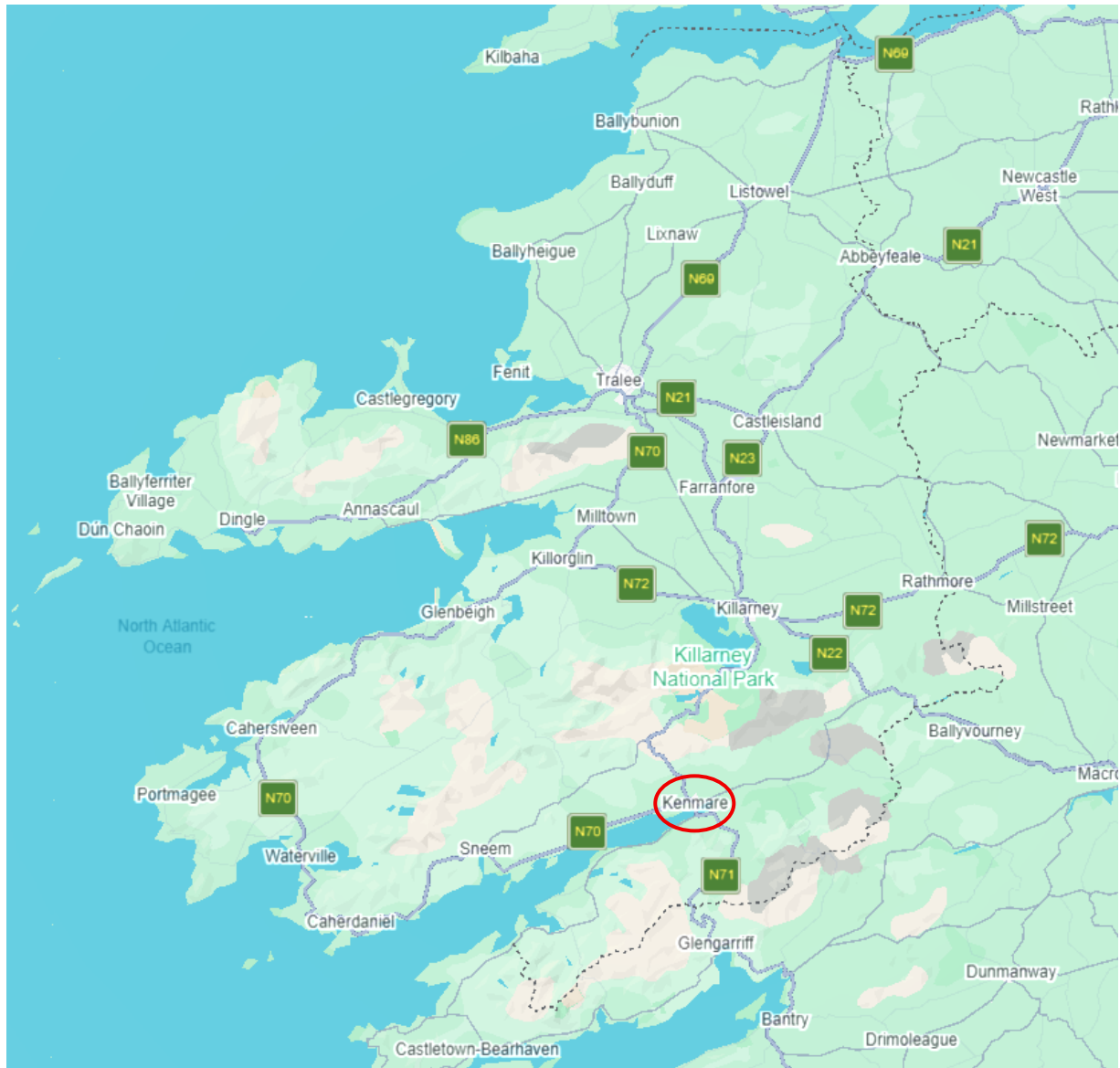


Figure 2.2 Main Road Network for County Kerry



Figure 2.3: Bus and Rail Network for Kerry County - Kenmare circled in red.

2.1 Existing Public Transport Infrastructure

A summary of public transport services is outlined in the graphic below. It shows that there is a bus service for serving the town, connecting the town to Killarney and adjoining population centers.

The 270 Bus Eireann and 281 & 282 Local Link. The bus stop serving these routes is located 700m from the site. (approximately 10-minute walk / 4- minute cycle).

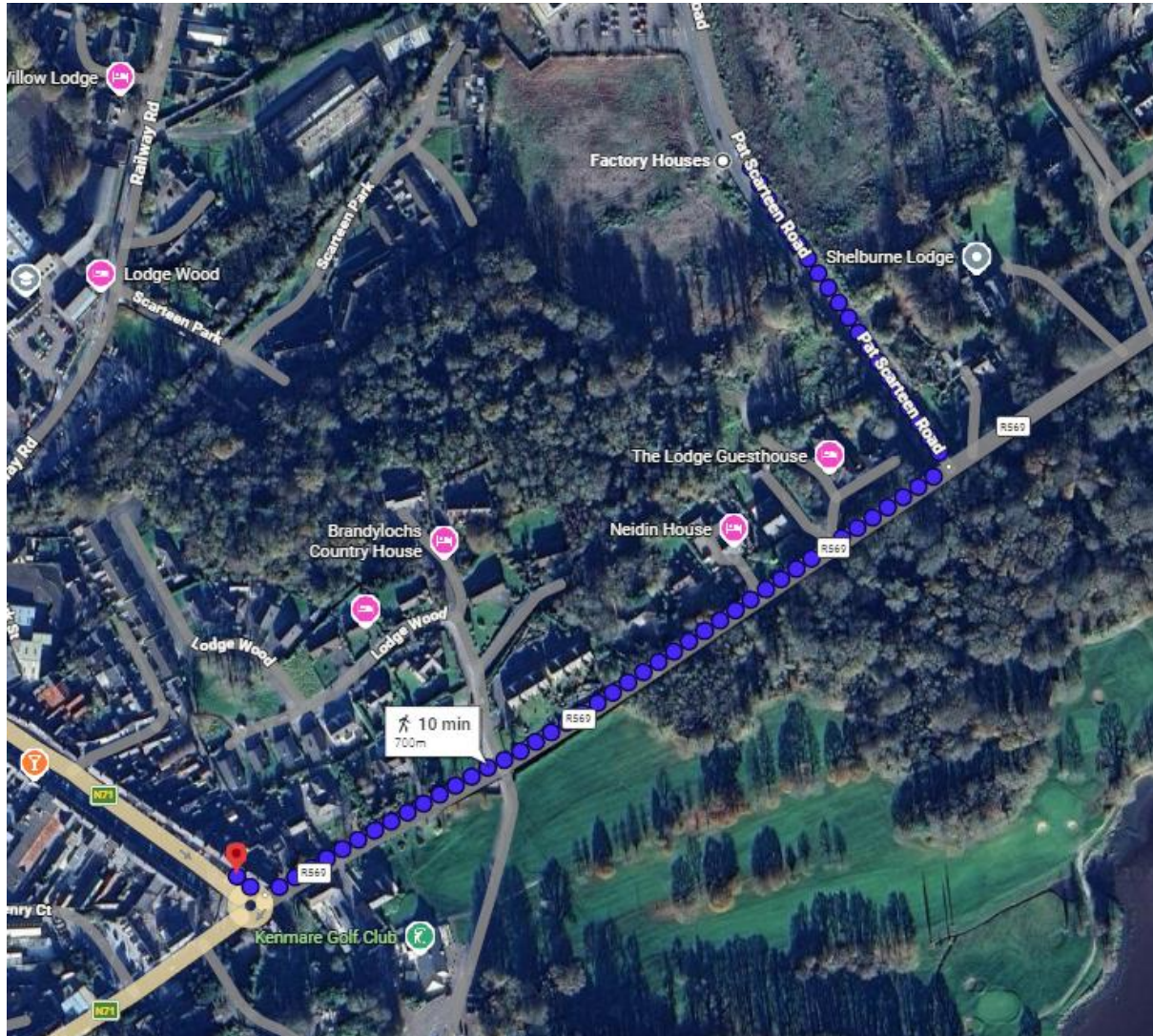


Figure 2.4: Proposed site's proximity to nearby Bus stop

2.1.1 Existing Bus Services

Existing public bus stops are located along the N71 Main St. approximately 700m from the proposed development site (bus routes 270, 281 and 282). The 270 route to Killarney runs from 7:50am, 8:35am, 10:15am, 10:50am, 12:00pm, 1:50pm, 3:00pm, 4:50pm, 6:30pm and 7:50pm from Monday to Sunday. The 270 route to Skibbereen runs from 9:45am, 12:45pm, 6:45pm and 10:25pm from Monday to Sunday. The 281 bus route runs from 8:00am, 11:45am, 15:00pm and 18:45pm from Monday to Sundays. The 282 bus route runs from 8:40am, 12:00pm, 15:15pm and 18:30pm from Monday to Sundays. The full bus timetables for each of these routes can be found in Appendix A of this report.

The following bus routes served stops are:

- 270 – Killarney to Skibbereen.
- 281 – Kenmare – Sneem – Castlecove – Caherdaniel – Waterville.
- 282 – Kenmare – Dawros – Derrenacallaha – Cloonee – Tuosist – Lauragh – Ardgroom – Eyeries – Castletownbere.

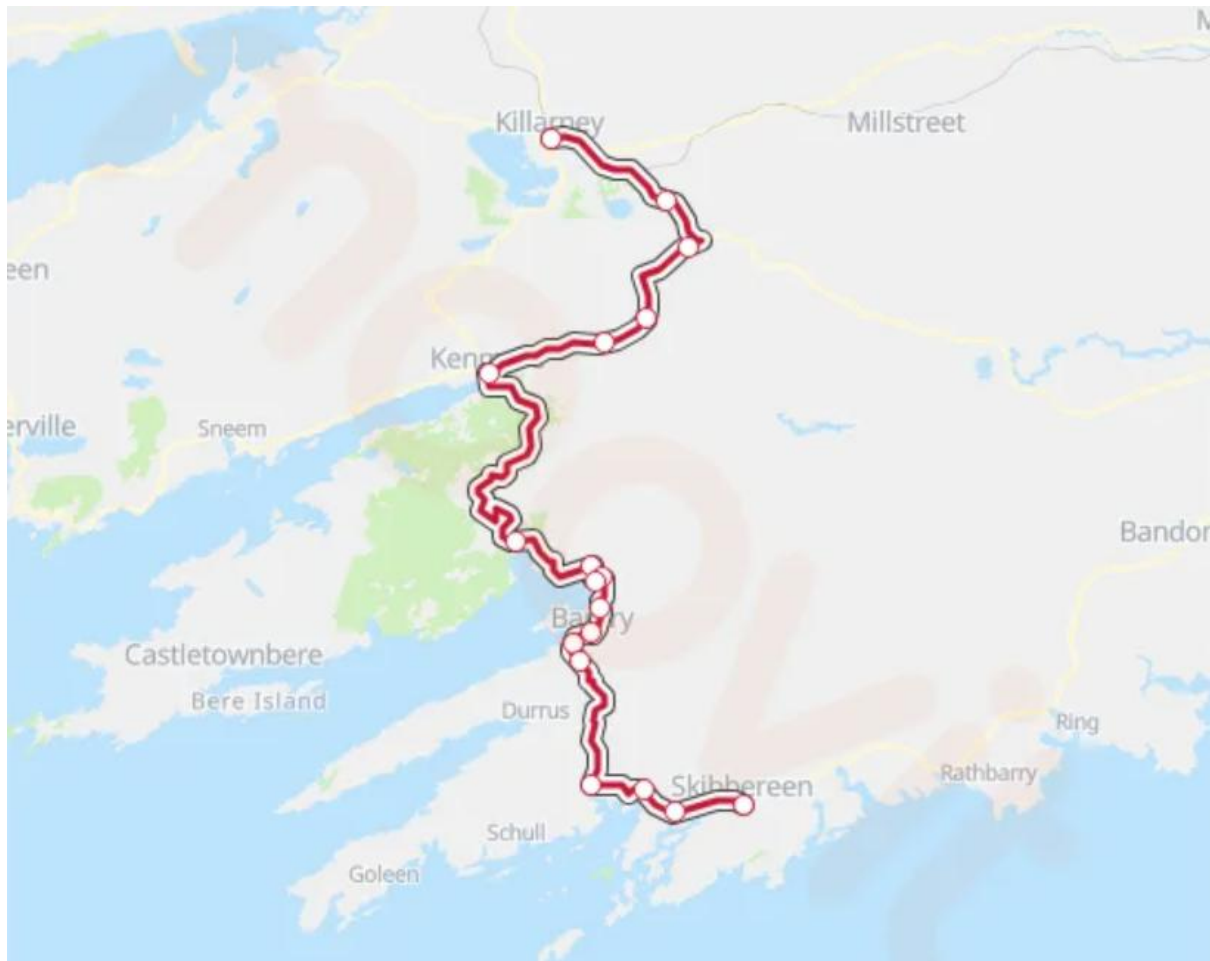


Figure 2.5: Route 270 bus service passing the subject site along the R569

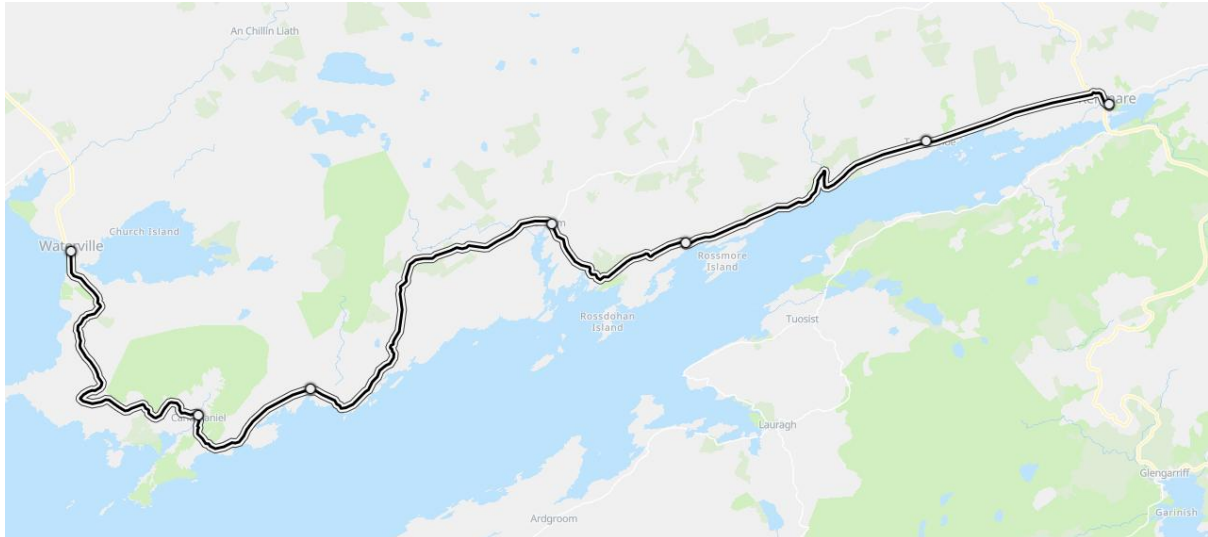


Figure 2.6: Route 281 bus service passing the town centre 700m from proposed site



Figure 2.7: Route 282 bus service passing the town centre 700m from proposed site

2.1.2 Existing Rail Services

The nearest railway station is in Killarney, approximately 34km from the proposed site. Killarney station is operating on the Tralee to Cork/Dublin mainline, with multiple daily services in both directions. From Kenmare access to Killarney Station is via private car or the Bus Eireann 270 Route.

While direct rail access is not available in the immediate vicinity, the bus to rail interchange at Killarney provides future residents with connectivity to Cork, Tralee, and Dublin for longer distance journeys. Figure 2.8 below shows how close in proximity the bus and train station are only 400m, once residents arrive in Killarney.

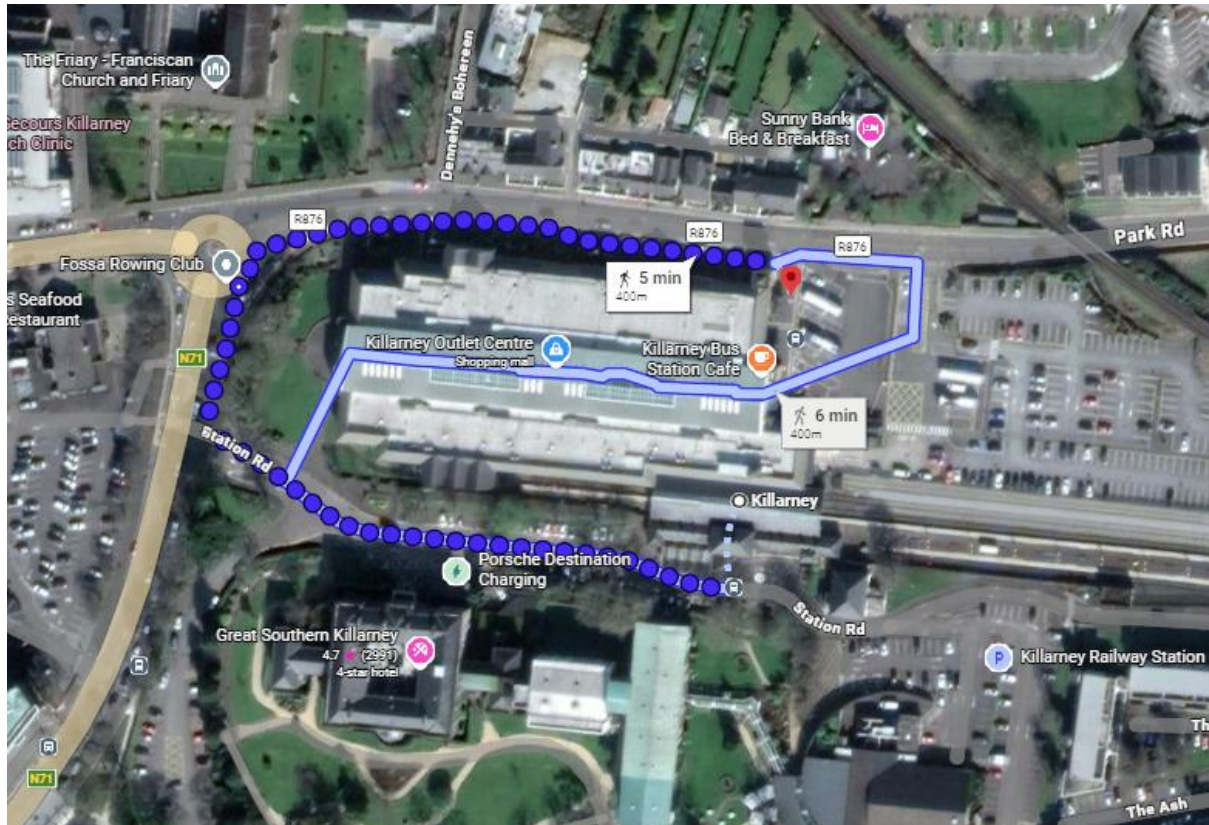


Figure 2.8: Killarney bus station to Killarney train station

2.2 Existing Cycle Facilities

There are limited off-road and/or segregated cycle facilities available in Kenmare. Cyclists travel on the existing road network.

Error! Reference source not found. shows cycling travel times in 5 min intervals from the development site. It shows that most of the major employers, schools, bus stop and commercial centre is accessible with a 10-minute cycle commute.

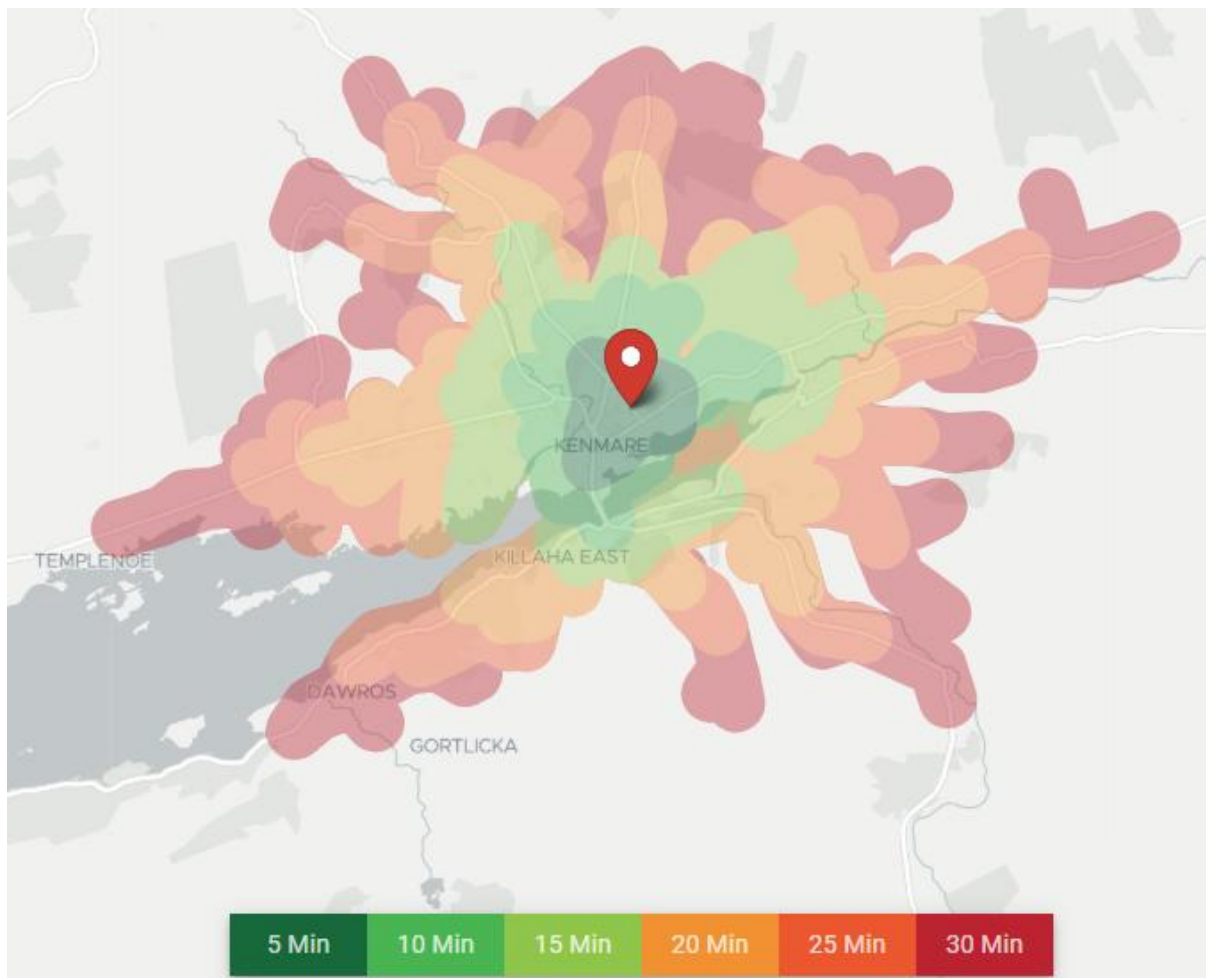


Figure 2.9: Cycling 5min interval range from site.

2.3 Existing Pedestrian Facilities

Excellent pedestrian facilities are provided to local commuters along the local street network. The R569 provides a footpath on the proposed sites side of the road to the town centre. **Error! Reference source not found.** below represents the pedestrian travel times in 5-minute intervals from the site. It shows that much of the Kenmare area is within a 30-minute walk of the proposed development site. A provision has also been provided within the Site Layout to Connect to the future wooded walkway as set out in the Kenmare Development Plan.

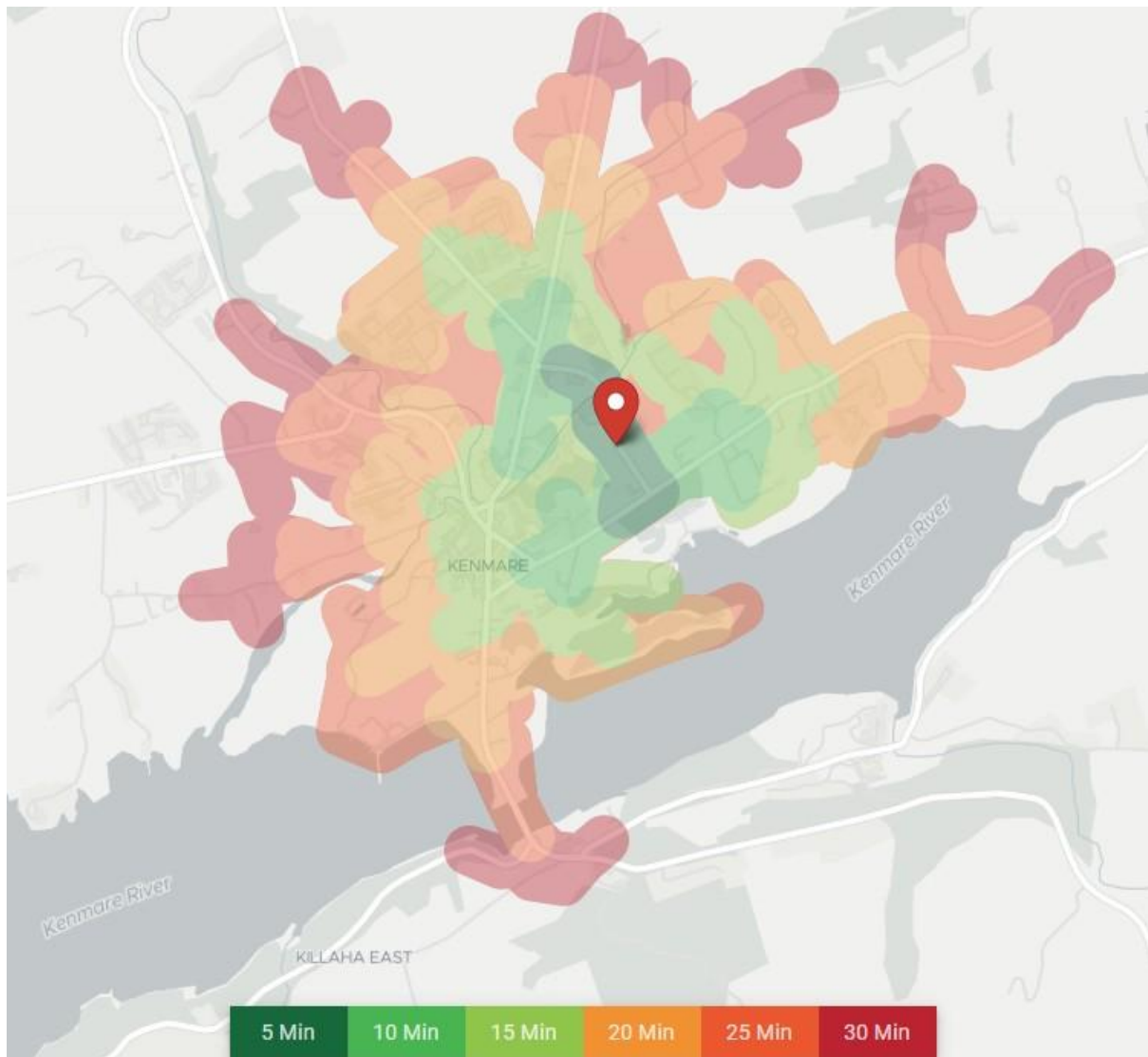


Figure 2.10: Walking 5min Interval from Site

3 EXISTING TRAVEL PATTERNS

Data from the 2016 census was consulted to establish existing travel patterns in the area surrounding the proposed development. To gain an accurate representation of travel patterns in the local area, data from the statistical small areas surrounding the proposed development site were used. The relevant statistical small area for the proposed development location highlighted can be seen below in **Error! Reference source not found.** (CSO SAP Ref: 087034013). Full commuter details for this CSO SAP are included in Appendix D.

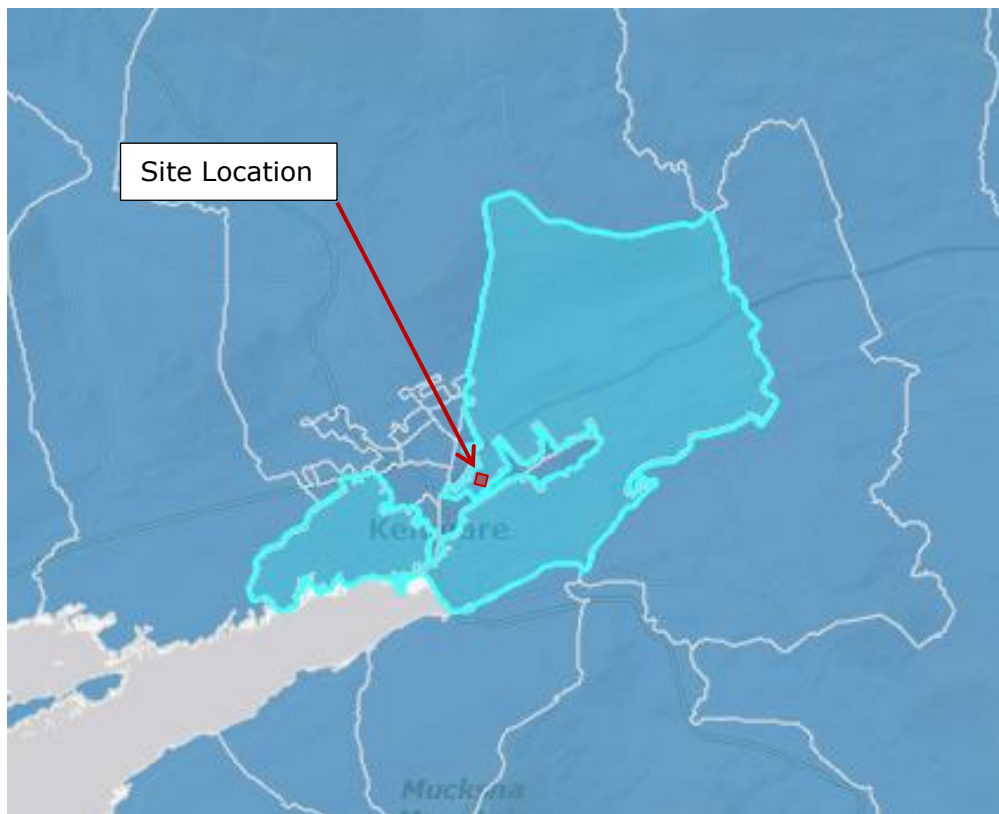


Figure 3.1: CSO Small Statistical Area Surrounding Proposed Development

Means of travel information for the population of towns can be seen in Figure 3.2 below. It can be seen that 71.7% of work journeys from Kenmare are made by private vehicle, with a further 60.7% of school journeys also made by private vehicle. The proportion of residents walking or cycling to work (19.2%) and to school (27.6%) is relatively modest, reflecting the rural nature of the area and the limited active travel infrastructure currently available. The overall walk/cycle modal share for Kenmare stands at 21.9%. Public transport usage remains low, with just 1.2% of work journeys and 5.8% of school journeys made by bus or other public transport, giving a combined public transport modal share of 2.7%.

These figures are consistent with the rural character of the Kenmare area and the limited frequency of public transport services available, as outlined in this MMP. The measures proposed aim to moderate vehicle dependency over time, with particular emphasis on active travel within the development, EV adoption, car sharing, and the promotion of remote working as a means of reducing commuting trip generation.

	Walk/Cycle			Public Transport			Vehicle		
	Work	School	Total	Work	School	Total	Work	School	Total
Tralee	20.1%	26.4%	22.7%	1.1%	8.3%	4.0%	71.1%	59.0%	66.2%
Killarney	23.9%	23.1%	23.7%	4.0%	6.6%	4.7%	61.5%	63.3%	62.0%
Listowel	15.4%	22.4%	18.1%	0.6%	13.2%	5.5%	81.1%	60.2%	73.1%
Castleisland	17.8%	32.6%	23.1%	1.3%	6.8%	3.3%	77.7%	57.7%	70.5%
Kenmare	19.2%	27.6%	21.9%	1.2%	5.8%	2.7%	71.7%	60.7%	68.2%
Killorglin	21.0%	30.0%	23.9%	1.0%	6.9%	2.9%	73.9%	58.2%	68.8%
Dingle/Daingean Uí Chúis	37.7%	43.2%	39.1%	1.1%	2.4%	1.5%	53.2%	51.4%	52.7%
Ballybunion	13.8%	21.5%	16.7%	1.2%	7.3%	3.5%	79.7%	63.8%	73.8%
Cahersiveen	31.0%	40.3%	34.1%	0.6%	1.7%	0.9%	64.3%	54.0%	60.9%
Milltown	7.4%	39.8%	18.3%	0.8%	7.3%	3.0%	88.6%	46.1%	74.3%

Figure 3.2 Main Settlements Transport Modal split (2016 CSO)

Commutes of One Hour or More to Kenmare

The figure below shows the percentage of workers who need to commute over an hour to work among towns with a population of over 1,500 people. Kenmare is shown to have 11.3% of its working population needing to commute over an hour to work each day.

Population usually resident and present in the State aged 15 years and over with a commute to work of one hour or more by town, 2022

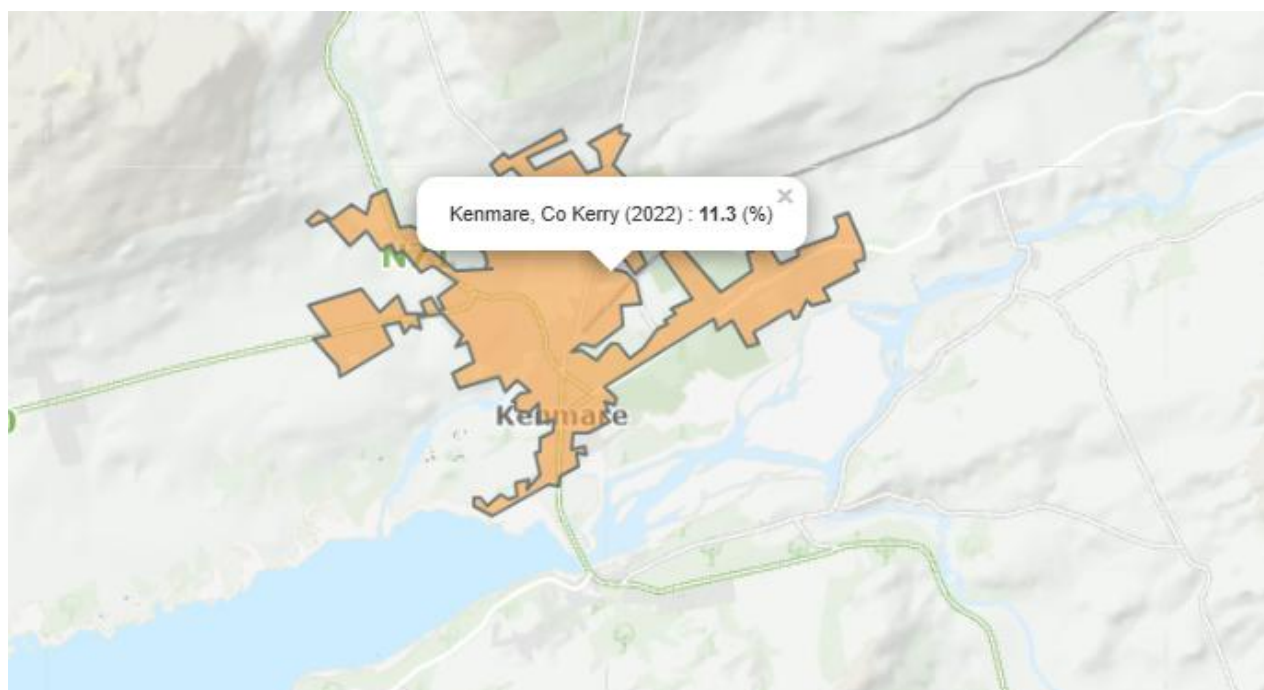


Figure 3.3: Percentage of workers in Kenmare who commute over an hour

4 PROPOSED DEVELOPMENT

4.1 Planning Application

The proposed development includes the demolition of 2 no. existing single-storey sheds and the construction of 100 no. residential units comprising 30 no. 1-bed units; 30 no. 2-bed units; and 40 no. 3-bed houses, with ancillary landscaping and associated site development works. The development makes provision for 40 no. two-storey houses, comprising 36 no. semi-detached 3 bed units and 4 no. 3 bed mid-terraced units and 60 no. own-door maisonette/apartment units over 2 no. storeys (30 no. 1 bed units, 30 no. 2 bed units).

Vehicular access to the development will be via an upgraded and relocated entrance off the Pat Scarteen Road, with proposed upgrades including amendments to the existing shared pedestrian/cycle path and modifications to the signing and lining on the public road. The proposed development also provides for separate pedestrian/cycle entrances off Pat Scarteen Rd.

Ancillary infrastructure development works will include wastewater infrastructure, a pumping station, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substations, landscaping and all associated site development works.

Figure 4.1 below shows a site layout of the proposed development.

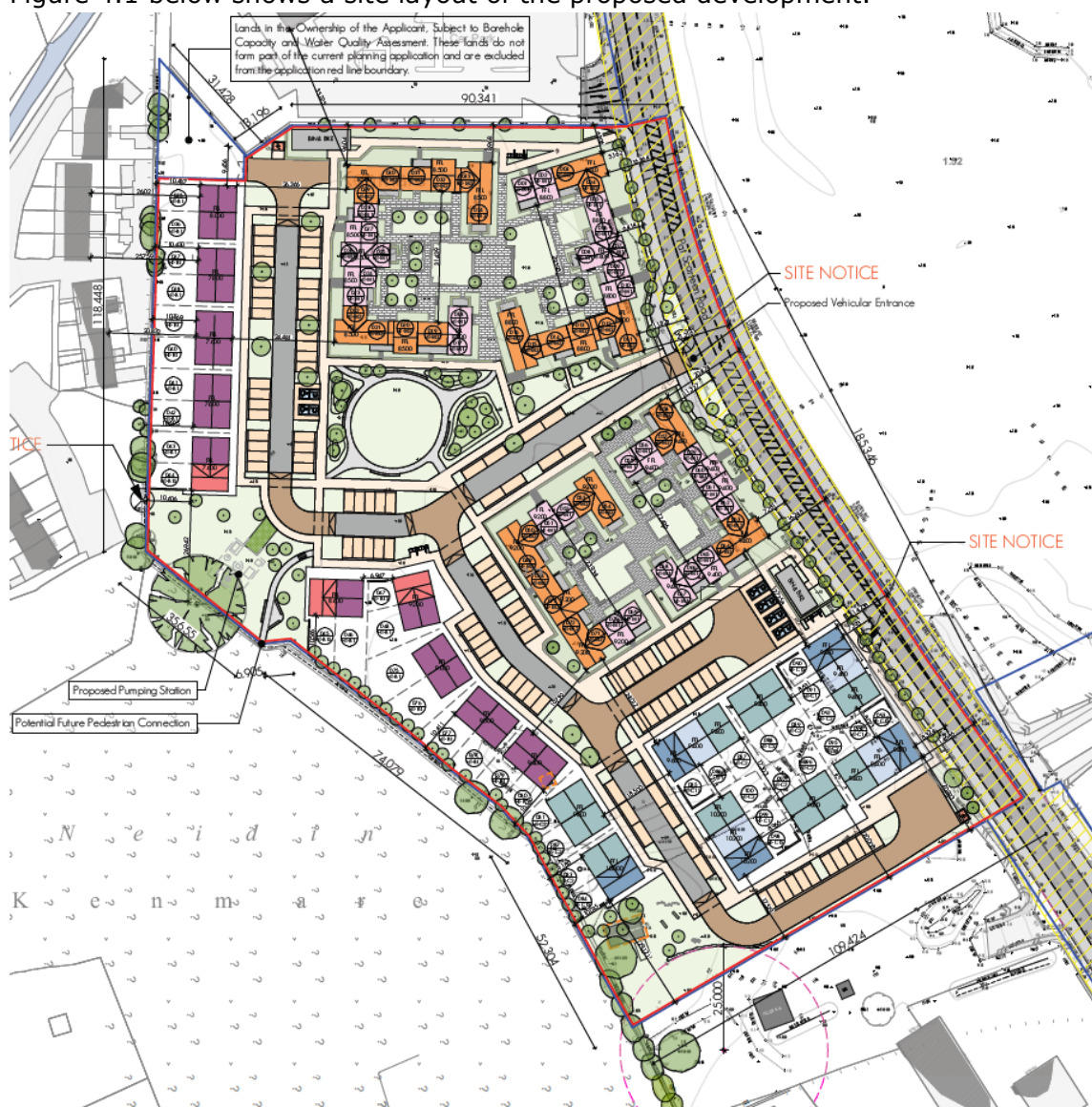


Figure 4.1: Site Layout Map (Credit: Meithal Architects)

5 FUTURE NETWORK PROPOSALS

5.1 Kerry County Development Plan 2022-2028 Transport Objectives

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 Kerry County Development Plan 2022–2028 and the Kenmare Municipal District Local Area Plan 2024-2030 includes a number of policies that support improved transport infrastructure in South Kerry and the Kenmare area. Relevant objectives include:

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: Incorporate 10-Minute Town concepts in Local Area Plans and Local Transport Plans

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 14-12: Facilitate the provision of EV charging infrastructure in new residential developments.

KENMD-69: Facilitate the implementation of the Connecting Ireland and Local Link Rural Transport programmes within the MD area, by facilitating the operation of public transport services between and within settlements and maximising walking accessibility to services through development consolidation within settlements and the enhancement of local connectivity

The Kenmare Area plan, as shown in Figure 5.1 below shows an indicative Walkway through the subject site linking the Pat Scardeen Rd to woodlands to the west of the site and onwards to the town centre. The site layout as it is presented has incorporated this Development Plan Objective into the design and in the future it will provide the residents with a direct link to the town centre and a great amenity on their doorstep.

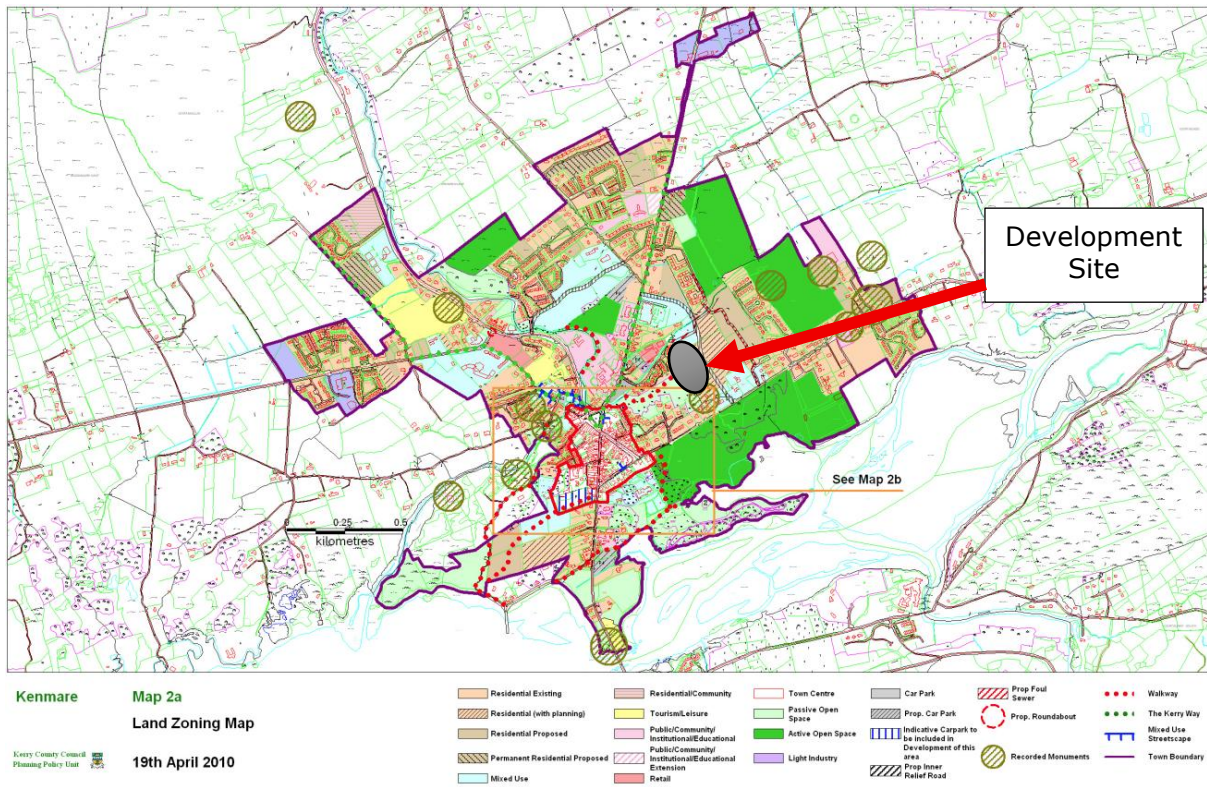


Figure 5.1: Kenmare Land Use Zoning Map A (KCC)

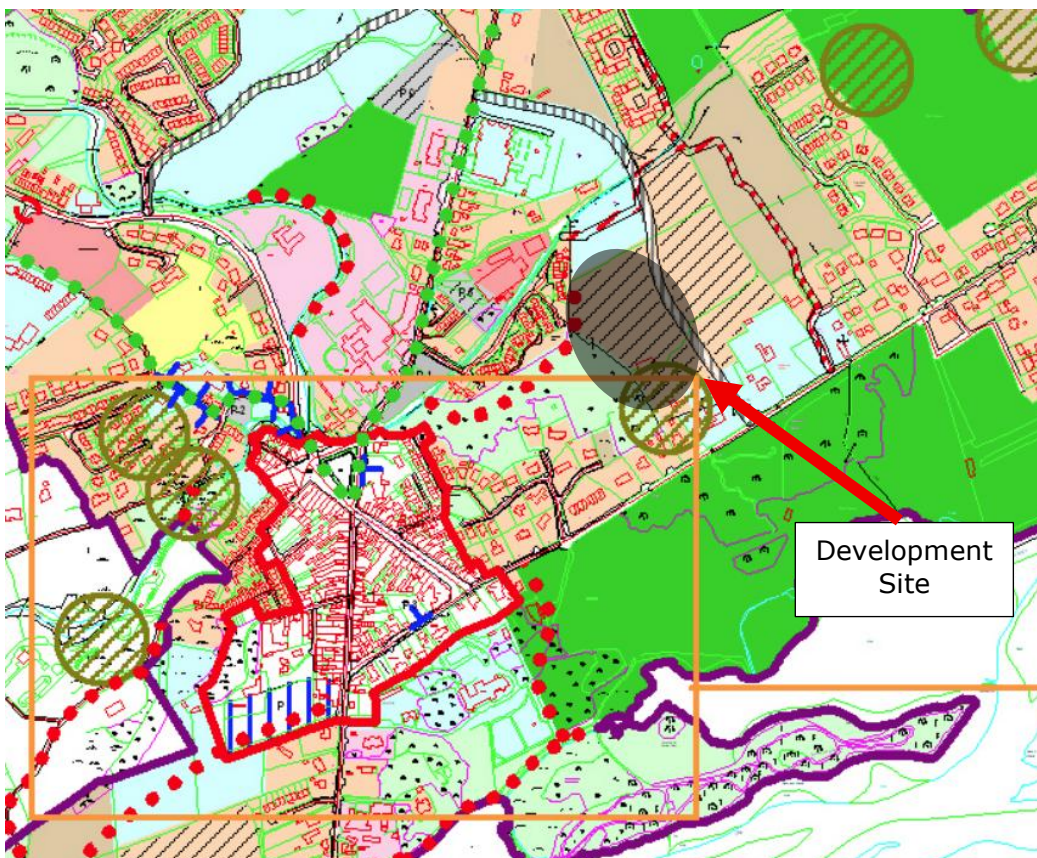


Figure 5.2: Kenmare Land Use Zoning Map A – Zoomed to show Dev. Site (KCC)

5.2 NTA Rural Transport Program

The National Transport Authority's Rural Transport Programme (Local Link) provides services to rural areas across Ireland. Local Link Kerry operates services in South Kerry like the 281 & 282 Route that were mentioned in Existing Bus Services, that may be of relevance to future residents of the development

The NTA's ongoing review of rural public transport provision, as part of the Connecting Ireland Rural Mobility Plan, may result in improved service frequencies or new routes serving Kenmare in the medium term. Future residents should be kept informed of any new services as they are introduced.

5.3 NTA Cycle Connects Plan

The National Transport Authority (NTA) have developed a comprehensive cycle plan for all the whole country including Kerry. Within the Kerry plan, a plan has been developed for Kenmare of the existing cycle facilities and all proposed works to meet the Development plan policies.

The proposed plans (as shown in Figure 5.1 below) outlines inter-urban routes linking the town of Kenmare to Killarney to the North, Cahersiveen to the west and Co Cork to the south. Figure 5.2 shows a more detailed layout of the route through Kenmare and the proximity of this inter-urban route to the proposed entrance to the subject site (approx. 220m).

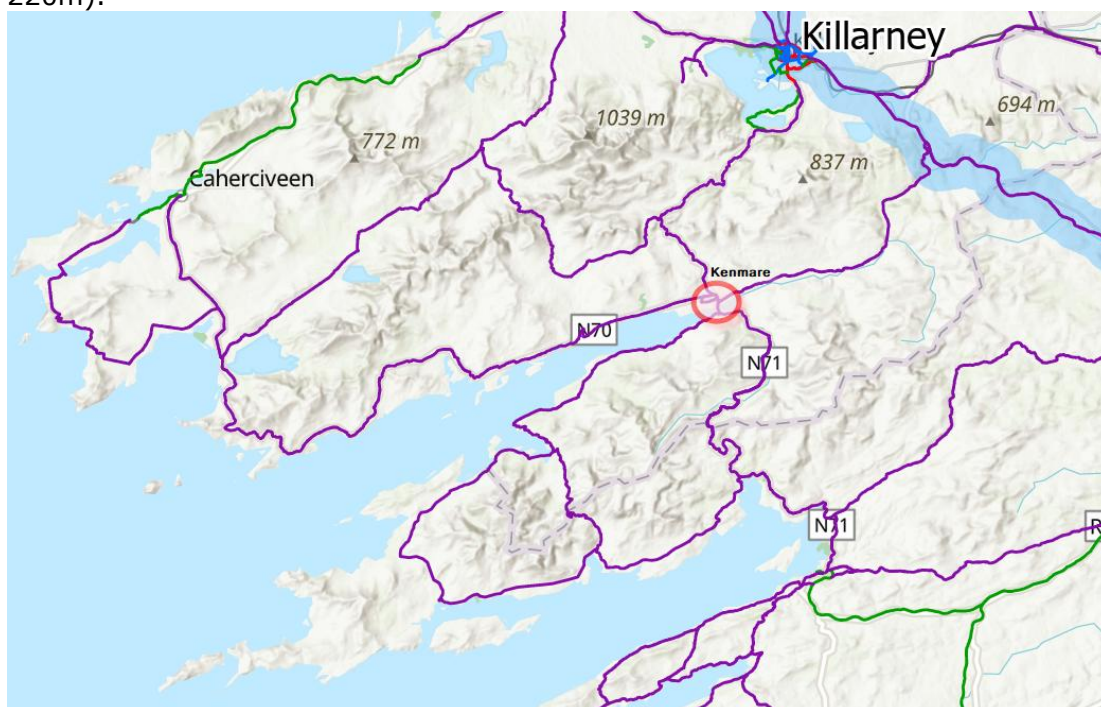


Figure 5.3: County Cycle Network (Credit: NTA Cycle Connects)



Figure 5.4: Kenmare Cycle Network (Credit: NTA Cycle Connects)

6 PARKING PROVISION

6.1 The Proposed Development

The proposed development includes the demolition of 2 no. existing single-storey sheds and the construction of 100 no. residential units comprising 30 no. 1-bed units; 30 no. 2-bed units; and 40 no. 3-bed houses, with ancillary landscaping and associated site development works. The development makes provision for 40 no. two-storey houses, comprising 36 no. semi-detached 3 bed units and 4 no. 3 bed mid-terraced units and 60 no. own-door maisonette/apartment units over 2 no. storeys (30 no. 1 bed units, 30 no. 2 bed units).

The Vehicle parking is broken down as shown below:

PARKING SCHEDULE		
Parking Type	Quantity	Ratio
Accessible	6	Min. 5% of All Spaces
Dwellings	60	1.5 Spaces Per Unit
Apartments	46	0.76 Spaces Per Unit
Total	112	

Table 6.1 (As per Parking strategy drawings issued by Meitheal Architect)

The total residential parking is 1.12 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.

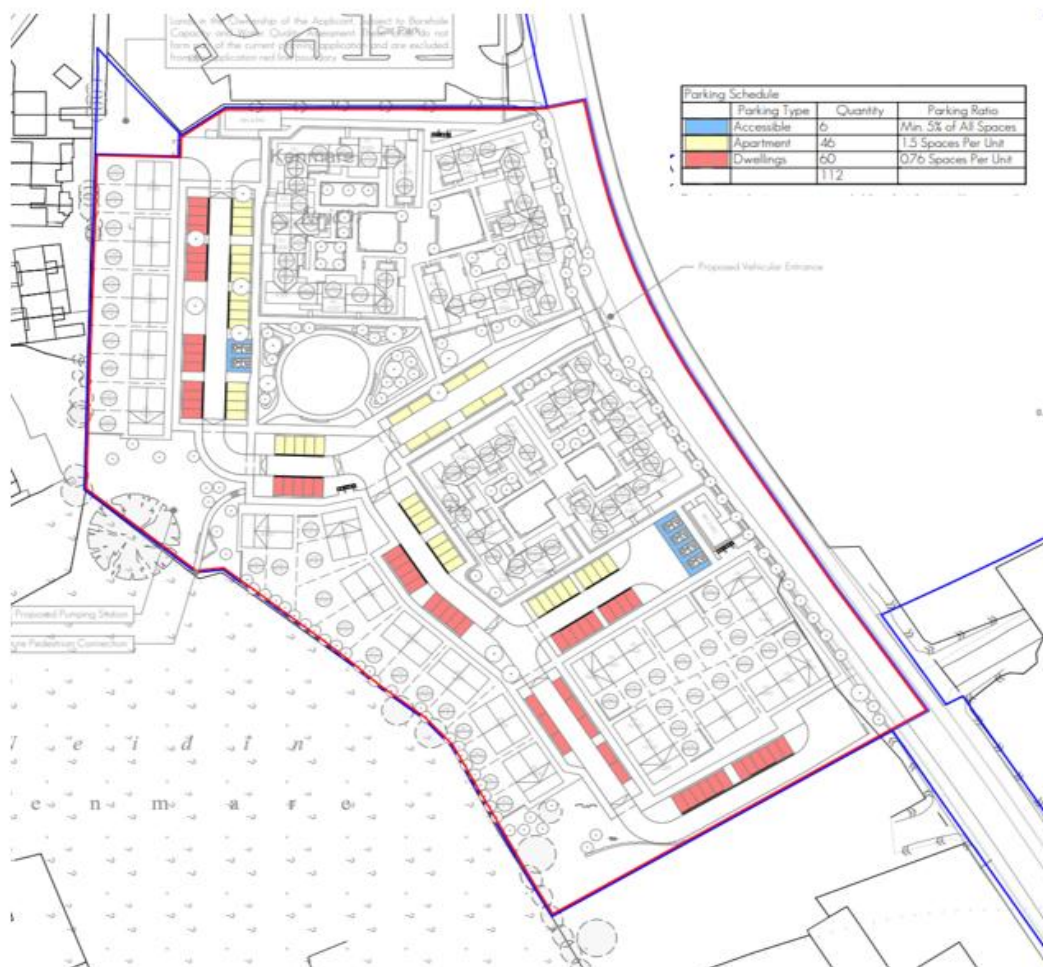


Figure 6.2: Site layout showing parking proposals (Credit: Meitheal Architects)

7 PROPOSED MOBILITY MANAGEMENT INITIATIVES

7.1 Mobility Manager

As previously outlined, it is recommended that the development appoint a Mobility Manager to implement the recommendations of the MMP and to further develop the plan, on an ongoing basis. In the case of such a private residential scheme it is important that a protected noticeboard is located in a visible location, possibly in proximity to shared cycle parking stands. This noticeboard will be important in the dissemination of important mobility information.

The primary task of the Mobility Manager would be to implement measures and initiatives which encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals. If the developer intends for the public spaces to be taken in charge by the local authority it is important that the Mobility Manager Role is handed over to the residents committee, with all relevant information and details such that it is continued for future residents.

7.2 Role of the Mobility Manager

The role of the Mobility Manager is outlined below:

- Collect and advertise local public transport routes and timetables.
- Liaise with local transport providers.
- Liaise with residents on transport issues and possible improvements.
- Liaise with employers on sustainable travel initiatives and plans.
- Liaise with local authority on sustainable travel initiatives.
- Promote sustainable travel modes, including car-sharing potential.
- Provide educational material regarding sustainable travel to residents.
- Ensure appropriate safe bike storage facilities are available.

7.3 Local Services and Taxis

The Mobility Manager will provide contact numbers and locations of local taxi ranks as part of its support to residents. Taxis have all the benefits of a drive-share program with the added benefit of giving the user more flexibility on how and when the return trip is made. A reduction in trips particularly during peak hours reduces stress on the roads network as well as fuel consumption and carbon dioxide emissions. A number of taxi operators run in Kenmare providing a link to Killarney for the Rail connection that isn't just the bus.

7.4 Public Transport

The development location is well served by regular bus routes. The proximity of the site to existing bus stops has already been highlighted in this report. The availability of a public transport system like this offers users of the proposed development access to an alternative mode of travel, adding to the future modal shift target objectives.

The mobility management plan would be updated to include for:

- Information on low-cost monthly/annual tax-saver commuter ticket schemes
- Timetables, routes, and maps
- Journey time indicators

- Advertise real-time apps
- Liaise with local authorities and bus providers in relation to future bus services/ possible of the bike rental schemes etc.

Government supported programs to encourage people to use public transport include up to a 48% saving on standard pay-over-the-counter charge by means of tax saving schemes.

7.5 Coordinating and implementing the plan

The role of the Mobility Manager will be to steer the MMP in the right strategic direction and co-ordinate its activities with the rest of the facility. The developing Mobility Management Plan will be required to provide information, services and advice around all aspects of traveling to and from the location. The information provided, possibly included on display boards throughout the development would include advice on travel times, bus timetables and maps, information on local taxi services, details of walking and cycling groups etc.

The manager would also be responsible for negotiating travel related discounts with local service providers (taxi companies), the co-ordination of the various user groups and lobbying of the Local Authority bodies for the improvement of services within the general area.

The successful implementation of the plan will also require the careful and attentive control of parking at the specified locations throughout the development. Parking in inappropriate locations should not be allowed. Parking on Pat Scarteen Rd, in adjoining properties, on the route of fire-tender or emergency vehicle routes should not be allowed and dealt with appropriately. The effective use of bollards, high kerbs and physical enforcement measures should be applied where necessary.

To be effective in its purpose, the MMP must be kept up to date. Changes to infrastructure such as the provision of cycle lanes, or additional public services coming online all should be reflected in the information being presented to the residents. As previously mentioned, promotion of the alternative modes of transport available should be made on a regular basis.

8 KEY RECOMMENDATIONS

It is necessary that substantial efforts be made to encourage the use of sustainable travel modes and active travel. The quality of pedestrian and cycle facilities, coupled with the level of public transport available to residents of the development means that achieving an appropriate, sustainable modal split is entirely achievable.

The objective of the Mobility Manager will be to encourage sustainable travel modes to achieve the required modal split and improve this quanta year-on-year. To this end the Mobility Manager will review and set targets for increases in the modal share for walking, cycling and bus travel annually. The Mobility Manager's role is a marketing and communications role.

Key site-specific recommendations include:

- Appoint Mobility Manager to further develop and implement the Travel Plan
- Establish a Mobility Management Noticeboard, preferably close to public cycle stands for the dissemination of MMP information.
- Advertise all local bus route timetables.
- Advertise all bus route timetables to and from the development to the surrounding hinterland (e.g. R270, R281, R282 etc).
- Provide information on specific travel options and journey times by sustainable modes to various destinations.
- Provide local Taxi company contact details and endeavour to provide standardised, negotiated rates to particular college, city and transport hubs (e.g., Bus stop).
- Provide information on local and national travel initiatives.
- Advertise new cycle, pedestrian and bus route information.
- Liaise with local authority sustainable travel offices and the NTA.
- Liaise with Mobility Managers of local schools.
- Promote the Bike to Work Tax Incentive and e-bike use among residents.

9 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.*
- Workplace Travel Plans - A Guide for Implementers Published by NTA in 2013
- Kerry County Development Plan 2022-2028. By Kerry County Council
- Kenmare Municipal District Local Area Plan 2024-2030
- TFI (Transport for Ireland)
- NTA PTAL Network
- Kenmare – Local Link Kerry
- Bus Eireann – Route 270
- Public Transport Services in Kerry operated by TFI local link Kerry & Bus Eireann

10 APPENDICES

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11 APPENDIX A – LOCAL BUS ROUTES / TIMETABLES

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Operating day			Monday - Friday									
Killarney (Bus Station)	dep	07:45	09:00	09:30	11:05	12:00	14:00	15:00	16:00	17:40	18:00	21:40
Glenflesk (St Agnes Church)		07:57	09:12	09:42	11:17	12:12	14:12	15:13	16:12	17:52	18:13	21:53
Loo Bridge (Opp Bar)		08:03	09:18	09:47	11:23	12:18	14:18	15:19	16:18	17:58	18:19	21:59
Morleys Bridge (Bridge)		08:10	09:25	09:54	11:30	12:25	14:25	15:26	16:25	18:05	18:27	22:06
Kilgarvan (Opp Old Post Office)		08:14	09:29	09:58	11:34	12:29	14:29	15:30	16:29	18:09	18:31	22:10
Kenmare (Tom Crean Fish & Wine)		08:29	09:46	10:12	11:49	12:46	14:44	15:47	16:44	18:24	18:48	22:24
Glengarriff (Opp Amenity Park)			10:26			13:26		16:27		19:28	23:01	
Snave Bridge (Strand Eastbound)			10:35			13:34		16:36		19:37	23:10	
Eagle Point (Service Stn Eastbound)			10:37			13:36		16:38		19:39	23:12	
Ballylickey (Opp Ovane Falls B&B)			10:38			13:37		16:39		19:40	23:13	
Bantry (National Learning Network)			10:41			13:40		16:42		19:43	23:16	
Bantry (Town Centre The Square)		08:00	10:52			13:49		16:52		19:53	23:27	
Bantry (Westlodge Hotel Eastbound)		08:03	10:55			13:52		16:55		19:56	23:30	
Durras Cross (Eastbound)		08:05	10:56			13:54		16:57		19:57	23:31	
Ballydehob Bridge (Eastbound)		08:21	11:12			14:08		17:10		20:12	23:45	
Aghadown (Kilcoe Cr)		08:27	11:18			14:14		17:15		20:17	23:50	
Church Cross		08:31	11:22			14:17		17:18		20:20	23:54	
Skibbereen (Market Street)	arr	08:43	11:37			14:31		17:33		20:30	00:02	
Operating day			Saturday									
Killarney (Bus Station)	dep	07:45	09:00	09:30	11:05	12:00	14:00	15:00	16:00	17:40	18:00	21:40
Glenflesk (St Agnes Church)		07:56	09:12	09:42	11:17	12:13	14:12	15:13	16:12	17:52	18:14	21:52
Loo Bridge (Opp Bar)		08:01	09:17	09:47	11:23	12:19	14:18	15:19	16:18	17:58	18:20	21:57
Morleys Bridge (Bridge)		08:08	09:24	09:54	11:30	12:27	14:25	15:26	16:25	18:05	18:27	22:05
Kilgarvan (Opp Old Post Office)		08:12	09:28	09:58	11:34	12:31	14:29	15:30	16:29	18:09	18:31	22:09
Kenmare (Tom Crean Fish & Wine)		08:26	09:45	10:12	11:49	12:47	14:44	15:47	16:44	18:24	18:48	22:25
Glengarriff (Opp Amenity Park)			10:25			13:27		16:27		19:28	23:05	
Snave Bridge (Strand Eastbound)			10:33			13:36		16:35		19:37	23:14	
Eagle Point (Service Stn Eastbound)			10:35			13:38		16:37		19:39	23:17	
Ballylickey (Opp Ovane Falls B&B)			10:36			13:39		16:38		19:40	23:18	
Bantry (National Learning Network)			10:39			13:42		16:41		19:43	23:21	
Bantry (Town Centre The Square)		08:00	10:51			13:54		16:52		19:54	23:30	
Bantry (Westlodge Hotel Eastbound)		08:03	10:54			13:57		16:55		19:57	23:33	
Durras Cross (Eastbound)		08:05	10:55			13:58		16:56		19:58	23:34	
Ballydehob Bridge (Eastbound)		08:21	11:10			14:13		17:10		20:14	23:47	
Aghadown (Kilcoe Cr)		08:27	11:16			14:18		17:15		20:19	23:52	
Church Cross		08:31	11:21			14:22		17:18		20:22	23:55	
Skibbereen (Market Street)	arr	08:43	11:30			14:31		17:28		20:32	00:05	

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day			Sunday									
Killarney (Bus Station)	dep	07:45	09:00	09:30	11:05	12:00	14:00	15:00	16:00	17:40	18:00	21:40
Glenflesk (St Agnes Church)		07:56	09:11	09:42	11:17	12:12	14:12	15:13	16:12	17:52	18:12	21:51
Loo Bridge (Opp Bar)		08:02	09:16	09:47	11:22	12:17	14:18	15:19	16:18	17:58	18:18	21:57
Morleys Bridge (Bridge)		08:09	09:23	09:54	11:29	12:24	14:25	15:26	16:25	18:05	18:25	22:04
Kilgarvan (Opp Old Post Office)		08:13	09:27	09:58	11:33	12:29	14:29	15:30	16:29	18:09	18:29	22:08
Kenmare (Tom Crean Fish & Wine)		08:28	09:44	10:12	11:47	12:46	14:44	15:47	16:44	18:24	18:47	22:24
Glengarriff (Opp Amenity Park)			10:24			13:24		16:27		19:24	23:01	
Snave Bridge (Strand Eastbound)			10:33			13:32		16:36		19:34	23:10	
Eagle Point (Service Stn Eastbound)			10:35			13:34		16:38		19:36	23:12	
Ballylickey (Opp Ovane Falls B&B)			10:36			13:35		16:39		19:37	23:13	
Bantry (National Learning Network)			10:39			13:38		16:42		19:40	23:16	
Bantry (Town Centre The Square)		08:00	10:48			13:49		16:53		19:48	23:23	
Bantry (Westlodge Hotel Eastbound)		08:02	10:51			13:52		16:55		19:50	23:25	
Durras Cross (Eastbound)		08:03	10:52			13:54		16:57		19:52	23:27	
Ballydehob Bridge (Eastbound)		08:17	11:07			14:08		17:11		20:06	23:41	
Aghadown (Kilcoe Cr)		08:23	11:12			14:13		17:16		20:12	23:46	
Church Cross		08:30	11:20			14:17		17:19		20:15	23:49	
Skibbereen (Market Street)	arr	08:48	11:34			14:26		17:27		20:31	23:59	

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day		Monday - Friday											
Skibbereen (Market Street)	dep	06:00			09:00		12:00		15:00		18:00	21:00	
Church Cross		06:09			09:09		12:10		15:12		18:09	21:11	
Aghadown (Kilcoe Church)		06:13			09:13		12:14		15:16		18:13	21:15	
Ballydehob Bridge (Westbound)		06:21			09:19		12:20		15:22		18:21	21:20	
Durras Cross (Westbound)		06:36			09:34		12:35		15:39		18:36	21:36	
Bantry (Opp Westlodge Hotel)		06:38			09:36		12:37		15:41		18:38	21:38	
Bantry (Town Centre The Square)		06:44			09:42		12:44		15:48		18:44	21:42	
Bantry (Bantry Bay Golf Club)		06:50			09:49		12:49		15:53		18:49		
Ballylickey (Ovane Falls Inn)		06:54			09:53		12:52		15:56		18:52		
Eagle Point (Eagle Point Campsite)		06:54			09:54		12:53		15:57		18:53		
Snave Bridge (Strand Westbound)		06:56			09:56		12:55		15:59		18:55		
Glengarriff		07:07			10:08		13:05		16:09		19:05		
Kenmare (Tom Crean Fish & Wine)	06:50	07:52	08:35	10:15	10:53	12:00	13:50	15:00	16:50	16:54	18:30	19:50	
Kilgarvan (Old Post Office)	07:00	08:02	08:47	10:27	11:03	12:12	14:02	15:12	17:02	17:06	18:40	20:02	
Morleys Bridge (Opposite Bridge)	07:04	08:06	08:51	10:31	11:07	12:16	14:06	15:16	17:06	17:10	18:44	20:06	
Loo Bridge Bar	07:11	08:13	08:58	10:38	11:14	12:23	14:13	15:23	17:13	17:17	18:51	20:13	
Glenflesk (Top Garage)	07:16	08:18	09:04	10:44	11:19	12:29	14:18	15:29	17:19	17:22	18:56	20:19	
Killarney (Bus Station)	arr	07:31	08:38	09:21	10:59	11:39	12:44	14:38	15:44	17:34	17:42	19:11	20:39
Operating day		Saturday											
Skibbereen (Market Street)	dep	06:00			09:00		12:00		15:00		18:00	21:00	
Church Cross		06:08			09:10		12:10		15:08		18:09	21:08	
Aghadown (Kilcoe Church)		06:12			09:14		12:14		15:18		18:13	21:12	
Ballydehob Bridge (Westbound)		06:21			09:20		12:21		15:23		18:18	21:17	
Durras Cross (Westbound)		06:37			09:34		12:36		15:42		18:34	21:30	
Bantry (Opp Westlodge Hotel)		06:40			09:37		12:39		15:45		18:36	21:32	
Bantry (Town Centre The Square)		06:45			09:42		12:44		15:50		18:41	21:34	
Bantry (Bantry Bay Golf Club)		06:49			09:47		12:49		15:53		18:45		
Ballylickey (Ovane Falls Inn)		06:53			09:50		12:52		15:58		18:49		
Eagle Point (Eagle Point Campsite)		06:53			09:51		12:53		16:00		18:50		
Snave Bridge (Strand Westbound)		06:55			09:53		12:55		16:02		18:52		
Glengarriff		07:07			10:04		13:05		16:10		19:02		
Kenmare (Tom Crean Fish & Wine)	06:50	07:52	08:35	10:15	10:49	12:00	13:50	15:00	16:50	16:55	18:30	19:47	
Kilgarvan (Old Post Office)	07:00	08:03	08:46	10:27	11:02	12:11	14:04	15:12	17:02	17:05	18:40	19:59	
Morleys Bridge (Opposite Bridge)	07:04	08:07	08:50	10:31	11:06	12:15	14:08	15:16	17:06	17:09	18:44	20:03	
Loo Bridge Bar	07:11	08:14	08:57	10:38	11:13	12:22	14:15	15:23	17:13	17:16	18:51	20:10	
Glenflesk (Top Garage)	07:16	08:19	09:02	10:44	11:18	12:27	14:20	15:29	17:19	17:21	18:56	20:16	
Killarney (Bus Station)	arr	07:31	08:31	09:17	10:59	11:33	12:42	14:45	15:44	17:34	17:36	19:11	20:31

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network

Operating day				Sunday									
Skibbereen (Market Street)	dep	06:00			09:00		12:00		15:00		18:00	21:00	
Church Cross		06:09			09:09		12:10		15:10		18:09	21:09	
Aghadown (Kilcoe Church)		06:12			09:12		12:14		15:14		18:13	21:13	
Ballydehob Bridge (Westbound)		06:17			09:17		12:20		15:19		18:19	21:18	
Durras Cross (Westbound)		06:32			09:32		12:35		15:33		18:34	21:33	
Bantry (Opp Westlodge Hotel)		06:34			09:34		12:38		15:34		18:35	21:35	
Bantry (Town Centre The Square)		06:42			09:43		12:46		15:40		18:40	21:39	
Bantry (Bantry Bay Golf Club)		06:46			09:47		12:50		15:44		18:44		
Ballylickey (Ovane Falls Inn)		06:49			09:50		12:53		15:48		18:47		
Eagle Point (Eagle Point Campsite)		06:50			09:51		12:54		15:49		18:47		
Snave Bridge (Strand Westbound)		06:52			09:53		12:56		15:51		18:49		
Glengarriff		07:02			10:03		13:07		16:11		19:00		
Kenmare (Tom Crean Fish & Wine)		06:50	07:47	08:35	10:15	10:48	12:00	13:52	15:00	16:50	16:56	18:30	19:50
Kilgarvan (Old Post Office)		07:00	07:58	08:47	10:27	10:59	12:12	14:03	15:12	17:02	17:09	18:40	20:02
Morleys Bridge (Opposite Bridge)		07:04	08:02	08:51	10:31	11:03	12:16	14:07	15:16	17:06	17:13	18:44	20:06
Loo Bridge Bar		07:11	08:09	08:58	10:38	11:10	12:23	14:14	15:23	17:13	17:20	18:51	20:13
Glenflesk (Top Garage)		07:16	08:15	09:04	10:44	11:16	12:29	14:19	15:29	17:19	17:25	18:56	20:18
Killarney (Bus Station)	arr	07:31	08:27	09:19	10:59	11:28	12:44	14:34	15:44	17:34	17:40	19:11	20:30

* The TFI Live App allows you to access live real time departure and journey planning information across the Transport for Ireland (TFI) network



Timetable

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Castletownbere - Kenmare

Day(s): Monday to Sunday

CASTLETOWNBERE - KENMARE

Stop Name	Stops Location	Stop Number	Monday-Sunday & Public Holidays			
Castletownbere	Fire Station	12139	07:10	10:40	13:30	17:00
Eyeries	Beara Necessities Café	-	07:19	10:49	13:39	17:09
Eyeries Cross	Eyeries Cross	637511	07:21	10:51	13:41	17:11
Ardgroom	Post Office (Harrington's)	637501	07:32	11:02	13:52	17:22
Lauragh	St. Killian's Church Bus Stop	637491	07:44	11:14	14:04	17:34
Tuosist	Barrack Cross	631441	07:55	11:25	14:15	17:45
Cloonee	Beara Camping	12629	07:59	11:29	14:19	17:49
Derreenacallaha	Adjacent Harbour	12630	08:06	11:36	14:26	17:56
Dawros	Opposite Public House (The Sailors Bar)	12632	08:09	11:39	14:29	17:59
Kenmare	Main Street (Tom Crean Shop)	255611	08:20	11:50	14:40	18:10

KENMARE - CASTLETOWNBERE

Stop Name	Stops Location	Stop Number	Monday-Sunday & Public Holidays			
Kenmare	Main Street (Tom Crean Shop)	255611	08:40	12:00	15:15	18:30
Dawros	Public House (The Sailors Bar)	12633	08:51	12:11	15:26	18:41
Derreenacallaha	Opposite Harbour	12631	08:54	12:14	15:29	18:44
Cloonee	Beara Camping	12629	09:01	12:21	15:36	18:51
Tuosist	Barrack Cross	455411	09:05	12:25	15:40	18:55
Lauragh	Opposite St Killian's Church Bus Stop	455401	09:16	12:36	15:51	19:06
Ardgroom	Public House (Village Inn)	455391	09:28	12:48	16:03	19:18
Eyeries Cross	Eyeries Cross	637631	09:39	12:59	16:14	19:29
Eyeries	Beara Necessities Café	-	09:41	13:01	16:16	19:31
Castletownbere	Fire Station	12139	09:50	13:10	16:25	19:40



Timetable

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Waterville - Cathair Dónall - Cuan an Chaisleáin - Sneem - Kenmare

Waterville - Cathair Dónall - Cuan an Chaisleáin - Sneem - Kenmare

Departs	Stops	Monday - Sunday			
Waterville	<i>Butler Arms Hotel</i>	06:15	09:30	13:20	17:05
Cathair Dónall	<i>Village Cross</i>	06:34	09:49	13:39	17:24
Cuan an Chaisleáin	<i>Church</i>	06:41	09:56	13:46	17:31
Sneem	<i>Square (Opp Green Chair)</i>	07:03	10:18	14:08	17:53
Tahilla	<i>Church</i>	07:14	10:29	14:19	18:04
Templenoe	<i>Church</i>	07:27	10:42	14:32	18:17
Kenmare	<i>Tom Crean Fish & Wine</i>	07:37	10:52	14:42	18:27

Kenmare - Sneem - Cuan an Chaisleáin - Cathair Dónall - Waterville

Departs	Stops	Monday - Sunday			
Kenmare	<i>Tom Crean Fish & Wine</i>	08:00	11:45	15:00	18:45
Templenoe	<i>Church</i>	08:10	11:55	15:10	18:55
Tahilla	<i>Church</i>	08:23	12:08	15:23	19:08
Sneem	<i>Square (Opp Green Chair)</i>	08:34	12:19	15:34	19:19
Cuan an Chaisleáin	<i>Church</i>	08:56	12:41	15:56	19:41
Cathair Dónall	<i>Village Cross</i>	09:03	12:48	16:03	19:48
Waterville	<i>Butler Arms Hotel</i>	09:22	13:07	16:22	20:07

12 APPENDIX B – SITE PHOTOS



Photo B1 - Propsoed Development Entrance at gate along Pat Scarteen Road



Photo C2 – Existing Shared Facility along Pat Scarteen Road



Photo C3 – Aldi North of proposed development



OFFICES:

CORK
Unit 1B,
The Atrium,
Blackpool,
Cork.

KERRY
HQ Tralee,
Abbey Street,
Tralee,
Kerry

Tel: +353 (0) 214840214
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