Deerpark, Killarney, Co. Kerry

Proposed Large Scale Residential Development,
Ardshanavooly, Killarney, Co. Kerry



Mobility Management Plan

September 2026

MHL & Associates Ltd.
Consulting Engineers

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1.0 INTRODUCTION

1.1 M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Ross-Park Ltd to prepare a Mobility Management Plan (MMP) in support of a planning application for a proposed Large Scale Residential Development located at Ardshanavooly, Killarney, Co. Kerry. The MMP has been prepared with the objective of developing a sustainable transportation policy for residents within the proposed Development.

1.2 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.

1.3 A mobility management plan 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.

1.4 The proposed 3.8 hectare site development consists of

The construction of a 188 no. dwellings with a mix of Houses and apartments and an ancillary creche:

i. The proposed development includes the construction of 120 no. two and three storey houses comprising of 53 no. townhouse units (37 no. 3-bed units, 16 no. 4-bed units), 48 no. semi-detached units (30 no. 3-bed units, 18 no. 4-bed units), 19 no. mews houses (19 no. 2-bed units), and 68 no. apartments in 2 no. four storey blocks (36 no. 1-bed units, 32 no. 2-bed units

ii. A total of 218 no. surface car parking spaces, In addition, the creche will have 5 dedicated parking spaces and 2 no drop off spaces.

iii. Bicycle parking comprising of 141 no spaces in total.

iv. A new vehicular, pedestrian and cyclist access from the new Killarney Strategic Link Road A-C.

1.5 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.

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

1.6 The town of Killarney to the south is an approximate 10 min walk and includes a post office, a library, pharmacy's, a large number of restaurants, pubs, banks, parks, and various other retail outlets. A number of schools including the St Olivers National School (25 min Walk), St Brendan's Secondary School, St. Brigid's Presentation Secondary School, and Killarney Community College are all within 30 mins walk of the proposed development.

1.7 Deerpark Retails park to the east is an approximate 5 min walk and includes a Hair Salon, GP Service, pharmacy's, Electrical Shop, Tesco, Marks & Spencers, Coffee Shop various other retail outlets.

1.8 Gaelscoil Faithleann (Primary School), Killarney Innovation Centre (Office Space) and Killarney Sports & Leisure Centre to the east are also an approximate 10 min walk.



Figure 1.1 Site Location Map



Figure 1.2 Site Extents Map



Figure 1.3 Proposed Site Layout (Credit: reddy a+u)

2.0 PURPOSE OF A MOBILITY MANAGEMENT PLAN

Mobility Management can be described as a transport demand management mechanism, that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific (or area-specific) measure. The aim is to reduce demand for and use of cars by increasing the attractiveness and practicality of other modes of transport.

Within Ireland, transport demand management is becoming well established through the initiatives and strategies identified in documents such as A Platform for Change and Smarter Travel: A Sustainable Future – A New Transport Policy for Ireland 2009-2020. Within these documents, numerous actions have been proposed which aim to foster improved sustainable travel habits for Ireland.

A Mobility Management Plan (MMP) is a management tool that brings together transport, user and site management issues in a coordinated manner. A successful plan generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, carsharing, flexible working or a combination of these as alternatives to drive-alone journeys. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis. The nature of the plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded.

It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan are required for it to continue to be successful.

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.

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. Carsharing, public transport use or walking even once a week could dramatically change this figure.

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 Government also has a role to play in changing current commuting practices. The provision of a better public transport system by fast tracking bus quality 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 environ. The resulting savings to business and habitants can be significant as congestion and journey times are reduced.

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 the 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 private car (of these, 200,000 would be existing car drivers). Change in personal behavior 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 CONTENT OF A MOBILITY MANAGEMENT PLAN

3.1 An effective mobility management plan should be informed by and founded upon the following:

a. A travel survey of development occupants, to establish the origins and destinations of trips to and from the development,
b. An outline of specific schemes/measures implemented to discourage car-dependent transport to and from the site,
c. Any comments/suggestions on travel that have been offered by development occupants,
d. A set of targets, to be set out in accordance with approved guideline documents,
e. An outline of the specific schemes that the development plans to make available to its occupants, in order to encourage the desired travel patterns to and from the site. These might include, for example: cycle facilities, public transport subsidies, walking groups, cycle groups, communication and consultation, etc.

It is intended that the Mobility Management Plan for the proposed development will follow the above guidelines. The success of the MMP depends on the co-operation of all parties; the appointment of a coordinator and a steering group is vital for the success of the plan. This MMP will need to be reviewed on a regular basis by the steering group, with updates implemented as improvements to the transport network in the vicinity of the development site are carried out.

3.2 Objectives of a Mobility Management Plan:

The objectives of the Mobility Management Plan for the proposed development are as follows:

1. To promote and increase the use of public transport, walking and cycling for residents and visitors, and to facilitate travel by walking, cycling & public transport.

    a. The encouragement and increased use of other modes of transport, which are less damaging to the environment in terms of congestion and emissions, are directly linked to operating a lower-car-use development. Apart from the environmental benefits, the use of more sustainable modes of transport provides the following benefits to the individual:

    b. Savings in personal costs. Walking is free, cycling does not incur any fuel costs and buying a bicycle or using public transport is cheaper and can benefit from Government tax incentives.

    c. Health benefits. Levels of fitness and wellbeing increase with the practice of exercise, which is directly related to walking and cycling. The use of public transport avoids the stress of driving, traffic congestion, seeking parking spaces, etc

2. To integrate mobility management into the development decisions, policies and practices; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development site.
    a. Mobility management and sustainable transport cannot be addressed in isolation, but as part of a more general approach towards the development of a sustainable organisation whose functions deliver significant benefits to the community and the environment, together with economic savings. Regular communication with the Local Authorities on further improving facilities in and around the vicinity of the development can establish good policies and practices when developing decisions within the MMP.
3. To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst development users.
    a. The MMP has a significant role to play in the provision of information and resources both to people within the development and to the wider community. Information should be made readily available and the benefits of sustainable travel should be widely promoted throughout the development when completed. Information positioned correctly can influence attitudes, which in turn can influence behaviour.

4.0 EXISTING SUSTAINABLE TRANSPORT INFRASTRUCTURE

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

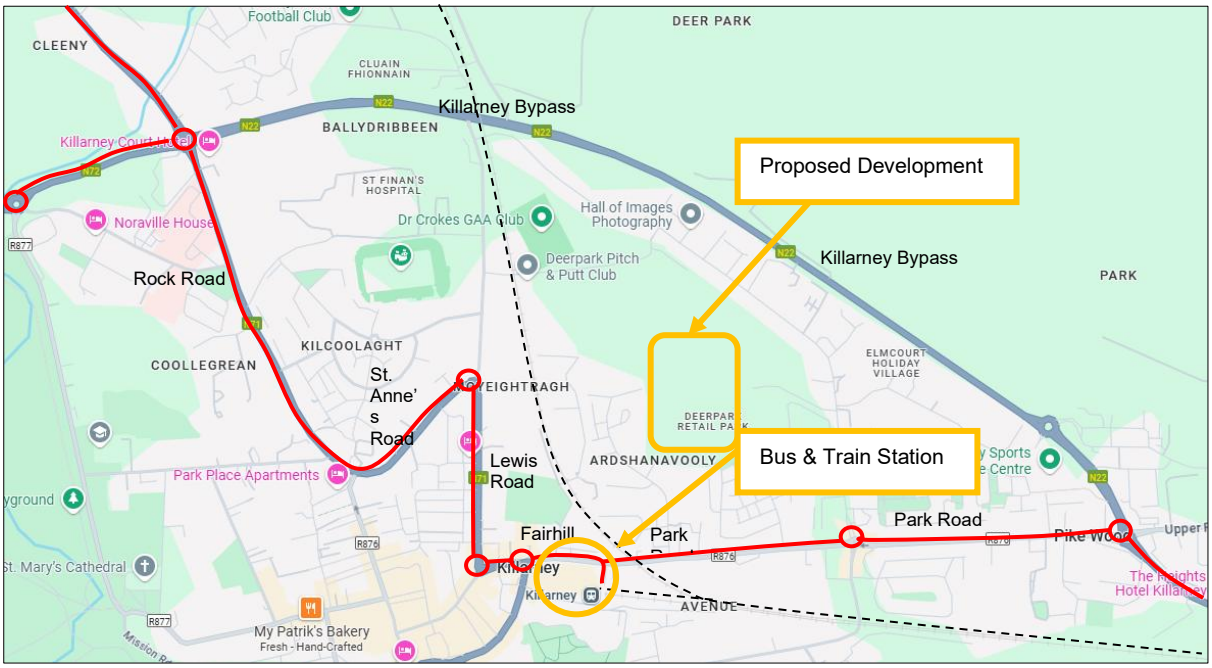


Figure 3.1 Location of Train & Bus Station in relation to the Development Site

4.2 The public transportation infrastructure is linked to the development site via the existing footpath network along the Park Road. The proposed scheme includes the construction of additional pedestrian facilities to connect the development to the existing footpath network.

Leap cards can be purchased which can reduce fares by 20-27% on the Commuter and Bus services. Transport for Ireland also has a free Leap card phone application for download which allows you to top up your leap card and view previous journeys and fares. Transport for Ireland provides a phone App and a useful website called 'Journey Planner' which can be used to easily plan routes to and from work using bus routes and other forms of public transport. TFI provides another app called "TFI Go" where you can buy tickets at a reduced price for local bus routes.

4.2 The site is well serviced with access to Killarney bus and train station. The bus station is operated predominantly by Bus Éireann, and TFI Local Link Kerry and the train station is operated by Irish Rail. Shown in Figure 3.2 is some of the Bus Service Locations. The train operates the Tralee to Dublin line servicing different stops along the route.

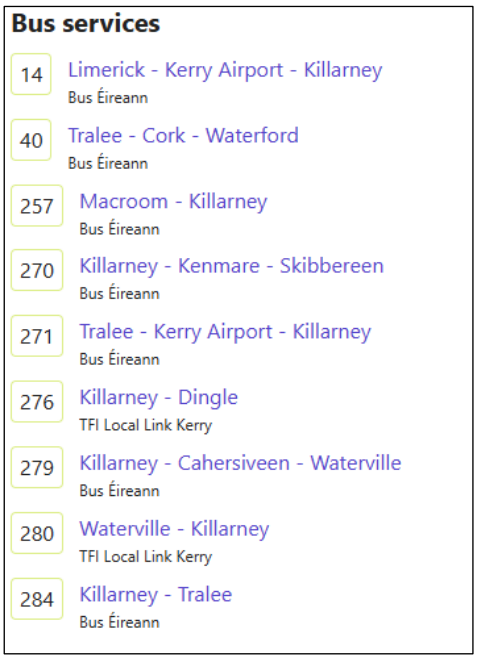


Figure 3.2 Killarney Bus Services

NTA Public Transport Accessibility Level (PTAL)

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

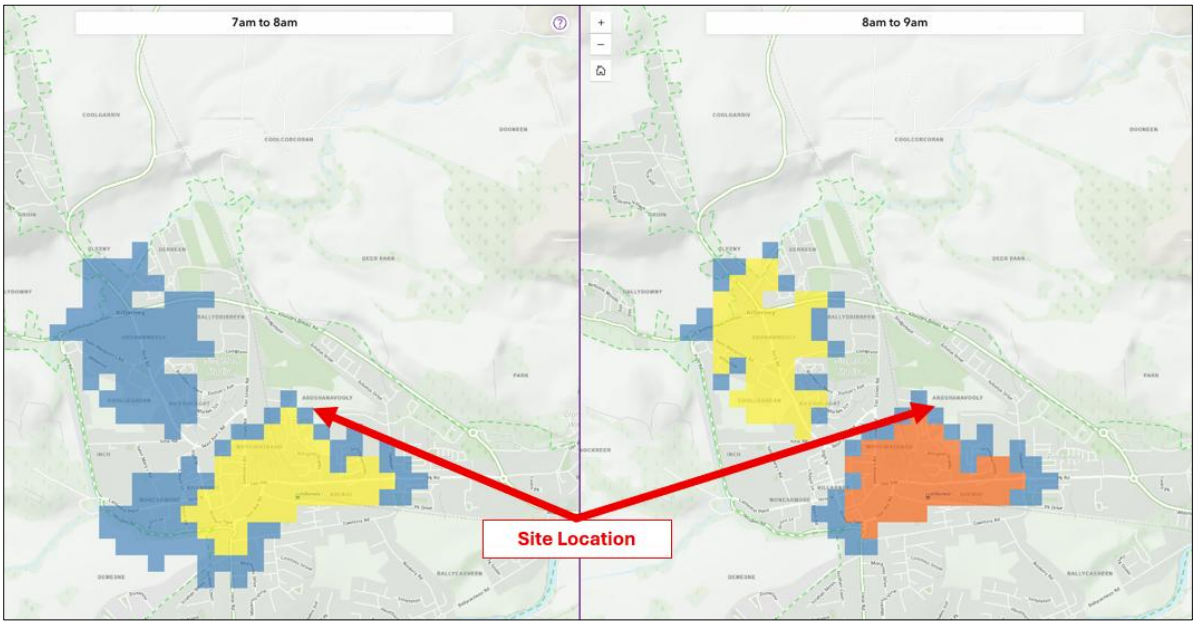


Figure 3.2 NTA PTAL Map for Development Location

The PTAL analysis shows the level of service of public transport options during peak morning hours. Between 7:00 am and 8:00 am, the site sits within a low service zone due to fewer early morning services, However, accessibility improves significantly during the main commute hour from 8:00 am to 9:00 am, where increased bus frequencies pace the site on the edge of a medium level service area. This shows that there is infrastructure available for residents in the area to commute to work or school during peak hours. Furthermore, the development aims to improve the level of service with the inclusion of a bus stop along the access road to the development, shown in Figure 3.3.

The conversion from Access Index to PTAL level for Killarney is outlined in Table 3.1.

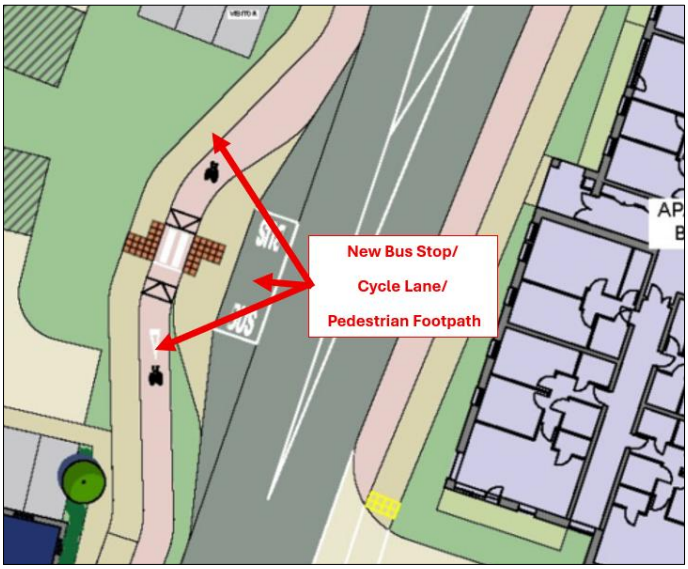


Figure 3.3 Proposed New Infrastructure

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	45 grids
↕ -45	↕ 45
0% of total	33% of total

Medium Level of Service	
7am to 8am	8am to 9am
53 grids	47 grids
↕ 6	↕ -6
31% of total	35% of total

Low Level of Service	
7am to 8am	8am to 9am
119 grids	43 grids
↕ 76	↕ -76
69% of total	32% of total

Table 3.1 PTAL Level of Service

5.0 ACCESSIBILITY & INTEGRATION

5.1 A desktop assessment of permeability for cyclists and pedestrians from the site was carried out based on existing infrastructure. Presented in the following isochrone maps (Figure 5.1 & 5.2 below) are the range of distances, for both pedestrians and cyclists, based on travel time.

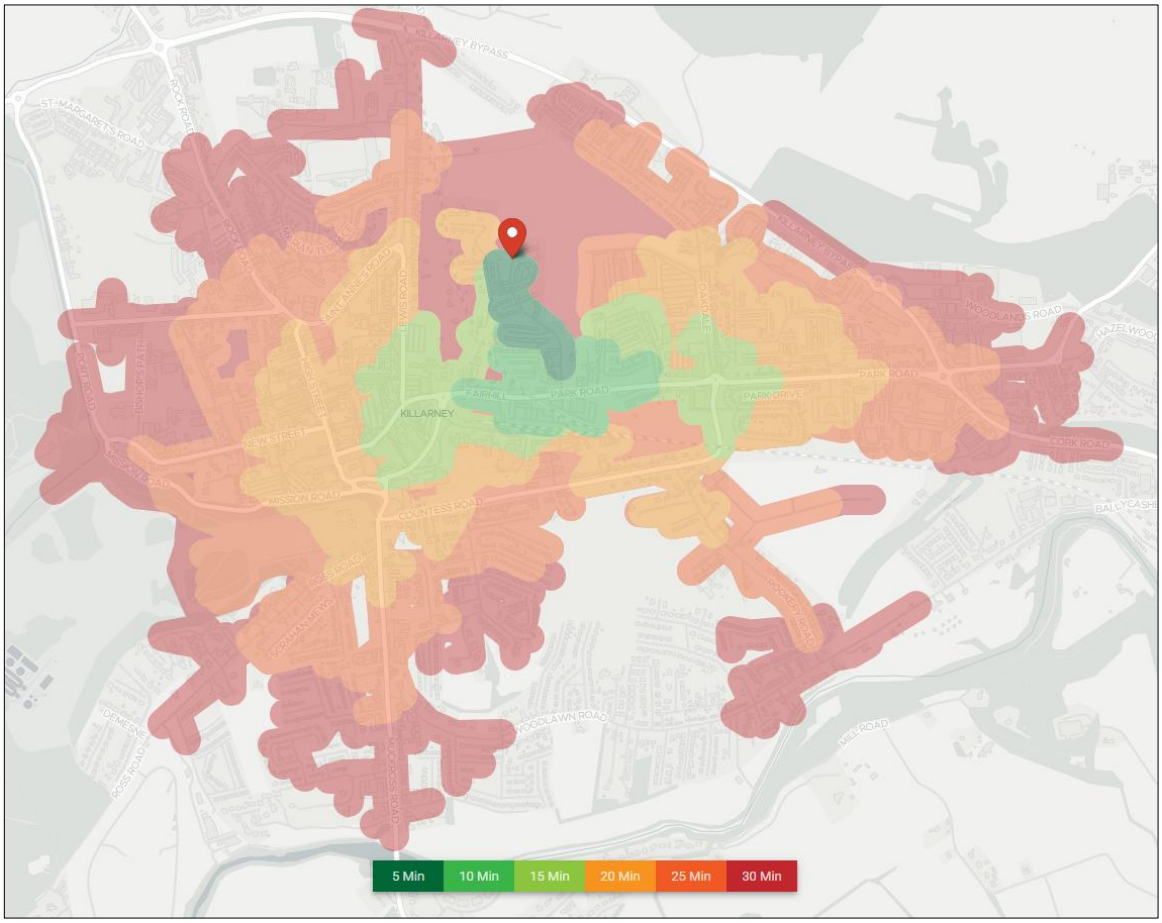


Figure 5.1 Proposed Development walking distance to local area

5.2 Within 5 mins walk time from the site:

- McDonald's

Within 10 mins walk time from the site:

- Killarney Outlet Centre & Train Station
- Omniplex Cinema
- Circle K

Within 15 mins walk time from the site:

- Four-Star Pizza
- Aldi
- Killarney Town Centre

Within 25 mins walk time from the site:

- Deerpark Shopping Centre
- Killarney Sports & Leisure Centre
- Killarney House & Gardens

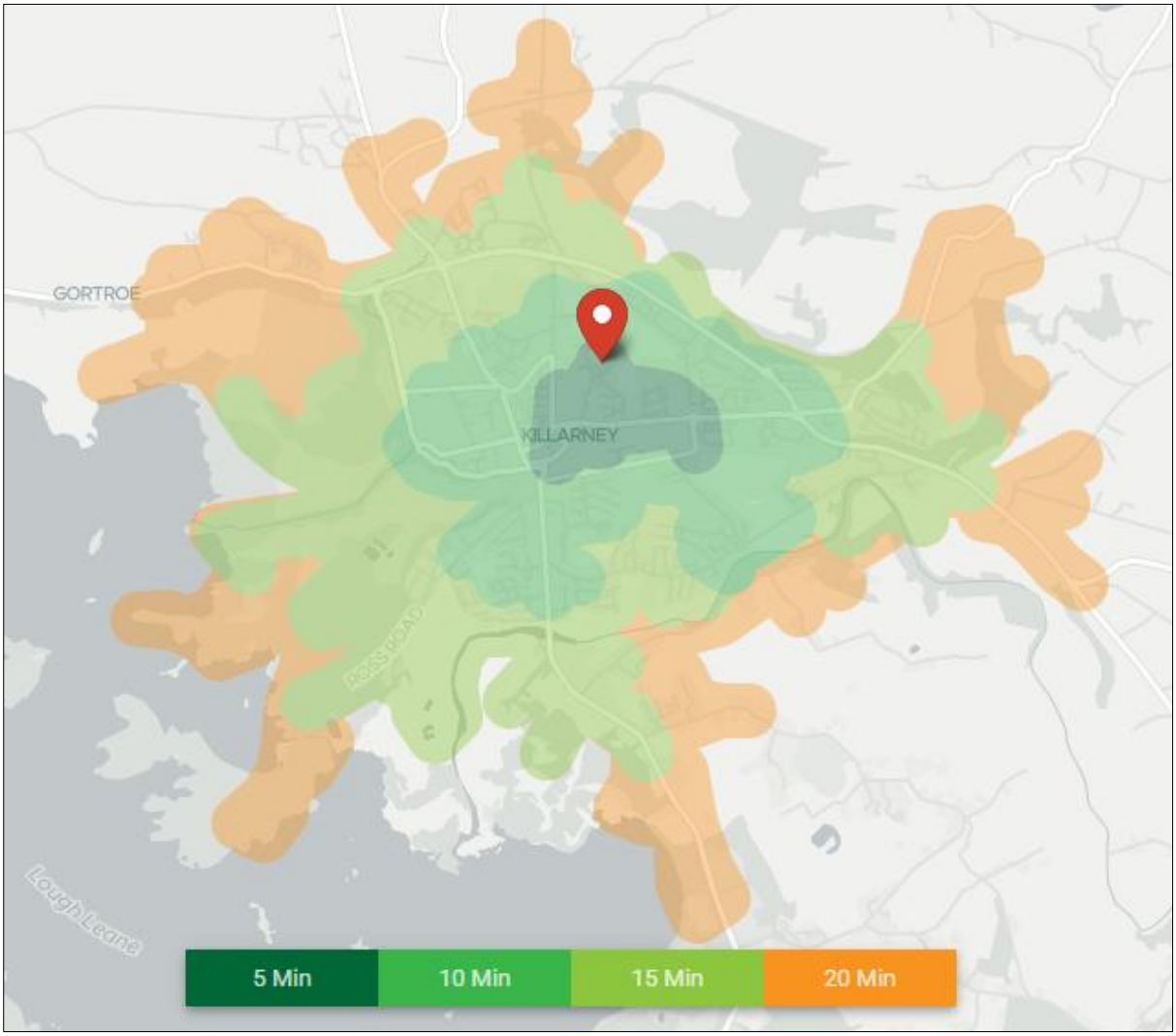


Figure 5.2 Proposed Development: Cycle distance to local area

5.3 The cycle range is presented in similar terms and relates to the average distance travelled in a specific time (15-18 km/h). Killarney town centre is shown to be within 10 mins cycle of the development site. Killarney National Park and its existing cycle lanes are shown to be within 10-15 minutes 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.

5.4 An assessment of pedestrian connectivity to/from the applicant site has been undertaken. Whilst the pedestrian connectivity from the development site to the town centre is provided for by the existing footpath along Park Road.

Kerry County Council have recently upgraded the section of road between the Killarney Outlet Centre to the Aldi roundabout with new footpaths and cycle lanes (Purple Line in Figure 5.3).

This work by Kerry County Council will provide an excellent level of service from the development site to the existing infrastructure. While also the new developments cycle lanes and footpaths will enhance the infrastructure further. Kerry County Council also propose to signalise the junction at the road to the development, location shown in orange in Figure 5.3.

A combined pedestrian / cycle lane coming from East Avenue which passes by Fairhill to go through the underpass for the railway line and reach the proposed controlled crossing, this route is shown in purple is a critical piece of infrastructure.



Figure 5.3 Overview of Fairhill & Park Rd upgrade works



Figure 5.4 Cycle Lane along Park Rd

These works will connect directly into the new footpaths and cycle lanes recently upgraded along the east direction of Park Road, shown in Figure 5.5. This means that people can easily walk or cycle to the new signalised pedestrian crossing from different directions to access the site development.



Figure 5.5 Park Rd recent upgrade works to cycle lane and footpath

Therefore, the pedestrian connectivity to the development from the existing infrastructure would be adequate and not be dependent on 3rd Party works



Figure 5.6 Existing footpath on the left and cycle infrastructure on the right between Fairhill and Park Road

Preplanning discussion have been had with Kerry County Council and the NRDO in relation to future junction upgrades to the development junction with R876 Park Road, see location in Figure 5.7. A draft layout has been developed by Kerry County Council, and it is proposed to introduce traffic signals. The signalising of this junction will improve the capacity and safety for all road users at the junction.

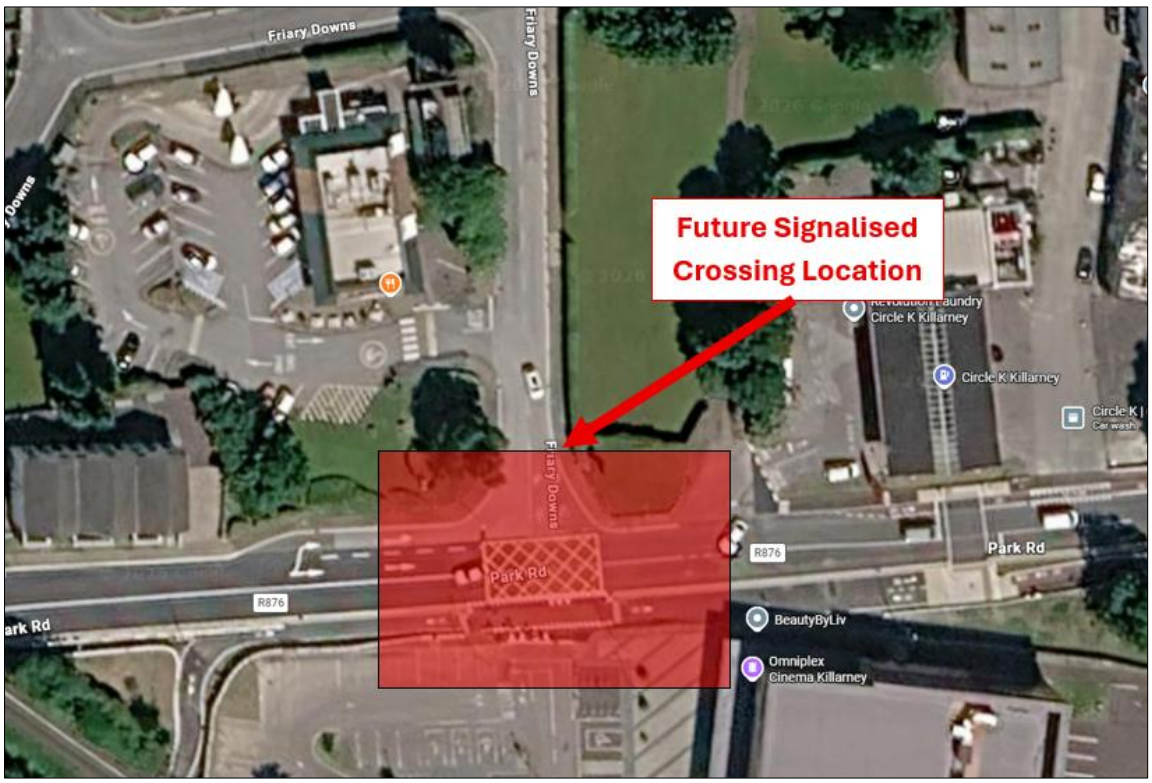


Figure 5.7 Proposed Future Signalised Crossing Location at Park Rd/ Friary Downs Junction

6.0 PROPOSED MOBILITY MANAGEMENT INITIATIVES

Mobility Manager

It is proposed that a management company will be appointed for the development and as part of this role, they should appoint a Mobility Manager to implement the recommendations of the outline MMP and to further develop the plan, on an ongoing basis.

The primary task of the Mobility Manager would be to implement measures and initiatives which may encourage modal shift to sustainable travel modes and to carry out audits and assessment of travel patterns at regular intervals.

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 resident on transport issues and possible improvements.

• Liaise with employers on sustainable travel initiatives and plans.

• Liaise with Kerry County Council on sustainable travel initiatives.

• Promote sustainable travel modes amongst staff and residents, including car-sharing potential.

• Provide education material regarding sustainable travel to residents.

• Ensure appropriate lockers and safe bike storage facilities are available.

• Monitor road safety of various modes in and around the apartment complex.

Design Features implemented into the Development Layout

- Uplift in density in compliance with compact settlement guidelines;
- A reduced no of car parking spaces 233 within the development (1.24 spaces per Unit);
- The layout provides future path and road connections allowance for the zoned laned on the west side and includes provision to connect to the road network on the east side with the route of the Killarney Strategic Links Project - Links Road A-C.
- Increased bicycle parking provision in advance of standards; (141 provided)

Pedestrians and Cyclists

The fully developed mobility plan will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned.

The Mobility Manager should monitor and ensure that pedestrians and cyclists facilities are maintained and in a clean, operational condition. The Mobility Manager should also monitor motorbike use and consider the need to provide motorbike parking on site, if required.

Within the design, consideration was given to the implementation of cycle priority road markings within the development to protect cyclists. In addition, all bicycle parking is secure and sheltered. A toolkit containing puncture repair equipment, pump, etc. for use in emergencies should be made available to all bicycle users.

The fully developed mobility plan will promote walking and cycling as part of a daily exercise routine and will provide information on routes, journey times and calories burned. The combination of walking with public transport/taxi services should also be encouraged. The proposed cycle lane infrastructure has been designed to enhance the existing and proposed cycle lanes outlined in the Kerry Cycle Network by the NTA, shown in Figure 6.1.

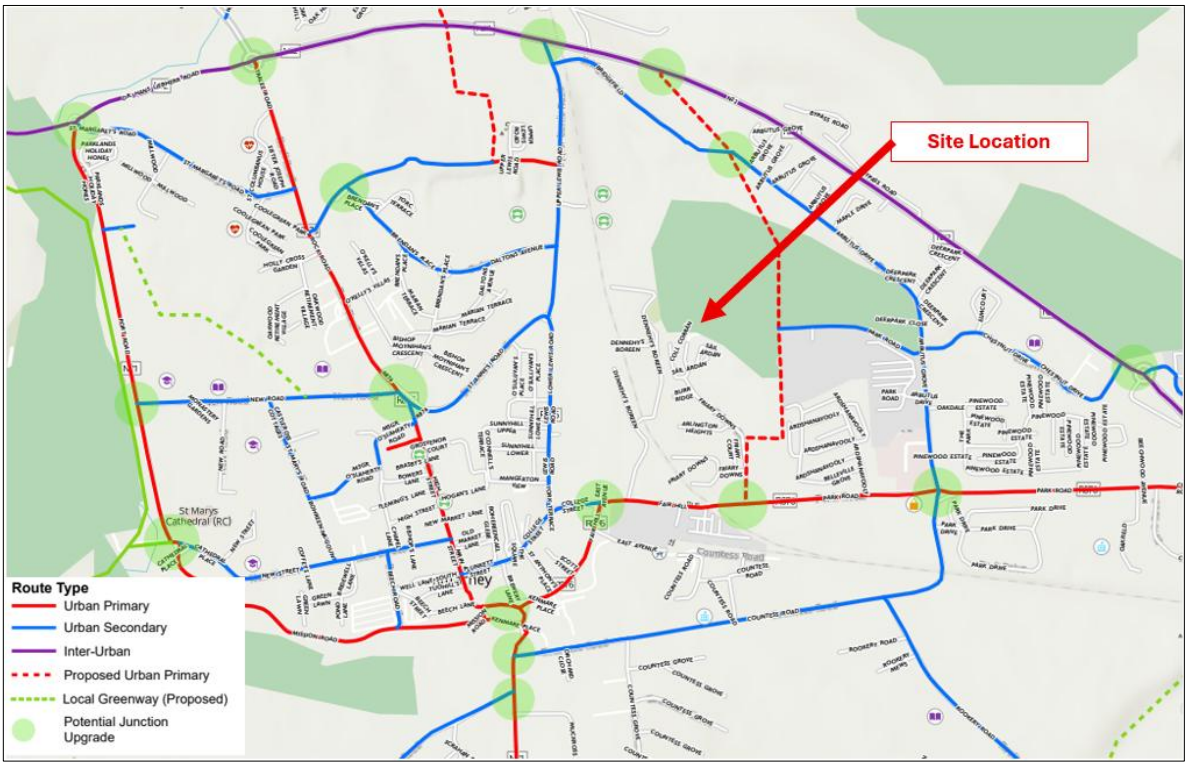


Figure 6.1 Existing and Proposed Cycle Network in Killarney (Credit: Kerry Cycle Network NTA)



The construction of an Active Travel Connection to Deerpark Retail Park is scheduled to be built with the future road/junction as shown in Figure 6.2. These junction works are outside of the control of the client but to facilitate pedestrian movements within the area, the possibility of a temporary pedestrian connection to Deerpark Retail Park along the existing infrastructure is possible and should be considered. The current site boundary allows for this connection to the existing footpath. As per Figure 6.3 below illustrates, there is an existing footpath and can be utilised to provide this direct connection point. Prioritising this pedestrian connectivity ensures safe and accessible access from the development to Deerpark retail park. The existing infrastructure can be seen in Figure 6.3 and Figure 6.24 shows the development site in relation to the Deerpark connection area.

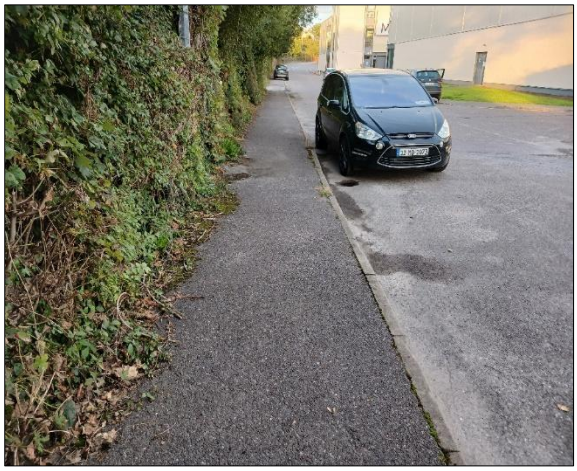


Figure 6.2 Existing Footpath at Deerpark Retail Park



Figure 6.3 Development site in relation to the connection point to Deerpark

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. Discounts/offers for residents could be negotiated with local taxi ranks/companies.

Public Transport

The proposed development outlines the inclusion of a new bus stop to service the surrounding area which will improve accessibility.

The mobility management plan would be updated to include for:

- Negotiation of travel-related discounts/offers for residents

• Administration of low-cost monthly/annual tax-saver commuter ticket schemes

• Timetables, routes, and maps

• Journey time indicators

• Advertise real-time apps

• Lobby local authorities and bus providers for late-night bus services and extension of the city bike rental scheme.

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.

The Mobility Manager should liaise with the resident's employers assigned Mobility Managers to discuss appropriate public transport initiatives. Such a group should also liaise with Bus Eireann and Irish rail to discuss public transport demand and possible route improvement measures.

Connectivity to Public Transport Hubs

The proximity of the site to Killarney town centre and the Train Station is a major incentive for residents of the proposed development to utilise alternative modes of travel, adding to the future modal shift target objectives.

Car Parking Management

The Mobility Manager will be tasked with implementing a car parking management plan for the proposed development. High levels of cycle parking are strategically located throughout the site, ensuring convenience and accessibility to encourage active travel. The development will also include clear signage to maintain order and prevent unauthorized use.

The amount of car parking within the development has been limited due to the site proximity to both the Town centre and the Train Station. This site density and the reduction in car parking figures (1.24 spaces per unit) are in compliance with the Compact Settlement Guidelines and as discussed/agreed with Kerry County Council during the LRD Process. By balancing limited car parking with enhanced cycle infrastructure and shared mobility options with the design of the site layout, the development supports a sustainable and resident-focused transport environment.

Implementation / Consultation / Monitoring

The Mobility Management Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Mobility Manager and financial resourcing. To implement the MMP the following inputs are required:

- Management Company support and commitment;

- A Mobility Manager as the plan coordinator;

- A Steering Group to oversee the plan;
- Working Groups on various related issues;
- Consultations with development occupants and external organisations.

To secure effective results from any initial sustainable travel investment, it is imperative to obtain the agreement of all the stakeholders and the support of external partners, such as the Local Authority, public transport operators, etc.

Ideally, the MMP will be managed by a Mobility Manager or travel plan coordinator with the clear mandate to implement and evolve the plan. The Mobility Manager will also be best suited to monitor the results of the plan. This role may for example be performed by a member of the Development Management Company. Travel surveys of residents (and of visitors, if practicable) should be carried out in the early stages and repeated annually, to monitor the initial success of the travel plan and to gain a better understanding of travel habits. These survey results can also serve as a sustainable travel performance benchmark to indicate how the mobility management plan is performing in comparison to previous years and against the sustainable travel targets initially outlined in the plan.

7.0 PARKING PROVISION

The proposed development comprises of the construction of construction of 188 no. dwellings with a mix of Houses and apartments and an ancillary creche:

A residential mix comprising of 120 no. two and three storey houses comprising of 53 no. townhouse units (37 no. 3-bed units, 16 no. 4-bed units), 48 no. semi-detached units (30 no. 3-bed units, 18 no. 4-bed units), 19 no. mews houses (19 no. 2-bed units), and 68 no. apartments in 2 no. four storey blocks (36 no. 1-bed units, 32 no. 2-bed units).

A total of 233 no. surface car parking spaces.

iii. Bicycle parking comprising of 141 no spaces in total.

The subject site is natural divided by the route of the Killarney Strategic Link Road A-C.

- The western side of the site consists of 120 No housing units with a mix of the 2 bed, 3-bed and 4-bed units. While the eastern side will consist of the 68 no apartments and the creche.

8.0 ALTERNATIVES

8.1 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.

8.2 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

8.3 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.

8.4 Pedestrians & Cyclists

8.4.1 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 Upper park Rd upgrade works will make the location of this proposed development very convenient for most pedestrians.

Cyclists will also benefit from these upgrades with the proposed cycle lanes providing a link from the site to the wider network.

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)

8.5 Public Transport

8.5.1 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 of an alternative mode of travel. The mobility management plan developed for the completed scheme will include three incentives, such as:

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

9.0 CONCLUSIONS & RECOMMENDATIONS

9.1 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.

9.2 Upgrade works to Fairhill and Park Rd will significantly improve connectivity to and from the site. Measures such as improved footpaths, new bus stop and the provision of cycle lanes will facilitate safe pedestrian/cycle access into Killarney through sustainable means of travel.

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

9.4 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.

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

10.0 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

Google Maps

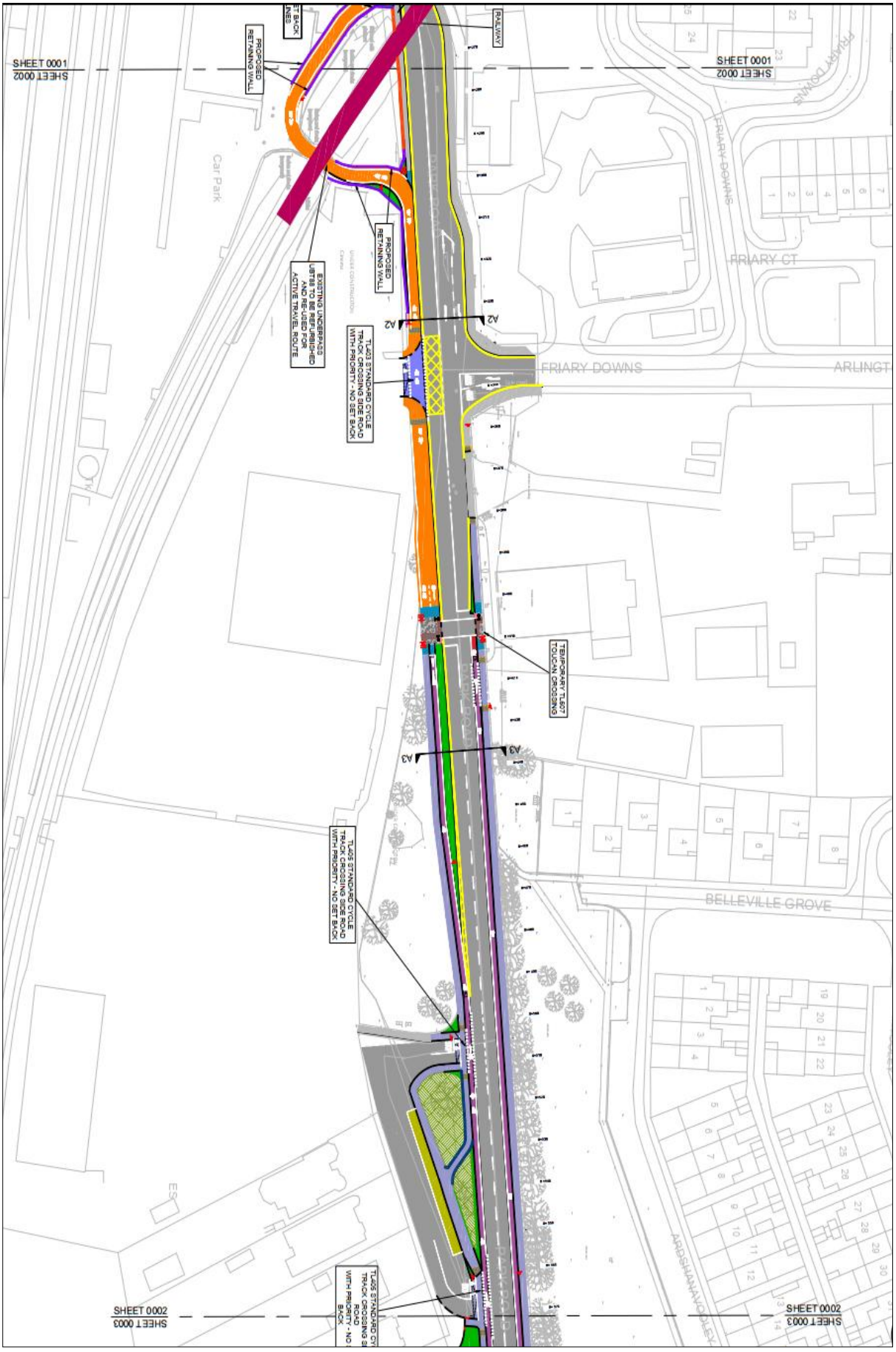
NTA Publications

APPENDIX A – PROPOSED SITE PLAN

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POTENIAL PEDESTRIAN LINK
ADJACENT ARDSHANAVOOLY LRD CURRENTLY IN PLANNING PROCESS (KCC REF: 20/507718)
POTENTIAL VEHICULAR CONNECTION
PLAZA
PLAZA
Sailin Ro
SITE ENTRANCE
Ceide Sonis

APPENDIX B - PEDESTRIAN/CYCLE PATH CONNECTIVITY ASSOCIATED WITH THE NEW KERRY COUNTY COUNCIL ACTIVE TRAVEL SCHEME


SHEET 0001
SHEET 0002
SHEET 0002
SHEET 0003
RAILWAY
PROPOSED RETAINING WALL
PROPOSED RETAINING WALL
EXISTING UNDERPASS UBT88 TO BE REFURBISHED AND RE-USED FOR ACTIVE TRAVEL ROUTE
TL403 STANDARD CYCLE TRACK CROSSING SIDE ROAD WITH PRIORITY - NO SET BACK
TEMPORARY TL507 TOUCAN CROSSING
TL405 STANDARD CYCLE TRACK CROSSING SIDE ROAD WITH PRIORITY - NO SET BACK
TL405 STANDARD CYCLE TRACK CROSSING SIDE ROAD WITH PRIORITY - NO SET BACK
A2
A2
A3
A3
Car Park
FRIARY DOWNS
FRIARY CT
FRIARY DOWNS
BELLEVILLE GROVE
ARDSHANAVOOLEY