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A11-3

APPENDIX A11-3

Framework Mobility Management Plan

Shannon LNG Limited
August 2021

Shannon Technology and Energy Park
Environmental Impact Assessment Report

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1. Introduction

1.1 Background

This Framework for a Mobility Management Plan (MMP) has been prepared by AECOM in support of a planning application for a Liquified Natural Gas (LNG) Terminal and Power Plant situated approximately 4.6 km to the west of Tarbert Town, 4 km to the north of Ballylongford Village (the Proposed Development). This Framework MMP is for the operational phase of the Proposed Development and sets out measures to support sustainable travel behaviours amongst staff. For details on construction (and operational) traffic impacts please see Chapter 11 of the Environmental Impact Assessment Report (EIAR). Should the Proposed Development be granted consent then this Framework MMP can be updated accordingly.

Due to the nature of the Proposed Development there will be marine crews onboard the LNG vessels and the tugs and shorebased staff required for the onshore receiving facilities, the AGI and the power plant. This document discusses travel to and from the site for the purpose of landbased personnel.

The total landbased operational headcount of the Proposed Development will be 57 staff, with the LNG Terminal comprising 23 staff (20 day staff, 3 on shift) and the Power Plant (CCGT) 34 staff (26 day staff, 8 on shift). Visitor numbers to the Proposed Development site is anticipated to be negligible.

Figure A11-3.1 illustrates the study area for the purposes of this MMP as well as the transport context of this study area with Figure A11-3.2 providing a more localised overview of the study area.

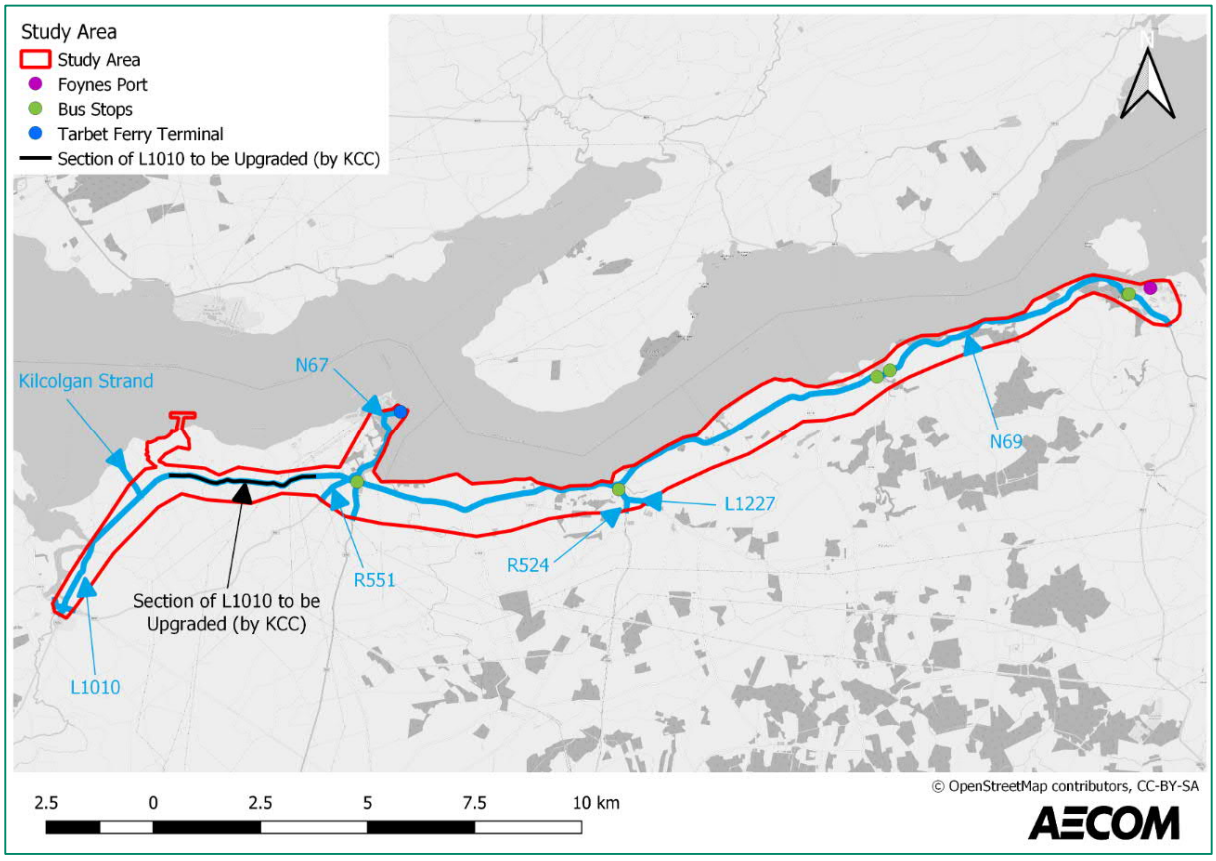

Figure A11-3.1 Transport Study Area

KCC – Kerry County Council

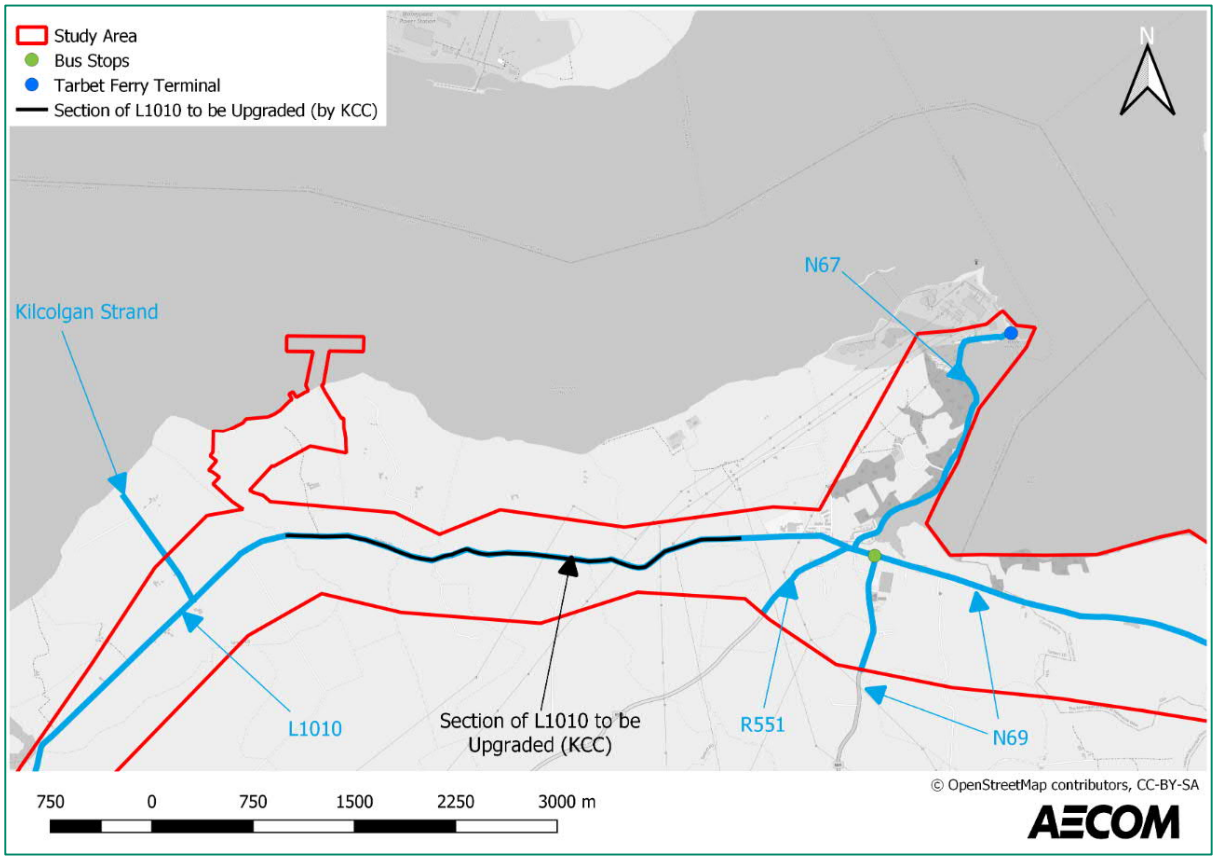

Figure A11-3.2 – Localised Transport Study Area

1.2 Proposed Development

The LNG Terminal will operate 24 hours per day using a rotating shift schedule. The actual shift schedule has yet to be determined however it is anticipated that the following manpower levels will be provided:

- The LNG Terminal onshore receiving facility would have 20-day staff (09:00 - 17:30);
- In addition to the 20 day staff, the LNG terminal would also have 24 hr shift staff. Consisting of 3 shifts of 3 staff (08:00 - 16:00; 16:00 - 00:00; 00:00 – 08:00); and
- The Above Ground Installation (AGI) will be normally unmanned.

The Power Plant will be in operation 24 hours a day using a rotating shift schedule. It is anticipated that 50 permanent staff in total will be involved in the operational phase of the Power Plant, using the following manpower levels on a daily basis:

- The Power Plant will have 26 day staff (09:00 - 17:30); and
- Additional 24 hr shift staff consisting of 3 shifts of 8 employees (08:00 - 16:00; 16:00 - 00:00; 00:00 – 08:00).

Table A11-3.1 illustrates the projected traffic associated with the operational phase

Table A11-3.1 Projected Operational Staff

	Morning Peak			Evening Peak		
	07:00 – 08:00	08:00 – 09:00	09:00 – 10:00	16:00 – 17:00	17:00 – 18:00	18:00 – 19:00
Arriving	12	48	1	1	2	1
Departing	1	13	1	12	48	1
Total	**13**	**61**	**2**	**13**	**50**	**2**

It is proposed to provide 61 standard car parking spaces across the site with 2 no. mobility impaired spaces and 2 no. electric vehicle charging points. It is proposed that 28 of the car parking spaces are to be spread around the LNG Terminal and Power Plant with the remainder of spaces provided at the construction laydown area. There are also 40 no. cycle parking spaces to be provided within the Proposed Development site which will include showers, lockers and changing facilities.

1.3 Objective

The aim of this document is to evaluate the availability of sustainable modes of transport for staff working on the Proposed Development site and it has been prepared in accordance with objectives of the Kerry County Development Plan 2015 – 2021.

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

- **Kerry County Development Plan (2015 – 2021);** which stipulates a number of aims and policies to promote the use of sustainable modes of transport such as walking, cycling and public transport.
- **Land Use Segregation & Sustainable Transport;** To achieve a sustainable, efficient and integrated transport system, high quality connectivity and ease of movement within and to County Kerry by enhancing the existing strategic transportation infrastructure, in terms of the road, rail and public transport network, together with cycleway and pedestrian facilities.
- **PE-PDV-02045 Traffic and Transport Assessment Guidelines;** (May 2014), Transport Infrastructure Ireland aims to provide a framework to promote an integrated approach to development, which ensures that proposals promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety.
- **Ring of Kerry Greenway Cycle Network (170 km);** European Cycle Route Network and the European Cyclist Federation has coordinated the development of a network of high-quality cycling routes that connect the whole continent. This includes the Ring of Kerry greenway.
- **National Cycle Manual** (National Transport Authority, 2011); this Manual embraces the Principles of Sustainable Safety as this will offer a safe traffic environment for all road users including cyclists.

As such, the key aims of this MMP are as follows:

1. To encourage healthy and sustainable travel;
2. Provide adequate facilities for walkers and cyclists;
3. To support wider transport benefits to the local area; and
4. To minimise the number of individual vehicle journeys made to / from the development site.

The key objective of this MMP is to set out the infrastructural proposals and modal split targets for the development in general terms. The Plan will then be further developed and informed by travel surveys undertaken by prospective staff of the Proposed Development, subject to consent, once occupied.

1.4 Structure of this Mobility Management Plan

The remainder of this report is divided into the following sections:

- Section 2 provides a review of the relevant guidance and policy documents that have helped establish the principles of this report;
- Section 3 summarises the results of a detailed site audit to understand the transportation context in which the Proposed Development is located;
- Section 4 outlines the measures to be implemented and considered as part of the MMP;

- Section 5 details the monitoring and review process for the MMP; and
- Section 6 presents a summary of the MMP.

2. Policy Context

2.1 Overview

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

- Kerry County Development Plan (2015 – 2021);
- Project Ireland 2040;
- Smarter Travel: A Sustainable Transport Future: A new Transport Policy for Ireland, 2009 – 2020, (Department of Transport Tourism and Sport (DTTAS), 2008); and
- The National Cycling Policy Framework 2010.

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

2.2 Kerry County Development Plan

The Development Plan 2015 – 2021 sets out the vision, policies, strategies and objectives for planning and sustainable development within the administrative area of County Kerry. In the context of the subject site a number of the most relevant policies and objectives include:

2.2.1 Land Use Integration and Sustainable Transport Aim

To achieve a sustainable, efficient and integrated transport system, high quality connectivity and ease of movement within and to County Kerry by enhancing the existing strategic transportation infrastructure, in terms of the road, rail and public transport network, together with cycleway and pedestrian facilities.

2.2.2 Sustainable Transport RD-7

It is an objective of the Council to support and promote an integrated approach to land-use planning and transportation through the implementation of the Local Area Plans.

2.2.3 Sustainable Transport RD-8

Support sustainable travel in the County and implement the key goals, targets and actions as contained in Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020 and the "National Cycle Policy Framework".

2.2.4 Sustainable Transport RD-14

Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car-sharing and car-pooling, as an alternative to the private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained within "Smarter Travel, A Sustainable Transport Future 2009-2020".

2.3 Project Ireland 2040

The National Planning Framework (NPF), published in February 2018, is a national document intended to guide at a high-level strategic planning and development for Ireland over the next 20+ years, so that as the population grows, that growth is sustainable (in economic, social and environmental terms). The NPF details ten National Strategic Outcomes' and the National Development Plan 2018 – 2027 outlines how public capital investment over the next ten years aims to secure the realisation of each of these under corresponding 'Strategic Investment Priorities'.

National Strategic Outcome No. 4 (p.53) states that:

An environmentally sustainable public transport system will enable growth and change; meet the significant increase in travel demand and urban congestion while also contributing to our national policy vision of a low-carbon economy. A step change is required under the NPF in putting in place environmentally sustainable public transport

systems in order to secure Ireland's climate action goals. These must represent a decisive shift away from polluting and carbon-intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and other alternatively fuelled systems for public transport fleets. The expansion of attractive and sustainable public transport alternatives to private based car transport will reduce congestion and emissions and enable the transport sector to cater in an environmentally sustainable way for the demands associated with longer term population and employment growth envisaged under the NPF. Furthermore, the provision of safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity.

2.4 Smarter Travel – A Sustainable Transport Future

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

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

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

2.4.1 ACTION 2

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

The following will also be included in future planning guidelines:

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

- *Encouragement of the use of local area plans and strategic development zones (SDZs) within major urban areas as a way of improving the land use-transport interface, particularly to ensure that employment and residential centres are co-located.*

2.4.2 ACTION 8

Workplace Travel Plans encourage employers and employees to take steps to reduce dependency on the car and to take alternative transport options.. The Government has introduced a parking levy on employee car parking in key urban areas in the region of e200 per annum to dissuade use of the private car for commuting purposes. We will now focus on encouraging alternative ways of travelling to work. We will, therefore:

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

2.4.3 ACTION 9

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

2.5 Summary

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

3. Existing Infrastructure

3.1 Overview

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

3.2 Existing Site Access

At present there is a field access into the Proposed Development lands.

3.3 Local Road Network

Figure A11-3.1 provides an overview of the road network within the study area.

3.3.1 L1010 (Coast Road)

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

The existing L1010 is approximately 5.5 m wide but this increases to approximately 6 m in the environs of Tarbert and Ballylongford. The road lacks any form of designated footpaths or cycleways and lacks public lighting along the rural carriageway, but lighting and road markings are provided in Tarbert and Ballylongford. The L1010 facilitates access to a number of residential properties and farms, on approach to Tarbert Town there is also access to the Tarbert Comprehensive School and The Tullahennel Wind Farm Substation. The L1010 is not a bus route. Figure A11-3.3 illustrates the characteristics of the existing L1010 carriageway.

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

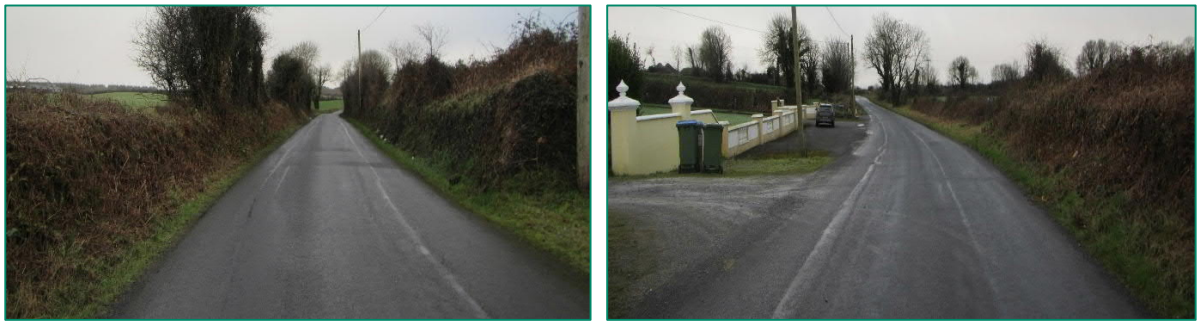

Figure A11-3.3 L1010 Coast Road in Vicinity of Site Access

3.3.2 R551 Regional Road

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

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

3.3.3 N67

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

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

3.3.4 N69

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

3.3.5 Kilcolgan Strand

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

3.4 Walking Infrastructure

There are no footways in the vicinity of the Proposed Development site access or along the L1010 road. Within the extents of the study area footpaths are located in the urban environs of Tarbert, Ballylongford, Glin, Loghill and Foynes.

3.5 Cycling Infrastructure

There are no designated cycling facilities provided within the extent of the study area thus cycling would be on carriageway.

3.6 Bus/Ferry Travel

There is a bus stop located in Tarbert Town approximately 4.6 km from the site. Although this stop appears to have been at least temporarily suspended by Bus Eireann due to Covid-19 (as of timetables in March 2021), this chapter assumes that the bus stop will continue to be used in the future, Figure A11-3.1 and Figure A11-3.2 shows the location of the bus stops in relation to the study area.

There is a ferry crossing from Tarbert across the Shannon to Killimer in County Clare located at the Tarbert Ferry Terminal, north of Tarbert Town and approximately 6.8 km east of the Proposed Development site. This ferry crossing takes approximately 20 minutes and runs every hour from 07:00 to 21:30. This service allows people to transport car, coaches, bicycles, motorcycle and large commercial vehicles from Killimer in Co. Clare to Tarbert in Co. Kerry. This crossing reduces the need to drive around the Shannon Estuary (137 km route).

4. Mobility Management Measures

4.1 Approach

The key to the development of an appropriate Mobility Management Strategy is the employment of the well-documented 'Carrot and Stick' approach:

- The 'Carrot' incorporates improvements in alternative modes of travel, effectively opening up transport options for commuters.
- The 'Stick' measures include car parking restraint or other physical measures.

Both elements of this approach are required to achieve a successful result. At this stage, these are suggestions to the Mobility Management Coordinator (MMC).

4.2 Mobility Management Coordinator

It is intended that Shannon LNG Limited will appoint a MMC who will promote all aspects of the MMP for staff (and visitors) of the Proposed Development. It will be important for the MMC to recognise the shift nature of staff working arrangements and the rural nature of the site, so that commensurate and appropriate MMP actions can be considered.

The MCC will be responsible for implementing and managing the MMP process. The role of the MMC will be as follows:

- To play a senior role in coordinating the Proposed Development's MMP.
- Setting up, coordinating and attending Steering Groups, Working Groups etc.
- Conducting a staff travel survey and analysis, leading to development of a travel action plan.
- Implementation of the travel plan, with calendared events over at least three years.
- Designing and implementing effective marketing and awareness-raising campaigns to promote the travel action plan to both staff and visitors alike.
- Coordinating the necessary data collection to monitor the success of the plans - implementation, reviewing and updating as necessary.
- Acting as the main point of contact for stakeholders, both within and outside the organisation.

The MMC will oversee the following MMP measures:

- Develop a marketing & communications plan (this could include keeping staff up to date on progress, developments and achievements made in relation to travel).
- Hold Green / Active Commuters coffee mornings.
- Include travel information in staff welcome packs.
- Provide incentives for active commuters.
- Brand the developments MMP.
- Support the management of car parking on site.

4.3 MMP & Associated Action Plan

A non-exhaustive list of actions proposed to change the mode share are given below. Other actions may arise when the MMC is appointed and as the action plan implementation progresses.

4.3.1 Welcome Package

The MMC will develop a welcome pack for each member of staff to receive when they start work. The pack should include but not be limited to the following:

- Details on cycling routes and incentives in place that staff could avail of i.e. cycle to work schemes.
- The option for car-sharing between staff members who share the same shift schedule and the potential benefits.

4.4 Mobility Management Information Point

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

4.5 Website

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

4.6 Car Sharing

Car sharing is when two or more people, usually who are heading in the same direction, travel together by car for all or part of a journey. Car-sharing is a good means of reducing single-occupancy car use.

A central database system may be the most effective means of implementing a car-sharing scheme but a basic scheme using notice boards may be adopted in the first instance.

It would be proposed to maximise the potential of these services by implementing the following measures:

Table A11-3.2 Car Sharing Measures

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

5. Monitoring

The identification of an appropriate management structure is critical to its effective implementation of an MMP. The MMC will therefore be responsible for managing and overseeing the implementation of the MMP.

Given the site location and that this is a framework plan it is envisioned at this early stage that the majority of staff will arrive by car to the Proposed Development, which has been assumed at 95% with the remaining 5% arriving by bicycle.

Assuming that the majority of staff will arrive by car it will be important for the MMC to ensure that car-pooling is promoted as an alternative to single vehicle trips on this basis. As a baseline it would be assumed that 50% of the staff would engage in carsharing, subject to shift times.

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

6. Summary and Conclusion

6.1 Summary

This Framework for a Mobility Management Plan (MMP), has been prepared by AECOM in support of a planning application for a proposed LNG Terminal and Power Plant situated approximately 4.6 km to the west of Tarbert Town, 4 km to the north of Ballylongford Village. This MMP forms a part of the planning application documentation prepared for the Proposed Development.

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

6.2 Overall Conclusion

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