

PARTX/
DCC PLAN 0017/17
COMP. REC. 17/10/18

APPENDIX G

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BAM Building Ltd

New Children's Hospital –
Main Contract Phase A



CMMP-01
Contractor's Mobility Management Plan – PHASE A



BAM Building Ltd

June 2017

CMMP-01
Contractors Mobility Management Plan

SUBMISSION	REV.	STATUS	PREPARED BY	CHECKED BY	DATE
CMMP-01	01	FOR REVIEW	S Hackett	D Devane	12/06/2017

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1. INTRODUCTION

The Main Contract Phase A works comprises advanced preparatory works for the New Children's Hospital and will involve various activities across the site on the St James's Hospital (SJH) Campus including:

- Utility diversions
- Drimnagh Sewer diversion
- Utility Tunnel diversion
- Demolition of existing buildings
- Piling (secant, contiguous and augered)
- Central access road realignment
- Dewatering
- Excavation
- Basement construction works

All existing critical services will be protected and maintained including during changeover to new feeds.

Existing vehicular traffic and pedestrian access provisions shall be maintained to allow the continuation of SJH operations and emergency access in line with the existing layout.

2. CONTENT OF MOBILITY MANAGEMENT PLAN

This submission is a statement of the broad objectives of BAM in respect of Mobility Management for the Main Contract Phase A site. The plan sets out possible objectives along with the mechanisms including both hard and soft measures to support modal shift, which could be put in place to support the plan. These may be further revised as the proposed works progress and any changes to staff & employer details and requirements can be determined.

It is estimated that the number of employees working on the Main Contract Phase A site at any one time will not exceed 150.

Car parking is not permitted on the Site, with car parking in the local residential street areas to be discouraged.

BAM will provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns to and from work. Examples of such schemes include the following:

- Provision of a range of cycle facilities and measures to encourage cycling, e.g. cycle parking, cycle tracks, showers, lockers, cycle repair facilities
- Development of a strategy to allow for walking.

3. OBJECTIVES OF MOBILITY MANAGEMENT PLAN

The objectives of this Contractors Mobility Management Plan for the Main Contract Phase A are as follows:

- to reduce the dependence on the private car as a means of travel to and from the site;
- to discourage the use of the private car in those circumstances where car use does occur;
- to discourage parking in the public streets adjacent to the site;
- to increase and facilitate the number of people choosing to walk, cycle or travel by public transport to the site;
- to work closely with the ER, NPHDB and Dublin City Council to demonstrate and promote an increased uptake in public transport.

4. PUBLIC TRANSPORT FACILITIES

4.1 MAINLINE, COMMUTER AND LUAS RAIL NETWORKS

The Iarnród Éireann rail network for the Dublin region is shown in Figure 1 below. The Luas light rail network is shown in Figure 2a below, with proximity of Saggart Luas Stop to the Main Contract Phase A site shown in Figure 2b.

The closest service to the site is the Luas Red Line, which has stops at Rialto, Fatima and St James's Hospital. The Rialto Stop is less than 250m (3 minutes) walk from the site. This line provides frequent services between The Point and the Red Cow/Tallaght / Citywest / Saggart. Intermediate stops include Connolly Station, Heuston Station and Drimnagh.

Heuston station provides further access to a number of intercity and commuter rail services to Cork, Waterford, Limerick, Galway, Portlaoise, Westport and Tralee. Heuston Station is located 1.6km from the site and is a 21 minute walk or 6 minute trip on the Luas Red Line to Rialto Stop. Park and Ride facilities are available at Citywest (Cheeverstown Stop) and at Red Cow.

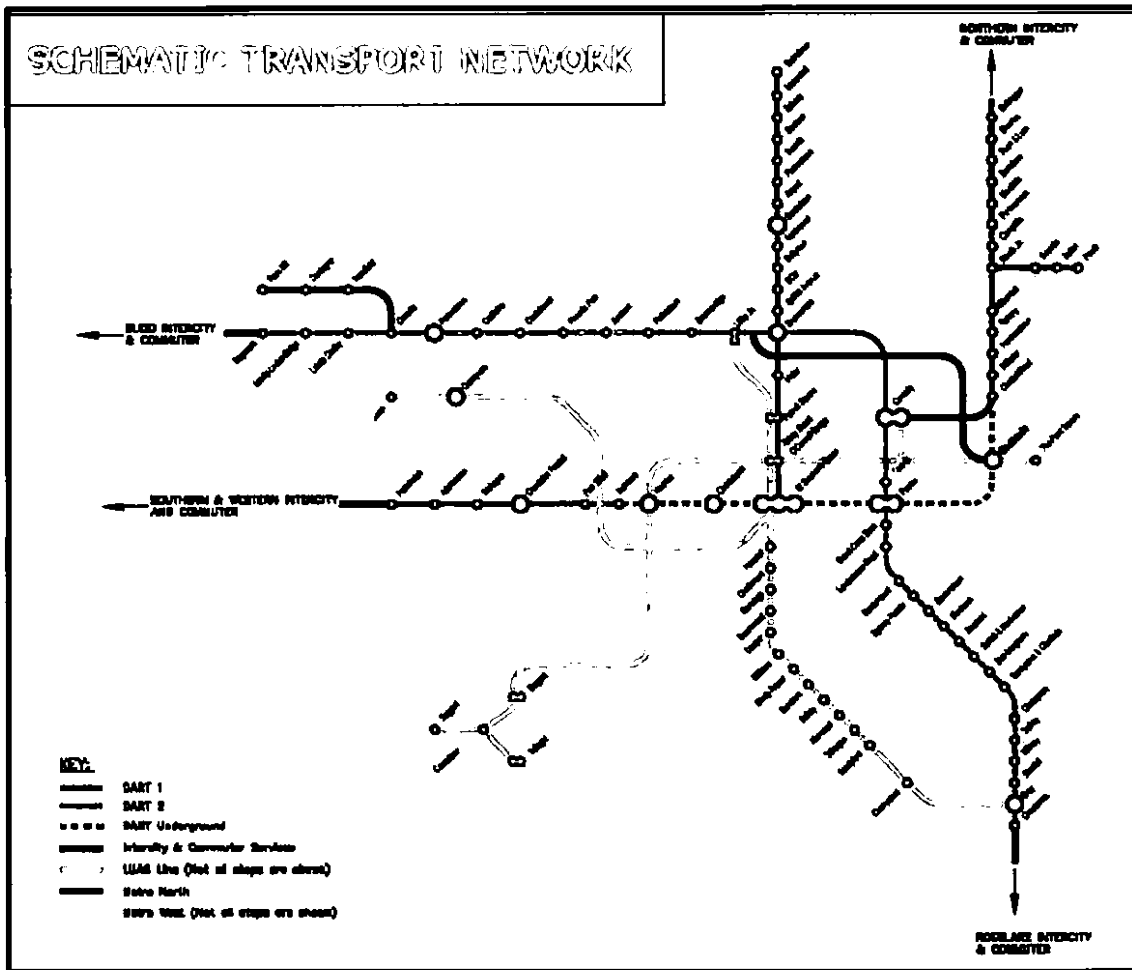


Figure 1: Dublin Area Rail Network

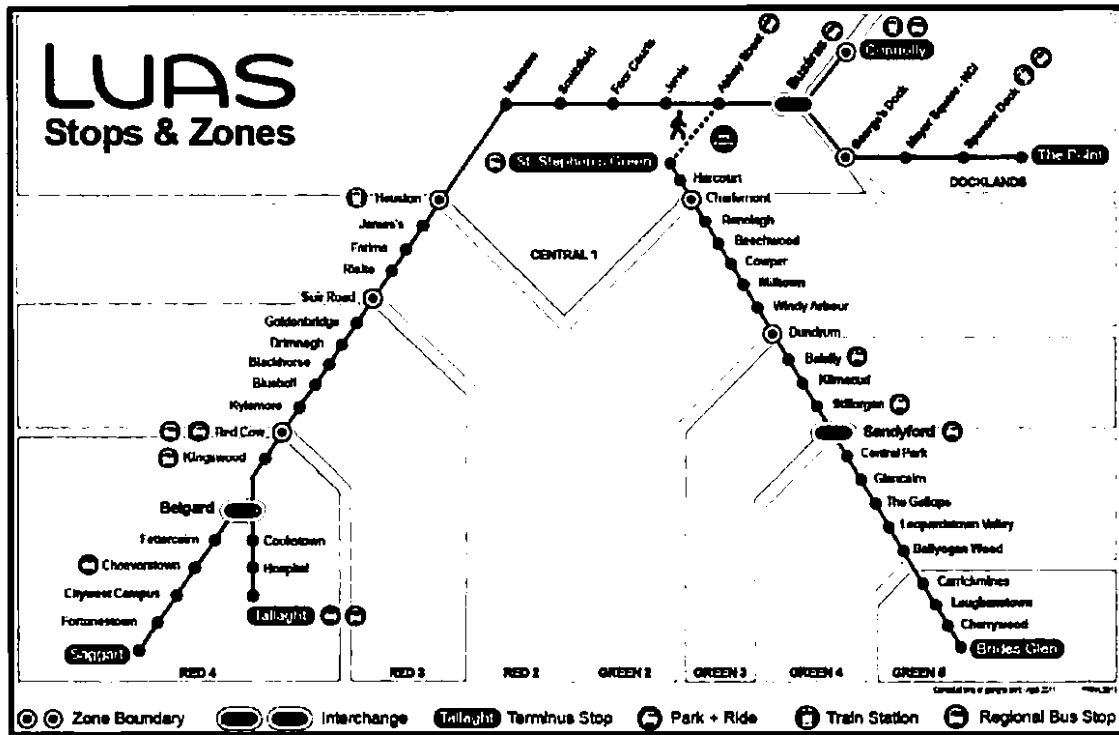


Figure 2a: LUAS Line Network

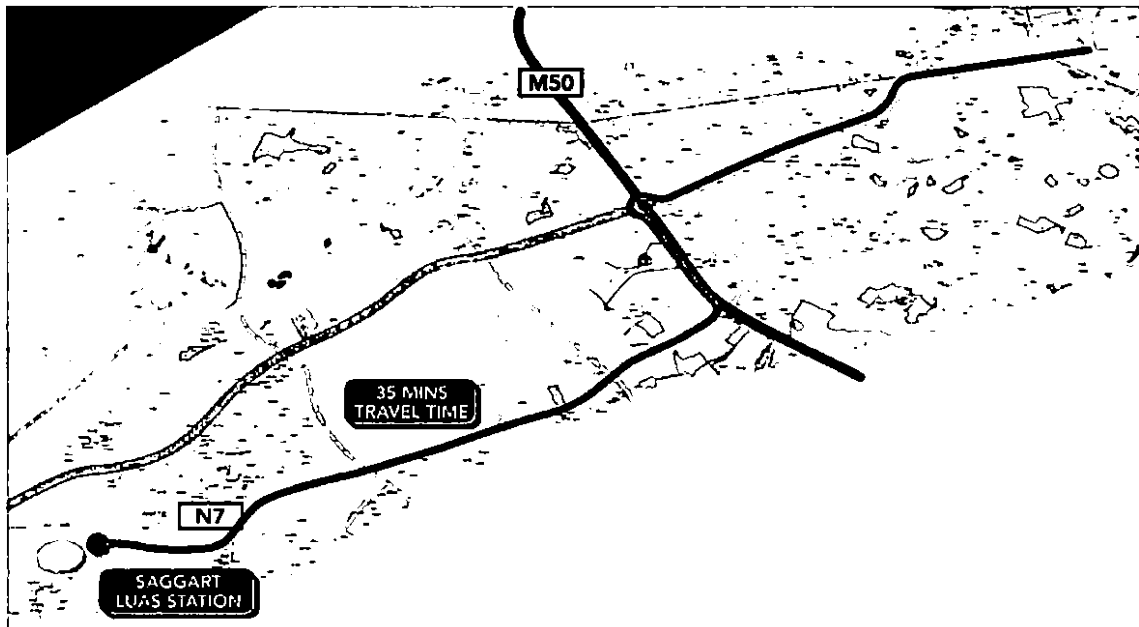


Figure 2b: The construction site can be accessed by the LUAS Line from the Saggart Station

4.2 DUBLIN BUS ROUTES

The Dublin Bus Route 123 passes through the hospital grounds and stops near the main hospital entrance.

From the city centre, Dublin Bus Routes 40 and 13 stop at the James's Street entrance.

Dublin Bus Route 68 stops on the South Circular Road close to the Rialto Gate entrance.

The Dublin Bus Core Network is shown in Figure 3 below.

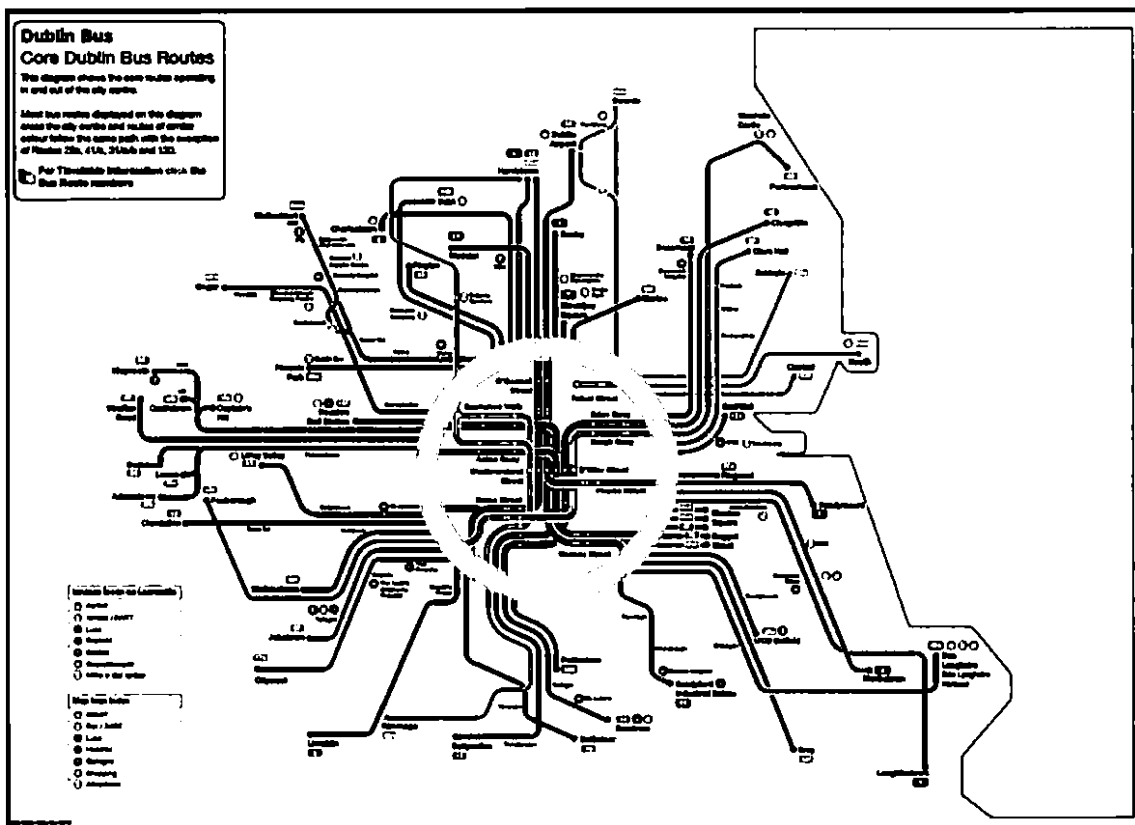


Figure 3: Dublin Bus Core Routes

4.3 DUBLIN BIKES

Dublin City Council currently operates the Dublin Bikes scheme. This scheme allows the public access to bicycles which can be hired at numerous locations across the city centre. Once registered, users can take a bike from a station and, when finished, return it to any station across the city. The first half hours use is free, with a small fee being charged for each subsequent hour. There is a bike stand location adjacent to the Mace shop on Brookfield Road, directly across the road from the Main Contract Phase A site. Figure 4 below shows the location of the Dublin bikes stands in the vicinity of the site.

There is ample, secure parking for bicycles in the BAM site compound area.

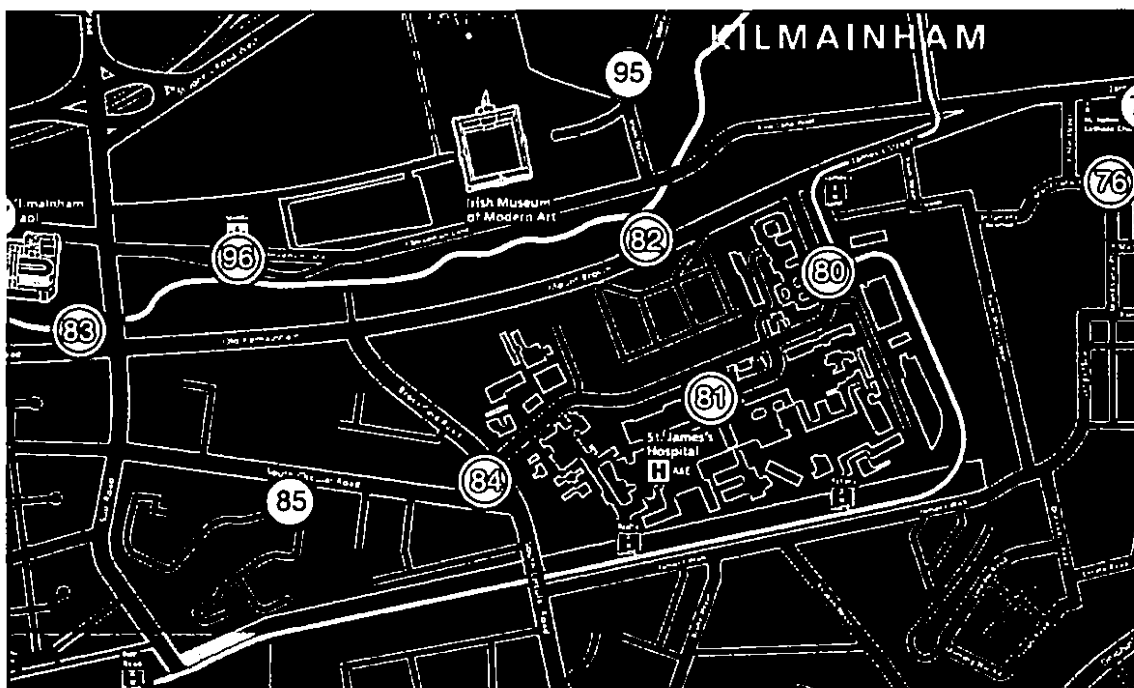


Figure 4: Dublin Bikes Stand Locations

Overall it can be seen that the Main Contract Phase A site is highly accessible by bike, by foot and by numerous modes of public transport through the high level of infrastructure and public transport services locally. Given the restricted car parking availability on the site and on the local road network, the importance of these alternatives transport options is notable and will be encouraged by BAM.

5. SPECIFIC MEASURES

In order to achieve the objectives set out in *Section 3*, a number of specific measures are proposed to be put in place:

5.1 MANAGEMENT & COORDINATION

BAM's Safety, Health and Environmental Manager will promote the use of public transport and walking / cycling by including details of the available transport options in the site safety induction.

- Tool box talks will be carried out with the operatives at various times during the project in relation to travelling to work and the available public transport options.
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- acting as an information point for operatives and staff;
- advertisement of public transport options in the canteen
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.

5.2 BUS USE

BAM will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and through the SJH Campus. Timetables and information on routes, ticket prices etc will be kept on hand at all times and made available to operatives and staff. All information will also be updated on a regular basis, with staff being informed of any changes /disruptions to services.

5.3 RAIL USE

BAM will keep on hand at all times information regarding ticket prices, frequency of services, routes etc. for all existing and future services. Again, information on any ticket offers such as taxsaver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated on a regular basis, with staff being informed of any changes/disruptions to services or any new services which may be coming on line.

5.4 CYCLE / PEDESTRIAN FACILITIES

There are a number of good quality cycle tracks and well-lit pedestrian walkways on the main arteries in the vicinity of the site. On-site facilities that will be provided for operatives and staff electing to travel to work by bicycle or by foot include:

- Provision of dedicated, safe and secure cycle parking in the BAM compound;
- Provision of drying room, changing and locker facilities for employees.

BAM will continue to promote cycling amongst staff through various schemes and promotions which may include:

- 'Bike to Work Week';
- Cycle safety training;
- Provision of high visibility vests.

6. MONITORING

The implementation and effectiveness of this plan will be reviewed at the Contractor's Monthly Safety Meeting.