

PLAN NO. PARTX/0017
COMP. REC. 11/02/19

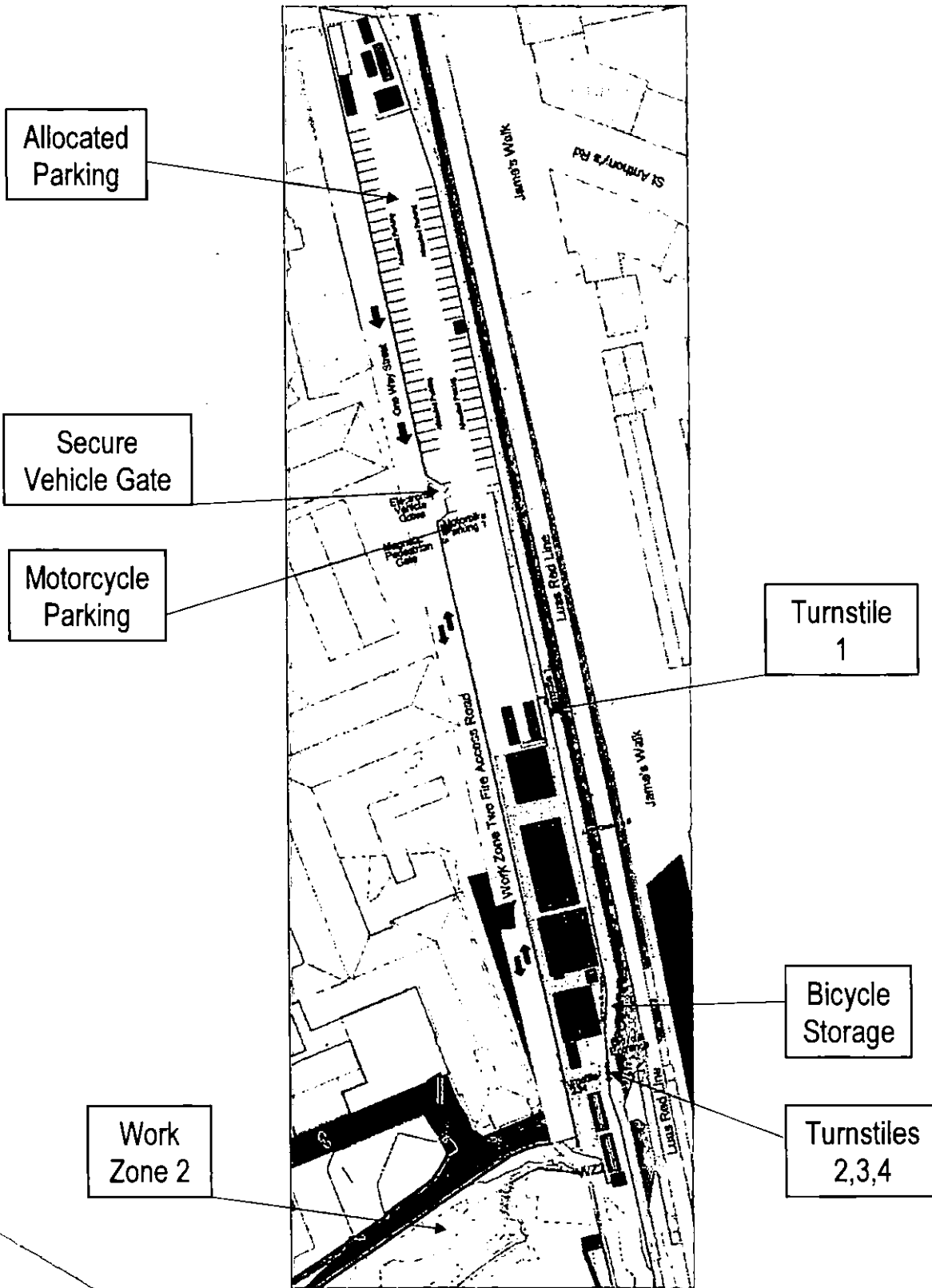
APPENDIX G

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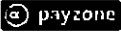




Appendix 2: Parking facilities at BAM Compound, Linear Park





- With Leap Card fares are up to **20% cheaper** than if paid with cash.
- Fare-capping means that once you reach a pre-set limit of charges when travelling, you will not be charged any further that day or week regardless of how much travelling you do. More information on fare-capping is at <http://about.leapcard.ie/fare-capping>
- You can buy and top-up a Leap Card in any shop displaying the  logo.
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TRANSPORT FOR IRELAND:

- Transport for Ireland has an online Journey Planner available at <http://www.journeyplanner.transportforireland.ie> which will allow you to enter your start and end points for any journey and show you the best options for using public transport.
- **The National Journey Planner provides journey planning, timetable and travel information from all licenced public transport providers across Ireland. It can** be used online or you can download an app for Android, Apple or Windows phones from <http://www.transportforireland.ie/journey-planner/about-journey-planner/>

<p>Irish Rail</p>	<p>Heuston Station and Connolly Station are both served by the LUAS Red Line from St. James's.</p> <p>Heuston Station is approx. 1.5km away and can be walked to in less than 30 minutes. It is 5 minutes by Luas from the Rialto stop.</p> <p>Connolly Station is also served by the DART as well as the LUAS Red Line.</p>	<p>Irish Rail Timetables (Including DART) are available online and for download at: http://www.irishrail.ie/timetables/timetable-pdfs</p> <p>The Irish Rail app is available from: http://www.irishrail.ie/timetables/apps</p>
<p>Dublin Bikes</p>	<p>Dublin City Council's Coca-Cola dublinbikes scheme <u>provides 100 public bike stations around the city</u> with approximately 1500 bikes available for general public use. The network of stations extends from the Mater Hospital in the north to the Grand Canal in the south and from Heuston Station in the west to the 3Arena in the east. There are four dublinbike stations within a short distance of St. James Hospital. The closest is opposite the Rialto entrance, there are two within the grounds of the hospital and one at the service station at Mount Brown.</p>	<p>Information on using DublinBikes: http://www.dublinbikes.ie/How-does-it-work</p> <p>A map and list of all current Bike Stations in Dublin City is available at: http://www.dublinbikes.ie/Stations</p>

Leap Card:

- The Leap Card is a pre-paid travel card that can be used on LUAS, Dublin Bus and DART. Full details are at www.leapcard.ie

Appendices

Appendix 1: Parking Restrictions/ Public Transport Signage

PUBLIC TRANSPORT ROUTES TO BAM NCH/ST. JAMES HOSPITAL

Please be aware that there is no car-parking onsite, and you are requested to avoid parking on local residential streets.

Public Transport available in and around St. James Hospital

Transport	Details	Useful information
Dublin Bus	<p>There are a number of buses a short walk away: Buses 13, 17, 40, 68/a, 122 and 123 are all less than a 10 minute walk from the hospital.</p> <p>The 123 stops within the grounds of the hospital approx.. 350 metres from the BAM compound.</p>	<p>Dublin bus online and PDF timetables: https://www.dublinbus.ie/Your-Journey1/Timetables/</p> <p>There is a mobile-friendly site available at: https://www.dublinbus.ie/DublinBus-Mobile/</p> <p>Dublin Bus also has free apps for Android and Apple: https://www.dublinbus.ie/Your-Journey1/Mobileapps/</p>
LUAS	<p>There are two Red-Line LUAS stops close to the hospital and the trams run approx. every 5 minutes.</p> <p>The Rialto stop is 400 meters from the BAM compound (turn left when leaving the hospital via the Rialto entrance).</p> <p>The St. James stop is at the main entrance to the hospital on James's Street.</p>	<p>LUAS Information on Times and Frequency: https://www.luas.ie/times/</p> <p>The Red Line has two Park+Ride car parks at Cheeverstown and the Red Cow – full details online: https://www.luas.ie/park-and-ride/</p> <p>LUAS also connects with DART, Irish Rail and Dublin Bus stops - For more information, please visit: https://www.luas.ie/transport-connections/</p> <p>The free LUAS app can be downloaded from https://www.luas.ie</p>



buses/ vans to park and wait for personnel to return after their shift. This will ensure that unnecessary large vehicles are not coming onto site or congesting the local area. All subcontractors are notified of the parking restrictions prior to appointment and have agreed to the above conditions.

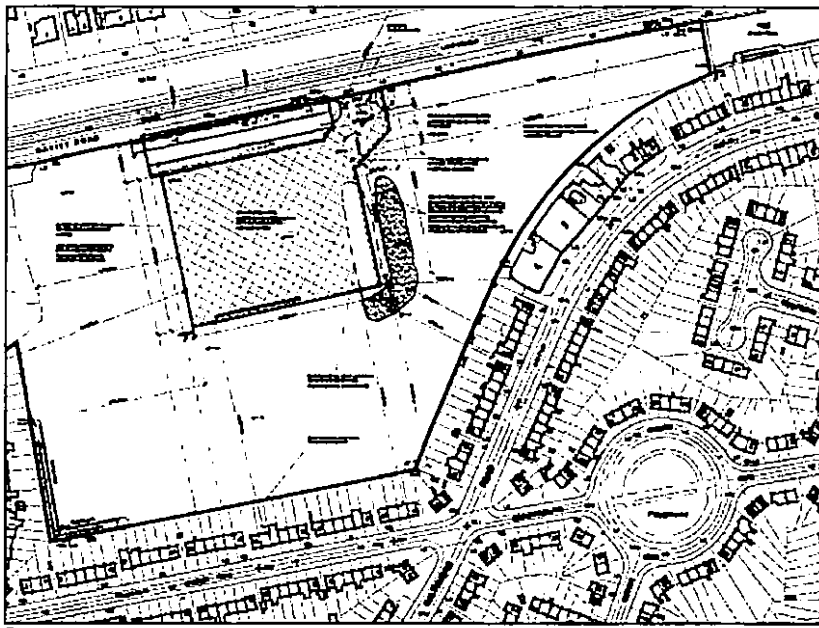


IMAGE 5: DAVITT ROAD COMPOUND

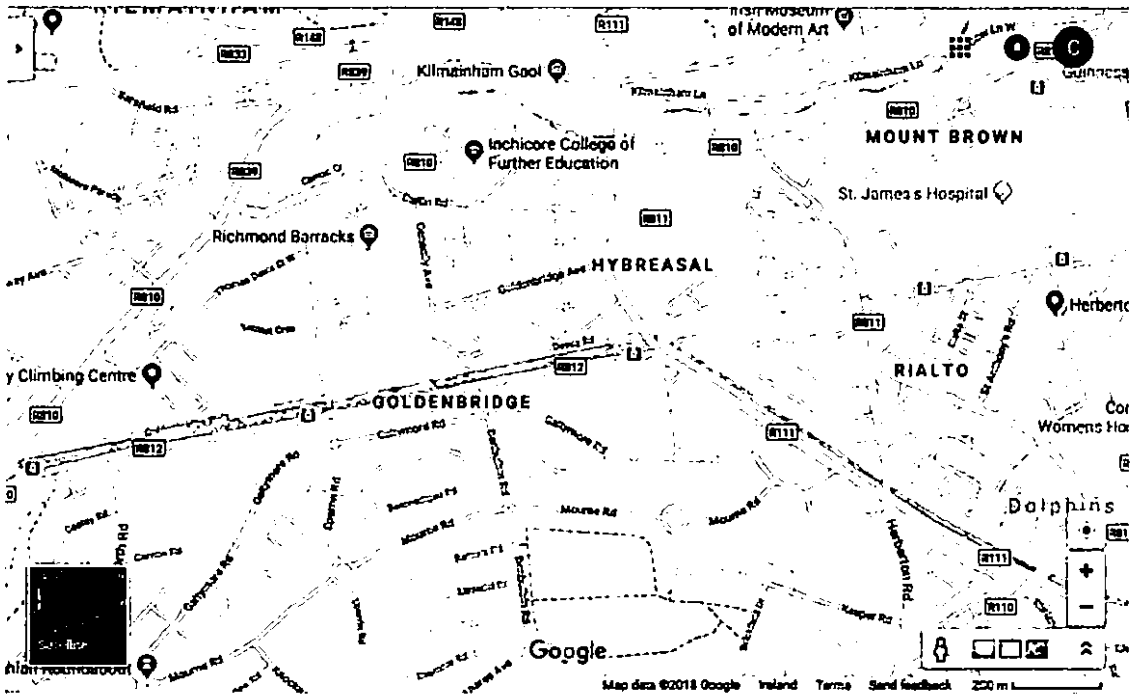


IMAGE 6: DAVITT ROAD COMPOUND LOCATION MAP

Although our recent survey did not suggest a requirement, the Davitt Road facility can be used as a drop-off point for any subcontractors that provide transport for their personnel. From there, personnel can take the Luas to travel to site. We have identified an area between the hoarding and the compound that may be used for short periods, for

Ample secure bicycle storage facilities are provided within the compound, to guarantee the security of bikes during working hours. A designated bicycle entrance to the compound is currently being designed, to facilitate the passing of bikes through a secure entrance. Bike storage is suitably located to provide easy access for cyclists at the western entrance at Linear Park, next to the existing secure access turn-styles. The bicycle entrance will be finalised and installed by October 31st, 2018.

Vehicular & Motorcycle Access

As outlined in the EIS and the St. James's Hospital Smarter Travel Programme, the management of car parking has the greatest impact on encouraging the use of alternative modes of travel. In line with this there is limited parking available at the compound, with a small area designated to accommodate senior management and any vehicles required to carry heavy loads for work purposes. Facilities are provided on-site for the storage of tools and equipment, to reduce the numbers of vehicles requiring access to the site for that purpose.

There is a fob system in operation for the parking area, to ensure security and control of vehicles entering the compound. For any personnel that use heavy equipment to undertake their work, management will be informed that access will be only permitted to carry the equipment, and under a daily issued vehicle permit.

Motorcycle vehicles are also permitted to park in this area. According to our recent survey, 9 staff and personnel ride motorcycles to work, and this is easily accommodated within the compound parking area, with contingency space for more if necessary.

Image 4 below illustrates the site compound, the secure access points, the allocated parking facilities and the secure bicycle storage. A full-size version of this can be found in Appendix 2.

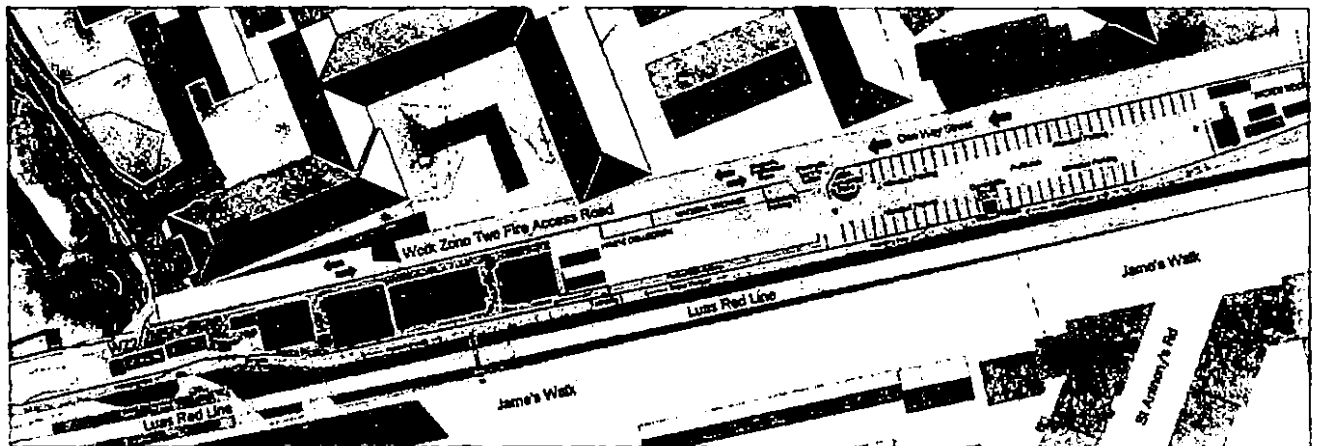


IMAGE 4: LINEAR PARK SITE COMPOUND

In addition, limited parking will be available at the Davitt Road compound, to facilitate the staging of construction traffic and the delivery of materials to site. The Davitt Road compound is displayed in Image 5 below, and the yellow X marked on the map in image 6 indicates the location of the compound relative to the hospital site.

The footpath along Linear Park is being maintained to facilitate pedestrian access through the turnstiles. This accommodates personnel walking to the site compound and those arriving at the Fatima and Rialto Luas stations, as well as personnel walking from other public transport services in the surrounding area. The path also provides access between the Luas station and the South Circular Road, leading to site access points at the Rialto entrance, the private clinic, Zone 1 security checkpoint and Zone 2 fire road security checkpoint. Image 3 below illustrates the site zones and access points.

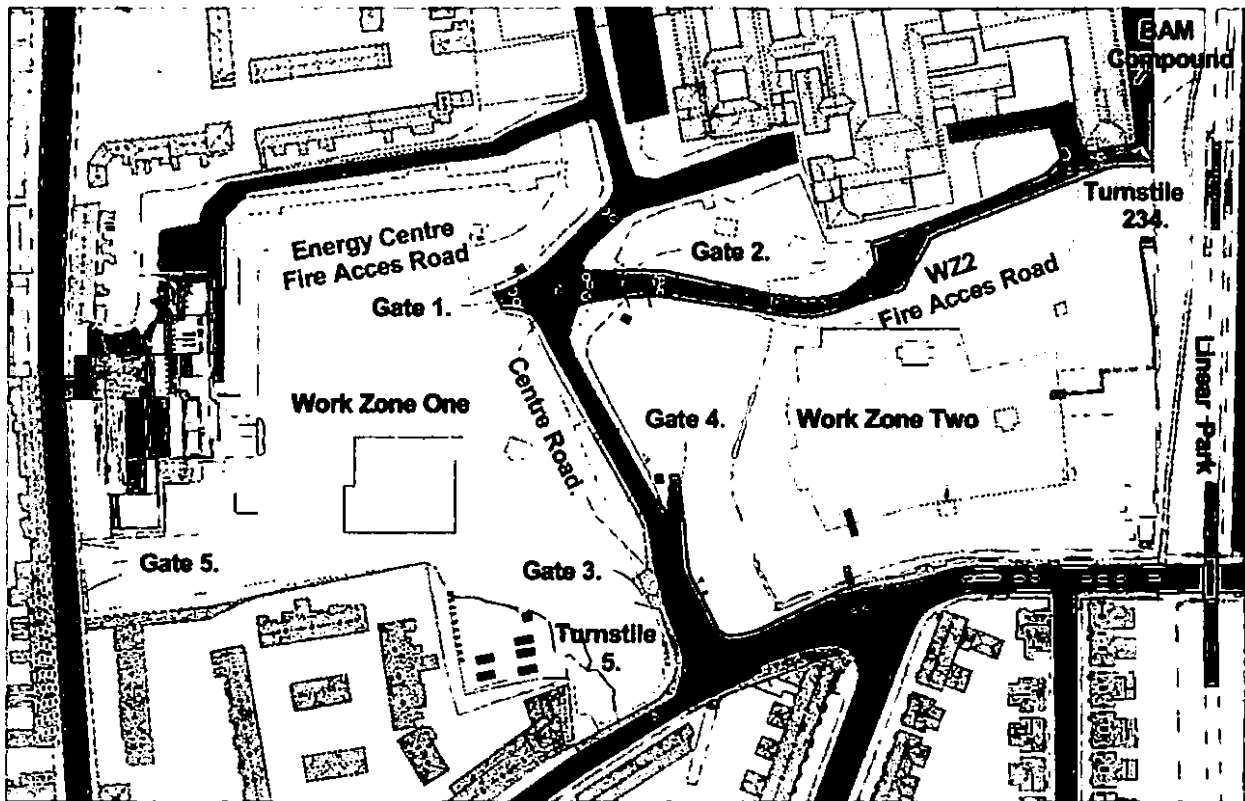


IMAGE 3: SITE ZONES AND ACCESS POINTS

The St. James's Hospital Smarter Travel Programme and mobility plan included the provision of one new pedestrian turn-style entrance to the hospital at the Fatima Luas Stop, in 2016. According to the plan, this is said to significantly enhance the access to the hospital by foot from the Luas and the existing bus services located on Cork Street. In line with this, we are confident that the existing pathways and 4 turn-style entrances to the site will be sufficient to manage the volume of personnel arriving to the site by foot, up to the end of 2018.

Bicycle Access

According to our recent survey, the number of personnel cycling to the site is currently quite low, and those that cycle use facilities inside the BAM compound to lock their bicycles. Some of our subcontractors anticipate an increase in numbers cycling to the site, both on personal bikes and on Dublin Bikes.

In the interest of encouraging more people to cycle, we have recently announced the "Cycle to Work" scheme and are promoting this amongst the construction workers as well as office staff. In addition, as committed to in the EIS, to encourage cycling and the use of the Dublin Bikes facility, we have installed changing and showering facilities on site.

	A	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	U
1	Company	Bicycle	Motorbike	Car	Carshare	Car/Luas	Car/Bus	Van	Van/Luas	Van/Bus	Van Share	Bus	Bus/Luas	Train	Train/Luas	Luas	Walk	Other
2	BAM	4	3	46		1		1			14	8				3	8	
3	Design Team			5														
4	Construction Catering	1						1										
5	Epic			1													1	
6	THM	2		4	1			1				1		1				
7	Inch	20	5	5	5	10		5	5			20	15	5	5	20	20	
8	KDS	1										1						2
9	Jones Engineering	4		1	5			2					8	1				1
10	NCLS		1															
11	McCreery			2														
12	JWC			4								1	2		1			
13	COO			1		1												
14	AA Euro			1				1										
15	Clonard			1	2			2									6	
16	McGee				1													
17	Maguire			1													2	
18	Medimec							1										
19	Other Canoy							2										
20	PJP				2													
21	PJE					2	1			1	1						1	
22	Kavanagh Crane Hire								1									
23	Shewport							1										
24	MI Hoc							1				3	2				2	
25	MCR											2	1					
26	Radon Barrier										2							
27	MERCURY			6	2	1	2					4	4					
28	TOTAL	32	9	78	18	17	3	18	6	1	17	40	32	7	6	35	31	350

TABLE A: SITE PERSONNEL TRAVEL SURVEY RESULTS

	A	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Company	Bicycle	Motorbike	Car	Carshare	Car/Luas	Car/Bus	Van	Van/Luas	Van/Bus	Van Share	Bus	Bus/Luas	Train	Train/Luas	Luas	Walk	Total
2	ALL	32	9	78	18	17	3	18	6	1	17	40	32	7	6	35	31	350

TABLE B: SUMMARY TABLE BY MODE OF TRAVEL

Survey Conclusions

Pedestrian & Public Transport Access

For staff and personnel that walk to the site or take public transport, we do not envisage that any further arrangements are required to be made. The site can currently be accessed at 5 main points: 4 turn-styles entering into the site compound, located along the footpath at Linear Park, 1 near the private clinic and 3 security check points, one at the roundabout at Zone 1, one at the security checkpoint at the fire road access point to Zone 2 and one at the security checkpoint at the Rialto entrance to Zone 2.


are confident that the above connectivity negates the necessity for personnel to travel to the site by car, regardless of origin.

Parking restrictions are communicated to all subcontractors at procurement stage. In addition, the mobility plan is promoted to all personnel during the daily induction. Image 2 below shows the signage on display on site, ensuring personnel understand the parking restrictions and public transport options available. Please see Appendix 1 for the full-size version of this sign.

As committed to in the EIS, the promotion of sustainable travel draws upon the opportunities provided by the location of the site and emphasises the many alternatives to private car travel. "Tax saver" tickets are promoted to BAM staff and also communicated as a recommendation to subcontractors.

PUBLIC TRANSPORT ROUTES TO BAM NCH/ST. JAMES HOSPITAL

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Public Transport available in and around St. James Hospital

Mode	Details	Notes
Bus	There are several routes that include stops at or near the site. The main route is the 100 bus which runs from the city to the site. The 100 bus is a high capacity bus and is the most convenient mode of transport for most people. The 100 bus runs every 15 minutes from 06:30 to 22:00. The 100 bus is a high capacity bus and is the most convenient mode of transport for most people. The 100 bus runs every 15 minutes from 06:30 to 22:00.	For more information on bus routes and fares, please visit www.dublinbus.ie
Tram	The tram is a high capacity mode of transport and is the most convenient mode of transport for most people. The tram runs every 15 minutes from 06:30 to 22:00. The tram is a high capacity mode of transport and is the most convenient mode of transport for most people. The tram runs every 15 minutes from 06:30 to 22:00.	For more information on tram routes and fares, please visit www.dublintram.ie
Train	The train is a high capacity mode of transport and is the most convenient mode of transport for most people. The train runs every 15 minutes from 06:30 to 22:00. The train is a high capacity mode of transport and is the most convenient mode of transport for most people. The train runs every 15 minutes from 06:30 to 22:00.	For more information on train routes and fares, please visit www.dublintrain.ie
Other	There are several other modes of transport available in and around the site. These include taxis, private hire vehicles, and bicycles. For more information on these modes of transport, please visit www.dublintransport.ie	

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IMAGE 2: PARKING RESTRICTIONS & PUBLIC TRANSPORT OPTIONS SIGN

Staff & Personnel Travel Survey

Adopting the same approach as that used in the development of the mobility plan for the St. James's Hospital Smarter Travel Programme, we have undertaken a survey of all staff and personnel currently on site to gain an understanding of the modes of transport used to travel to and from work each day. We have also requested that all subcontractors provide projected numbers of personnel to the end of the year and completion of Phase A, along with the expected modes of transport and their proposals for getting personnel to and from the site. The outcome of the surveys is displayed below, with Table A showing the results of BAM staff & Subcontractor Personnel and Table B showing a summary of numbers by modes of travel. This data formed the baseline upon which to make assumptions regarding requirements for parking/ bicycle storage facilities etc. for the remainder of Phase A.

Current Situation

The EIS envisaged up to 100 vehicles a day to be generated by construction staff at the construction site. The following plan takes account of this, along with the measures required to reduce reliance on vehicular access to the site. Parking onsite is extremely limited. It is our intention to keep the numbers of personnel travelling to work by car to an absolute minimum, in line with the numbers committed to in the EIS. Therefore, the site parking is limited to senior management and a small number of staff that require vehicular access to bring equipment on site (agreed on a case by case basis only). As noted in the EIS, storage facilities are provided onsite to store tools and equipment where required, to limit the requirement for vehicular access for this reason.

The site is ideally located within close proximity to public transport services, such as Luas Red Line, several bus corridors, as well as a number of Dublin Bikes docking stations. Image 1 below illustrates the location of public transport facilities within the immediate vicinity of the site and the distance to site from each.

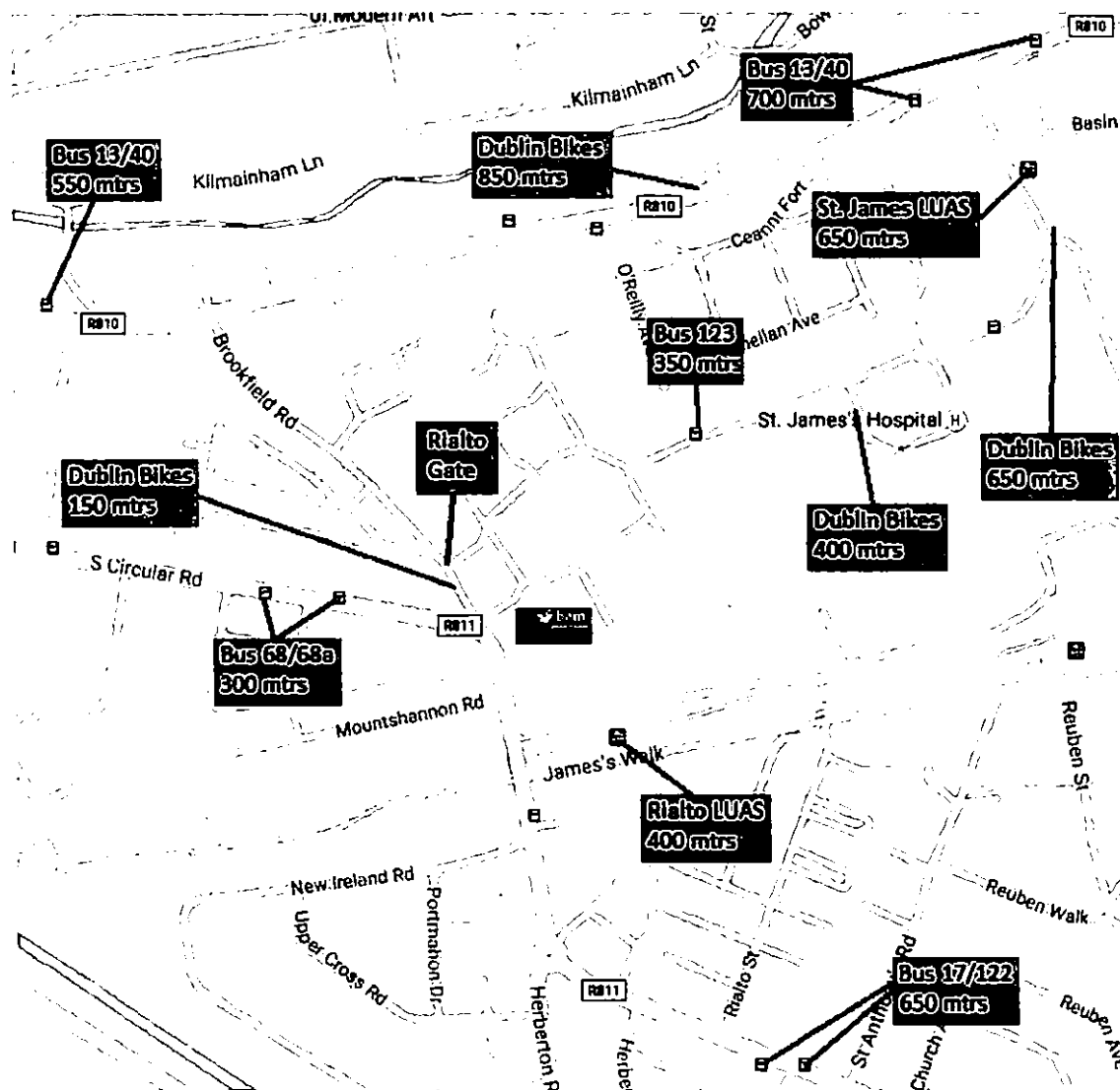


IMAGE 1: PUBLIC TRANSPORT LOCATIONS & DISTANCE TO SITE

Further to the above, the Luas Red Line connects to Heuston Station, Connolly Station and Luas Cross City, along with numerous other bus routes and Dart, with multiple onward connections to further destinations, including Luas Green Line. There are also a number of park and ride facilities provided at existing Luas, Train and Dart stations around the periphery of the city, for any personnel unable to access public transport, or travelling long distances. We

Introduction

The new children's hospital will be located on the western side of the existing St James Hospital campus. To the east of the site is the Ceannt Fort residential area, to the southern end is the linear park along which the Luas Red Line runs with two stops at Rialto and Fatima, to the west of the site are the South Circular Road, Brookfield Road and Cameron Square residential estate and to the north is the energy centre of the existing hospital.

The construction site for the National Paediatric Hospital is located on a 4.85ha site, with the site compound at Linear Park, St. James's Walk. This location is considered to be within Dublin city centre, just over 1km from Heuston Station and approximately 3km from College Green and St Stephen's Green.

The St. James's Hospital Smarter Travel Programme, which encompasses the existing hospital and the new children's hospital, has been established and is now being implemented. A key target of the smarter travel programme is to reduce car use, in line with national and local planning policy, to manage the potential impact the new children's hospital will have on the local environment, during construction and when it is operational.

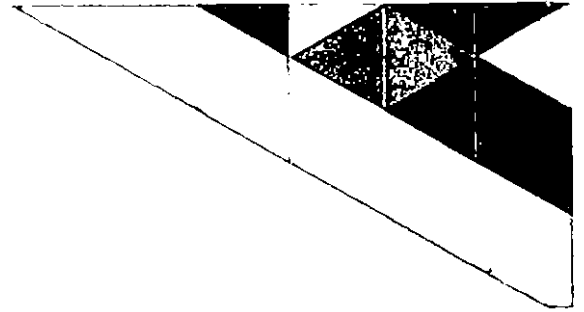
The programme sets out a series of measures to achieve this objective, including the following for the construction phase of the hospital:

- The appointment of a Contractor Mobility Manager who will liaise directly with the Mobility Manager for the St James's Hospital campus;
- Carry out travel surveys among contractors based on site;
- Actively promote the Mobility Management Plan measures among construction staff;
- Promote direct pedestrian access to the construction site from both the Rialto Luas stop and the Rialto entrance from South Circular Road;
- Provide secure storage facilities for construction staff to store tools and other work equipment;
- Provide bicycle parking for construction staff;
- Provide changing facilities for construction workers within the construction site;
- Promote the 'Cycle to Work' scheme among construction staff
- Promote the 'Tax saver' tickets among construction staff

A mobility plan was designed to promote sustainable modes of travel and reduce reliance on car travel, for existing and future staff and visitors to the hospital campus. It was developed following comprehensive analysis of existing staff travel patterns and behaviours, through staff travel surveys.

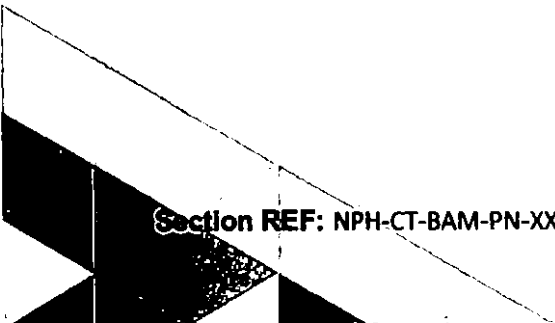
The St. James's Hospital Smarter Travel Programme was taken into account in the Environmental Impact Statement for the new children's hospital and both inform the following mobility plan for the construction of the development. A similar approach has been adopted for the development of this construction site mobility plan, in the use of staff travel surveys to provide appropriate data on which to base the plan, as well as the replication of measures to achieve the objectives of the St. James's Hospital Smarter Travel Programme. This plan will facilitate the safe and secure access of all staff to the development site, while also keeping the volume of additional traffic in the area during construction to a minimum. It takes into account the projected staff numbers up to the end of 2018 and the completion of Phase A. It is currently not possible to produce a plan for the full duration of the project through Phase B, but one will be produced in a similar fashion to the proposed plan below, once the contract is finalised and the final projected numbers of personnel are available. The mobility plan requirements for Phase B, once finalised and agreed, will be included as a condition of contract for all Phase B subcontractors. As with Phase A, the mobility plan for Phase B will also be fully aligned with the EIS and the St. James's Hospital Smarter Travel Programme.

This plan is focused on continued engagement with the local community to ensure that any travel demand impacts, including on-street parking issues are addressed if they arise.



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Approval Record

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PLAN NO. PARTX/0017
COMP. REC. 11/02/19

NEW CHILDREN'S HOSPITAL

Draft Site Mobility Plan
NPH-CT-BAM-PN-XXX-0001

