**Mobility and Access Workshop**

Date: Thursday Feb 22nd 2024

Attendance

PMC Peter Finnegan – Chair, Billy Murphy – Community Facilitator,

NPHDB -Phelim Devine, Rhonda Evans Samantha Kavanagh –

SJH Barry McKenna -St. James’s Campus Sustainability Manager , Niall McElwee -Director of Capital Project SJH

Children’s Health Ireland Sean Browne – Sustainability Manager

National Transport -David Clements

DCC Brendan O’Brien Executive Manager Traffic DCC Stephen Coyne South City Office

Cllr Marie Devine

RPMC Resident Reps :Mary Kearny Jean Early Brenda Meehan George Ray Damien Farrell Siobhan Geoghegan

Resident Association Guest Michelle Tighe

**Objective** : to further the dialogue and understanding between residents and key stakeholders ( St James ; NCH ; Dublin City Council ; NTA) on plans, challenges, issues and solutions to ensure effective mobility in the area around the hospital , access provision and movement, and impact on the local population and the staff/patients in both hospitals

Agenda

1. Noting of current issues /clarification requests/questions from residents (listed below in section A)
2. Movement realities current and anticipated;
   1. • Input from St James Mobility Manager;
   2. • Input from Dublin City Council Traffic on traffic and movement
   3. • Input from Dublin City Council Area Office on significant planned/potential developments in the area that will impact on movement and traffic
   4. • Input from NTA on public transport provision
3. Discussion on plans/approaches to address mobility and access challenges in the area when both Hospitals are operational Following the Workshop a draft summary of Challenges and planning need will be circulated and participants will be invited to contribute to the final paper.

Section A : issues /clarification/questions - what are the plans and the provision for connected and continuous Cycle routes accessing the hospital, and within the hospital campuses. - Bus Corridor/Gate along Mount Brown – what impact will this have on access to the hospital and access to residential areas within the Bus Gate ?

Will traffic flow be two way or one way ?

- Traffic Flow from Herberton Bridge towards Rialto Bridge and into the SJH Campus – Can anything be done to reduce congestion caused by the current traffic flow into the roundabout in Rialto and by the sequencing of lights on the bridge giving priority to pedestrians?

- The Mace Junction – what will the final look be/left filter light from Rialto Bridge onto SCR Kilmainham…what is the provision envisaged for cyclists in this area.

- Parking in the Public Realm around the Hospital - DCC Pay & Display Strategy ; will it be extended to all streets adjacent ? Does this require street by street plebiscite ? what zoning is intended in terms of charges ?

- Car parking in the NCH – number of spaces for staff and visitors – charging regime

Immediate Notes from meeting

Purpose sharing information with an understanding of balancing rights and rationalising movement and mobility for all.

Barry McKenna

* Update meeting on Campus mobility plan.
* Additional parking in Thomas Street being utilised.
* Cycle programme in full tilt cycle hubs full (1000) places . Campus also in receipt of an grant from NTA 100k to develop E car hubs and toa 40K grant to establish a Bike Library (borrow try out for three months and then have open to buy under the gov scheme)
* Through road due to be closed and should result in a 10-15% reduction in traffic (campus must be closed prior to bus gate to avoid a rat run through hospital)
* Have requested LUAS to increase and extend links and times to facilitate staff accessing hospital.
* Campus received Gold Award for Walking and Cycling.
* Cycle access points through out campus perimeter.
* Staff Travel survey to take place this year (pre Summer or later in year) expect a 25-30% response, however two additional indicators show that things are moving in the right direction, bike parking the 17% target has been exceeded substantially and the uptake on the tax saver tickets almost at pre covid levels.

Niall McElwee (Slide Presentation)

Hospital designed in 70’s and built in the 80’s , a lateral construct which now has to become a vertical one to meet demands. In 2015 when planning permission obtained for Children’s hospital was obtained trips to James numbered 180,000 per year, now that number is above 300,000. As well as rebuilding the hospital to consist of 5/7 to 10 story heights the campus intend building other campuses or site adjacent to James, at 162-165 James St, Basin Lane,(mixed residential and ambulatory services) mount carmel (day surgical ) and the largest site a Davitt Road (out patients) current store for BAM. there . In addition James require residential property to house staff and therefore all future developments will include residential options .

Brendan O’Brien

Current traffic is at 85% of pre covid numbers.

Use of Public Transport far exceeds expectations for 23/24 which bucks the trend in other EU countries where the return to public transport has not occurred. Programmes to attract public to options are working.

However unlike James’s DCC do no see a return to pre covid numbers cycle routes will continue to be provided

**Local issues**

Herberton Bridge light sequence is being reviewed due to complaints

MACE junction returning to previous set up in spite of “good practice” that slip lanes should be removed.

Pay and display must be by plebiscite , in response to a 25% request .

P&D do remove commuter parking however it can also remove available parking and therefore P&D must be an agreement between residents and DCC.

Parking bylaws need to be changed to change local rates and these laws are due to be reviewed this year (hold up lack of staff) there will be a public consultation in relation to any review.

Residents need to request to Road Maintenance for a review of a “specific” case for a pedestrian crossing or ramps etc for DCC to review no time frame mentioned.

Action Point Cycle way Mary Aikenhead House

Stop moving cars from St Anthony’s Road -Either put in double yellow lines or a warning to motorists that you cannot park at top of St Anthony’s Road

Impact of bus connect on traffic movement on SCR

Impact of bus gates on quays on traffic flow on SCR

David Clements – National Transport

Currently according to planning there is no left turn coming out of James into Mount brown from the entrance or carpark and as an extension Ceannfort. Campus informed meeting that campus cannot operate with this situation and are seeking a meeting with NTA to make their case.,

Stephen Coyne Dublin City Council – Slide Presentation on Developments in Dublin 8 – slides attached