

## MOBILITY MANAGEMENT PLAN

### Nursing Home Extension

Sally Park Nursing Home,  
Sally Park Close,  
Firhouse, Dublin 24.

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Site Name	Sally Park Nursing Home,
Site Location	Sally Park Nursing Home, Sally Park Close, Firhouse, Dublin 24.
Site Description	0.393 acre site positioned on the R114 (Firhouse Road) and accessed by the Ballycullen road
Proposed Development	Oaklands Nursing Homes Ltd. are applying for permission for construction of modern single storey structures attached to the west and east of the existing building, and for construction of a) a Single storey (53.1 m <sup>2</sup> ) extension attached to the East of the existing building, & b) a two storey (161.0 m <sup>2</sup> ) extension attached to the west of the existing building, & c) a three storey (189.2 m <sup>2</sup> ) extension attached to the north of the existing building. The existing structure is a detached structure (SDCC RPS no. 285). Construction to include all required site works and enabling works

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# 1. Introduction

CEA has been requested by South Dublin County Council to prepare a Mobility management plan for the proposed extension to Sally Park Nursing Home at, Sally Park Close, Firhouse, Dublin 24 as part of a preplanning consultation.

The purpose of this Mobility management plan is to provide a quantitative appraisal of the access and parking provision for the site. It is our objective to describe the existing site, the proposal and the current parking requirements in order to best accommodate the required parking for the proposed development.

CEA Ltd are of the opinion this report is a commensurate assessment of the requirements of the proposed development and appropriately shows that the proposed development will not adversely impact or impede the working of the streets and residences in the locality.

## 1.1 Site Location

The proposed development is located in Tallaght on the R606 regional road. The site is not bounded by any river though the River Dodder passes through the valley to the north of the site. The site is surrounded by residential developments Sally Park Close and Monalee Wood to the West, South and East. The site has the R114 (Firhouse Road) to the north and is accessed via the Ballycullen Road through Sally Park Close to the East.

## 1.2 Mobility Management Plan; Aims and Objectives

This mobility management plan intends to assess the appropriate provision of parking for the development and to identify opportunities to minimise reliance on the car as a primary modality for travel to and from the building by staff and visitors.

### Aims

- A reduction in car journeys to and from the work site
- An increase in the number of people who share their journeys by car
- A reduction in the need to travel, especially during the rush-hour periods
- Enabling staff to use alternative modes of transport

It is an objective of the mobility management plan to inform decisions on ...

- Parking provision
- Modality of staff travel
- Opportunities for management to influence an improvement in non-car travel
- The implementation and ongoing management of those management initiatives

## 1.3 Terms of Reference

All advice offered by this practice is provided subject to the standard terms of engagement for the appointment of consulting engineers for report and advisory works as published by the Institution of Engineers of Ireland and the Association of Consulting Engineers of Ireland (ACEI) – Agreement RA 9101. Your use of this report indicates your agreement to these conditions. You may view a copy of this document at our offices or purchase a copy from the referred institutions.

## 1.4 Report Structure

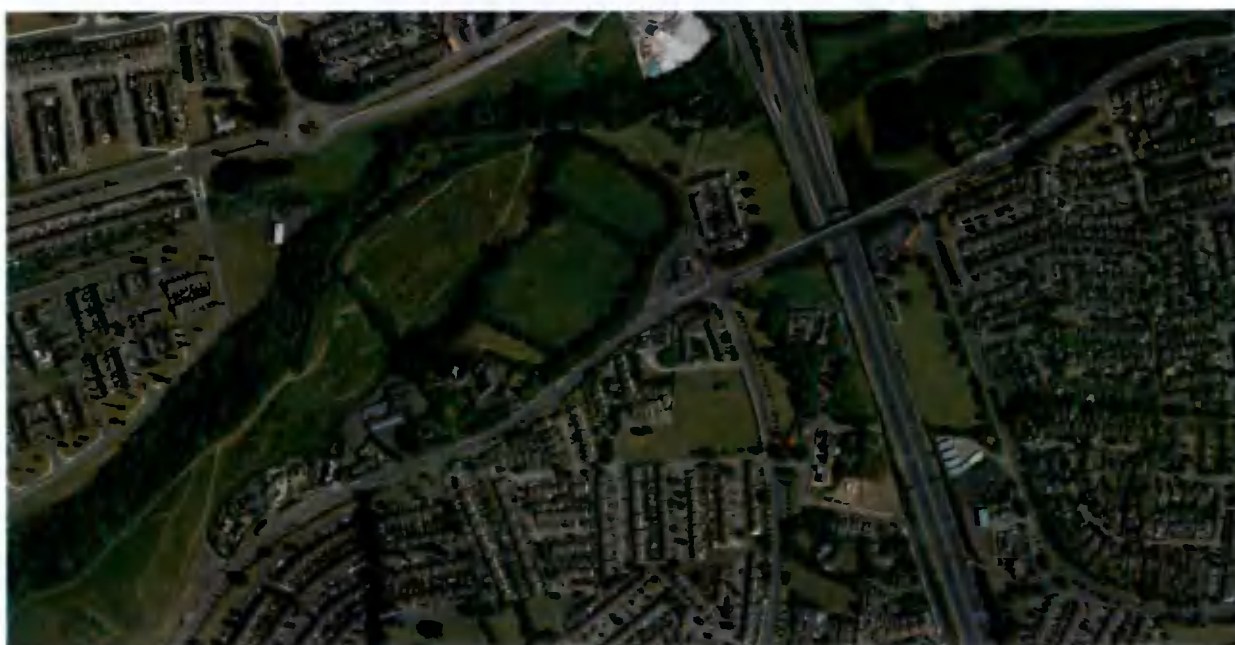
This report intends to analyse a parking usage survey undertaken at the existing facility and derive there from a methodology for managing the usage of cars to access the facility by both staff and visitors.

The report will consist of 3 stages.

- Contextual Study and Parking Survey
- Analysis of survey, site and context to assess key contributing factors and identify opportunities to diversify the modality of journeys to the facility.
- Recommended initiatives and methodologies of implementation.

## 1.5 Context Mapping

CEA reviewed the site layout maps, and conducted a search of relevant databases maintained by the Office of Public Works (OPW), Local Authority and Ordnance Survey of Ireland (OSI).



*Satellite view of the site and surrounding residential context.*



*Close Satellite view of the site and its direct context.*

## 2. Parking Study

### 2.1 Study

A study of parking trends was undertaken over the course of 6 days from Tuesday the 26th of March to Sunday the 31st of March 2020 onsite at the existing Nursing Home. The observed values here shown represent the parking usage by the staff and visitors for the existing 43 bed nursing home. The proposed extension (with amendments to the capacity of the existing building) raise the number of residents to 63. The table also indicates the additional staff which will be present after the extension has been completed.

## 2.2 Observed Values onsite during the proposed Week.

	Time	Tues 26 <sup>th</sup> March		Wed 27 <sup>th</sup> March		Thurs 28 <sup>th</sup> March		Fri 29 <sup>th</sup> March		Sat 30 <sup>th</sup> March		Sun 31 <sup>st</sup> March (Mother's Day)	
		Cars in Car Park	Staff in Building	Cars in Car Park	Staff in Building	Cars in Car Park	Staff in Building	Cars in Car Park	Staff in Building	Cars in Car Park	Staff in Building	Cars in Car Park	Staff in Building
Morning shift change	8.00 am	11	17	12	17	12	17	13	17	8	14	10	14
Mid-Morning Shift	11.00 am	11	13	13	17	12	17	12	17	9	14	14	14
Afternoon shift change	14.00 pm	7	17	5	13	7	13	7	13	3	10	3	10
Mid-Afternoon Shift	18.00 pm	7	11	5	11	9	11		11	5	10	13	10
Evening shift change	20.00 pm	9	10	6	10	5	10	7	10	6	10	9	10
Mid-Evening Shift	22.00 pm	2	4	2	4	2	4	1	4	1	4	2	4

### 2.3 Calculated values based on extended capacity and Staffing.

	Tues 26 <sup>th</sup> March		Wed 27 <sup>th</sup> March		Thurs 28 <sup>th</sup> March		Fri 29 <sup>th</sup> March		Sat 30 <sup>th</sup> March		Sun 31 <sup>st</sup> March (Mother's Day)	
	Calculated Cars	Staff in Building	Calculated Cars	Staff in Building	Calculated Cars	Staff in Building	Calculated Cars	Staff in Building	Calculated Cars	Staff in Building	Calculated Cars	Staff in Building
Morning shift change	14	22	16	22	16	22	17	22	11	19	14	19
Mid- Morning Shift	14	22	17	22	16	22	16	22	12	19	19	19
Afternoon shift change	9	17	7	17	9	17	9	17	5	15	5	15
Mid- Afternoon Shift	10	15	7	17	12	15	15	15	8	15	20	15
Evening shift change	13	14	8	14	7	14	10	14	8	14	13	14
Mid- Evening Shift	3	6	3	6	3	6	2	6	2	6	3	6



## 2.4 Analysis

Averages observed...

Time Period	Average Car / Staff	Peak Car park Occupancy
Tuesday	0.6448	11
Wednesday	0.568	13
Thursday	0.6280	12
Friday	0.4931	13
Saturday	0.4773	9
Sunday (Mothers Day)	0.785	14
<b>Average</b>	<b>0.5996</b>	<b>14 Car Peak</b>

Time Period	Average Car / Staff	Peak Car park Occupancy
Morning shift change	0.6848	13
Mid-Morning Shift	0.7444	14 (Mother's Day)
Afternoon shift change	0.4333	7
Mid-Afternoon Shift	0.6182	13 (Mother's Day)
Evening shift change	0.700	9 (Mother's Day)
Mid-Evening Shift	0.4167	2
<b>Average</b>	<b>0.5996</b>	<b>14 Car Peak</b>

Given this information it is reasonable to assume that a minimum of 40 % of staff are either car sharing or taking public transport to work. By subtracting 60% of the number of Staff present as cars from the observed parking spaces an analysis of the Visitor parking / low commuting trends can be viewed.

	Tues 26 <sup>th</sup>	Wed 27 <sup>th</sup>	Thurs 28 <sup>th</sup>	Fri 29 <sup>th</sup>	Sat 30 <sup>th</sup>	Sun 31 <sup>st</sup> (Mother's Day)
8.00 am	0.8	1.8	1.8	2.8	-0.4*	1.6
11.00 am	0.8	2.8	1.8	1.8	-0.6	5.6
14.00 pm	-0.8	-2.8*	-0.8	-0.8	-3*	-3*
18.00 pm	0.4	-1.6*	2.4		-1*	7
20.00 pm	3	0	-1	1	0	3
22.00 pm	-0.4	-0.4	-0.4	-1.4*	-1.4*	-0.4

\* Negative values denote times where more than the average number of staff commuted and there were less than average visitors



Trends...

- Visiting times seem to predictably spike at mid-morning on the weekends and between the 18.00 hours and 20.00 hours on weekdays. Assuming visits outside these times are irregular

or rare all other spikes can be considered staff inspired trends. The irregularity of visitor numbers on evenings suggest these numbers are not regular staff inspired.

- This Analysis shows that there is a trend of low commuting levels in the midweek morning shift staff.
- There is an anomalous excitation of the numbers of visitors on Mother's Day, this will serve as an example of extreme pressure from visitors.
- There is a trend showing a severe and predictable dip in visitor numbers at lunch times.
- Reliably just under 40% of Night Staff commute with more doing so at weekends

## 3. Traffic Generation

### 3.1 Staff

Currently the facility is staffed 24 hours with the peak staff being between 8 am and 2 pm where approx. 11 staff will be onsite. It is proposed that this will inflate to 15 staff after the facility is extended. At the shift change at 8 am there will be approx. 20 people staff members in the facility.

The peak usage of the car park on any given day is the shift change between the Night and morning shift.

### 3.2 Residents

Currently no residents have vehicles and it is not normal practice to accommodate vehicles at this facility.

### 3.3 Visitors

The facility allows visiting between 9 am and 9 pm. The number of visitors does not affect the usage of the parking provision at any time in the day.

## 4. Public Transport

### 4.1 Vehicular

The Knocklyon / Ballycullen road bus stops (Dublin Bus stops 4749 & 4750) are directly outside the entrance to the facility.

These stops are well serviced by routes 49 and 65b as shown below...

# 49

## From Harold's Cross Towards Tallaght (The Square)



Coirnéal Uí Lionaird, Sráidbhaile Theach Mealóg, Bothar an tSeanbhábhuin, Tamhlacht (An Chearnóg)

Monday – Friday				Saturday				Sunday			
06:25	06:40	07:10	07:30	07:00	08:00	08:45	09:15	10:40	11:40	12:40	13:40
08:00	08:30	09:00	09:30	09:45	10:15	10:45	11:15	14:40	15:40	16:40	17:40
10:00	10:30	11:00	11:30	11:45	12:15	12:45	13:15	18:40	19:40	20:40	21:40
12:00	12:30	13:00	13:30	13:45	14:15	14:45	15:15	22:40	23:40		
14:00	14:30	15:00	15:30	15:45	16:15	16:45	17:15				
15:55	16:25	16:45	17:00	17:45	18:15	18:45	19:30				
17:20	17:35	17:50	18:10	20:15	21:00	21:40	22:40				
18:30	19:00	19:30	20:00	23:30							
20:35	21:15	21:55	22:45								
23:35											

Leonard's Corner - 15 mins - Templeogue Village - 15 mins - The Mill / Old Bawn Rd. - 20 mins - Tallaght (The Square)

All times are off peak estimates

# 65b

## From Rathmines Towards Citywest

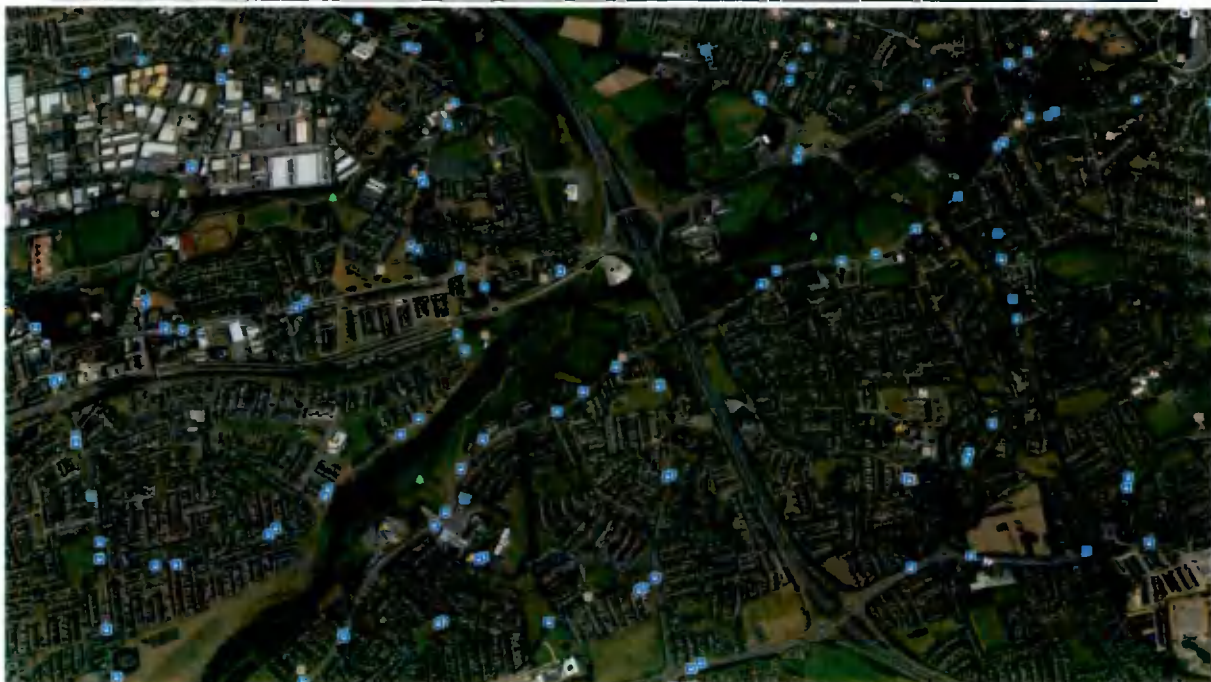


Ráth Maonais, Tir an Iúir, Teach Mealóg, An Seanbhábhuin, Iarthar na Cathrach

Monday – Friday				Saturday				Sunday			
06:00	06:40	07:00	08:42	06:00	06:40	07:25	08:40	09:10	10:10	11:10	12:10
09:10	10:10	11:10	12:10	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10
13:10	14:10	15:10	16:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10
17:00	17:32	18:10	19:10	17:10	18:10	19:10	20:10	21:10	22:40	23:40	
20:10	21:25	22:40	23:40	21:10	22:40	23:40					

Rathmines - 10 mins - Terenure - 10 mins - Templeogue - 12 mins - Old Bawn - 12 mins - Citywest

All times are off peak estimates



Map of area around the site showing local bus stops



## 4.4 Associated Public Transport Issues

Parking disruption on approach roads to the Nursing Home has been associated with the Public transport routes adjacent. Cars parking in the Cul De Sac and using the Bus routes to access the city are commonplace and the images here under show the regular usage by cars arriving early in the morning and staying until late in the day.

These cars have no connection to the nursing home, either visiting or in terms of its function. Measures should be taken to curtail illegal parking in this area. Double yellow lines or greater surveillance by parking officials would serve to mitigate this safety threat to pedestrians and vehicles on the Cul De Sac.

# 5. Survey Findings

## 5.1 Pressures

- Staff pressure occurs at the handover between shifts where two collections of staff are present in the building
- Deliveries occur mid to late morning at peak parking times
- Residents are permitted to have visitors at any time in the day potentially over encumbering peak parking times
- Peak visitor times occur predictably on weekday evenings and weekend mornings.
- Low levels of commuting are evident among midweek day staff resulting in pressure.
- Extreme Visitation values on Sunday the 31<sup>st</sup> of March show maximum reasonable visitor stress levels

## 5.2 Recommendations

- Lunch times show a predictable lull in car parking requirement. Changing shifts to allow periods where overlapping staff allow
- Reliably just under 40% of Night Staff commute with more doing so at weekends. This emphasises the issue with daytime staff commuting levels. The implementation methods listed below should be employed to raise commuting levels.

# 6. Implementation and Management

## 6.1 Implementation

In order to reduce single occupancy car-based trips to and from the Nursing Home, and the associated parking demand, Passage Healthcare is committed to actively implementing the Mobility Management Plan. The following commitments will be progressed through to implementation during the 12 months following commencement of the proposed development:

- Passage Healthcare will offer staff flexible working hours to allow arrivals and departures to occur outside of the two-hour peak traffic periods, i.e. 07:00 – 09:00 and 16:00 – 18:00.
- Passage Healthcare will implement a messaging app commuter group. This group is to be available to all Passage Healthcare employees including non-office-based staff.
- The above-mentioned group will provide a 'one stop shop' for employees and will be used to promote alternative modes of transport and disseminate information at a single point of contact. It will assist those employees who would consider car sharing to find like-minded people who they can share with. It will also serve as a point of information on bus timetables, tax free bus tickets, discounted cycle purchases and all other relevant promotions, incentives and information. Notwithstanding the above, a special notice board will be designated for the dissemination of the same commuter information in the canteen.
- 4 preferential parking spaces dedicated for car sharers will be set out in the main car parking
- An emergency ride home service will be considered for those users who have signed up to the car sharing scheme. In the event that an employee has to unexpectedly return home, is sick etc., a subsidised taxi service would be available to them or other car sharers affected by the emergency.
- Passage Healthcare are committed to promoting walking through organised walking events/lunchtime walks, to participate in an annual pedometer challenge and to offering in-house health checks for people interested in getting more active.
- Taxsaver incentive bus tickets will be available at Passage Healthcare, and will be actively promoted through the message based commuter group and details of how to avail of the taxsaver commuter tickets will be provided to new staff during initial staff inductions. Passage Healthcare also intend to include a one-month trial ticket for public transport and timetable information in employee induction packs to complement the public transport schemes Passage Healthcare are promoting. Passage Healthcare also intend to raffle public transport tickets for people to try services and to display a local area map on notice boards and on the intranet system with public transport stops/route numbers marked.
- Passage Healthcare are committed to supporting and promoting any public transport initiatives developed for the Firhouse area in the coming years.
- The taxsaver discounted cycle purchase scheme will also be available at Passage Healthcare, and again will be actively promoted through the message-based commuter group.
- Staff facilities will be available to employees who walk or cycle to work.
- Passage Healthcare is willing to consider investigating the feasibility of the inclusion of electric bicycles as part of the discounted bicycle purchase scheme.
- Passage Healthcare are committed to providing for future demand for electric vehicle charge points. If demand increases, Passage Healthcare will invest in charge points to meet this demand.



- The role of Mobility Manager will be assigned to a member of staff who will be responsible for the implementation of the above measures and who will ensure that the targets set out in the Mobility Management Plan are monitored. This will be done by carrying out travel-to-work surveys every year to assess the success of the Mobility Management Plan and revise the plan as and when required to suit the evolving nature of travelling to work.
- Passage Healthcare will develop a company policy on sustainable travel methods aimed at minimising single occupancy car-based business trips where possible, as well as promoting the Mobility Management Plan to all staff including the promotion of same to all new staff at induction.
- Passage Healthcare commit to actively engaging with the National Transport Authority's (NTA's) Smarter Travel Workplace Team throughout the life cycle of this Mobility Management Strategy to gain maximum benefit from the NTA's experience with working with other similar facilities.

## 6.2 Ongoing Management

A Mobility Manager/Travel Co-ordinator will be appointed for the development from within the Company. The duties of the Mobility Manager will include inter alia:

- Conducting travel surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up to date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Management of the message based group.
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point for employees and residents;
- Negotiating with public transport companies and other service providers;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.
- A review of the operational performance of the parking is to be undertaken in reference to staff and visitor parking. A report quantifying attendance and accommodation is to be developed for submission to South Dublin County Council on request.

# 7. Conclusion

## 7.1 Conclusion

The development proposes to accommodate parking for 12 cars onsite which will satisfy the projections based on the survey undertaken on Mother's Day and the preceding week. It is reasonable to assume this represents a moment of extreme pressure in terms of visitors to the residents of the home.

By enacting the recommendations herein recommended it is anticipated that the proposed parking will be sufficient for the parking needs of the nursing home staff and visitors.

Zone 1: General rate applicable throughout the County.

Zone 2 (Non Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction).

Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service 5 (includes a train station, Luas station or bus stop with a high quality service)'.

Table 11.23: Maximum Parking Rates (Non Residential)

CATEGORY	LAND USE	ZONE 1	ZONE 2
Accommodation <sup>6</sup>	Hotel <sup>7</sup>	1 per bedroom	0.5 per bedroom
	Mobile Home Park <sup>8</sup>	1 per unit	1 per unit
	Nursing Home, Retirement Home	1 per 4 residents	1 per 8 residents
	Student Accommodation	1 per 10 bed spaces	1 per 20 bed spaces

Sally Park Nursing home is in a Zone 2 area because of the Bus routes nearby.

South Dublin County Council's development plan calls for 1 parking space per 8 residents in Zone 2 areas, the nursing home will have 48 residents requiring 6 parking spaces. Given the survey undertaken this would not suffice thus the development proposes 11 spaces. A potential to create a further 9 spaces by extending the car parking into the grass (no tree removal required) which can be installed based on the findings of the 2 Year operational review.

The drawing below shows the existing parking capacity and potential future Expansion following necessity being established by the 2 year operational review.

ALL DIMENSIONS TO BE CHECKED ON SITE. DO NOT SCALE FROM THIS DRAWING. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT CONSULTANT'S DRAWINGS & SPECIFICATIONS. THIS DRAWING IS COPYRIGHT.



**SITE LAYOUT PLAN as Existing**  
 Area: 0.39 Ha  
 SCALE: 1:500

REV	DATE	BY	NOTES
A	May 2018	JMC	PLANNING

**CEA ARCHITECTS**  
 7E, NUTGROVE OFFICE PARK, RATHFARNHAM, DUBLIN 14 01 4602000  
 17 SOUTH WALL, CORK 021 4272000  
 15 MILL ROAD, MIDDLETON, CO. CORK 021 4637000  
 INFO@CEAGROUP.IE WWW.CEAGROUP.IE

**Oaklands Nursing Home Ltd.**  
 NURSING HOME  
 Sally Park, Nursing Home, Sally Park Close, Fintona, Dublin 24

SITE LAYOUT PLAN as Existing May 2018 SCALE 1:500 @ A3

**18109** JMC SC  
**L004**

**PLANNING A**

