



Go-Ahead Bus Depot, Ballymount Road Lr., Dublin 12

Traffic Statement for Additional Bus Parking and Electric Charging

July 2021

Waterman Moylan Consulting Engineers Limited

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4
www.waterman-moylan.ie



Waterman Moylan
Engineering Consultants

Client Name: Go-Ahead Ireland
Document Reference: 17-130r.012
Project Number: 17-130

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

Issue	Date	Prepared by	Checked by	Approved by
Issue 1	26 July 2021	Brian McCann	Joe Gibbons	Joe Gibbons

Comments

Content

1. Introduction	1
1.1 Introduction	1
1.2 Background	1
1.3 Threshold for Traffic and Transport Assessment	1
1.4 Standards	1
1.5 Program	1
2. Proposed Development	4
2.1 Description	4
2.2 Reservation for Future Roads	5
2.3 Proposed Access	6
2.4 Proposed Bus Parking	6
2.5 Proposed Car Parking	7
2.6 Proposed Motorcycle Parking	7
2.7 Proposed Cycle Parking	7
2.8 Future Population	7
2.9 Workplace Travel Plan	7
3. Existing Conditions and Receiving Environment	8
3.1 Site Layout – Existing	8
3.2 Traffic Movements – External Roads	9
3.2.1 Description of Survey	9
3.2.2 Results of Survey	10
3.3 Time and Mode of Travel	10
3.4 Traffic Movements – Arrivals and Departures	11
3.5 Pedestrian Linkage	12
3.6 Cycle Linkage	13
3.7 Parking Management Plan	13
3.8 Deliveries and Servicing	13
3.9 Workplace Travel Plan	13
4. Public Transport	14
4.1 Dublin Bus	14
4.2 LUAS Red Line	14
5. County Development Plan 2016 - 2022	15
5.1 Road Objectives	15
5.2 Cycle Network	15
5.3 Car Parking Standards	16
5.4 Disabled Car Parking	16

1. Introduction

1.1 Introduction

This Traffic Statement (TS) has been prepared by Waterman Moylan on behalf of Go-Ahead Ireland to accompany a planning application to South Dublin County Council for additional parking and the provision of electric charging facilities for buses at the existing depot on Ballymount Road Lower, Dublin 12.

The location of the proposed development is shown in Figure 1.

1.2 Background

Go-Ahead Ireland began operation of National Transport Authority (NTA) contracted bus routes from Ballymount Depot with the introduction of new route 175 (Citywest - UCD) nearly three years ago in September 2018. Over the following six months a further 24 existing Dublin bus routes were transferred to Go-Ahead under the Outer Dublin Metropolitan Area (ODMA) contract with the NTA. The ODMA contract formed the basis for the original planning application at this site in late 2017. In the intervening period additional services and frequencies have increased somewhat.

The need to increase capacity at the Depot now arises primarily from the additional services being awarded to Go-Ahead as part of the NTA's BusConnects strategy. The increase in bus routes, service frequency and bus fleet will be phased in over the next two/three years. From 2023 it is also intended to introduce some fully electric buses into the Dublin bus fleet under the NTA's control. On this basis 45 new electric charge points are proposed for these buses in this application.

1.3 Threshold for Traffic and Transport Assessment

Section 11.4.5 of the South Dublin County Council Development Plan 2016 – 2022 specifies that '*Traffic Impact Statements will be required for all major traffic generating development as defined by Transport Assessment Guidelines (2014) published by the National Roads Authority*'.

As will be seen in Section 6.0 of this Traffic Statement, the traffic from proposed development does not meet any of the thresholds set out in the *Transport Assessment Guidelines (2014)* and accordingly, a Traffic & Transport Assessment is not required for this development.

The primary threshold for this development is whether '*Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road*'.

1.4 Standards

This Traffic Statement has been prepared generally in accordance with the '*Traffic and Transport Assessment Guidelines (2014)*' issued by Transport Infrastructure Ireland (TII) formerly the National Roads Authority (NRA).

It is accompanied by a Workplace Travel Plan prepared in accordance with Section 11.4.6 of the South Dublin County Council Development Plan 2016 – 2022.

1.5 Program

At the time of writing in July 2021, it is intended that construction will commence in 2022 with installation of the electrical charge elements in time for the new electric buses anticipated in 2023.



Figure 2 Aerial View of Site

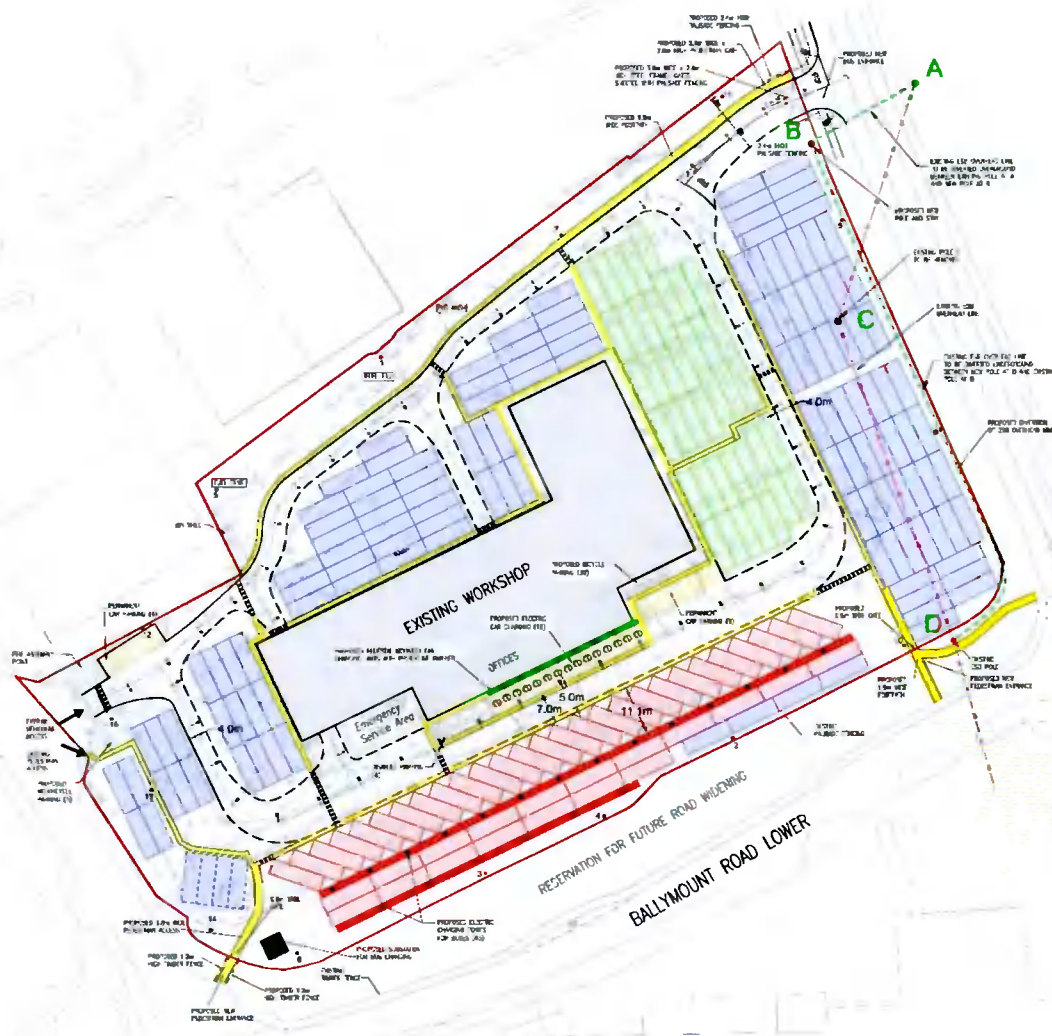


Figure 3 Site Layout - Proposed

2.2 Reservation for Future Roads

The existing fencing defining the southern frontage of the site is set back to accommodate future road improvement works on Ballymount Road Lower. See Figure 4.

It should be noted that the Ballymount Bus Depot is not impacted by the other long-term road proposals included in the County Development Plan.

2.5 Proposed Car Parking

The proposed car parking provision at the Ballymount Bus Depot will be 209 spaces made up as follows: -

• Permanent Standard	:	14 spaces
• Permanent Electric Charging (10%)	:	15 spaces
• Permanent Disabled (4%)	:	4 spaces
Sub-total	:	33 spaces
• Shared (bus)	:	250 spaces.
Total	:	284 spaces

The proportion of disabled and electric charging spaces exceeds the usual percentage of permanent car parking provision of 33 spaces and has regard to the fact that that the shared car parking spaces will be occupied by bus drivers and maintenance staff all of whom must be fully able bodied to fulfil their duties.

2.6 Proposed Motorcycle Parking

The proposed parking provision for motorcycles at the Ballymount Bus Depot will be 5 spaces (4%).

2.7 Proposed Cycle Parking

A total of 30 cycle parking stands will be provided at the Ballymount Bus Depot.

Showers and lockers for cyclists will be provided in conjunction with the cycle parking facilities.

2.8 Future Population

The future working population of the Ballymount Bus Depot will be some 580 persons made up as follows: -

• Office / Administrative	:	60 persons (no change)
• Workshop / Facilities	:	45 persons (increase from 35 persons)
• Bus Drivers	:	475 persons (increase from 320 drivers)
Total	:	580 persons

Some 50% of the bus drivers are expected to be on duty at any one time.

2.9 Workplace Travel Plan

This Traffic Statement is accompanied by a Workplace Travel Plan prepared in accordance with Section 11.4.6 of the South Dublin County Council Development Plan 2016 – 2022.

3.2 Traffic Movements – External Roads

3.2.1 Description of Survey

Classified traffic counts were carried out by Abacus Transportation Surveys at the following junctions in November 2017: -

- Junction 1: Ballymount Little / Ballymount Little Junction
- Junction 2: Turnpike Road / Ballymount Road Upper / Ballymount Road Lower Roundabout.
- Junction 3: Ballymount Little / Ballymount Road Lower Junction.
- Junction 4: Ballymount Avenue / Ballymount Road Lower Junction.

The surveys were carried out during the peak periods 06h00 – 10h00 and 16h00 – 19h00.

The surveys were carried out to ensure that flows recorded were representative of normal term time and hence not affected by school holidays or other public holidays or events. As such they provide a reasonable representation of a neutral month during a period of normal school and employment activity. The surveys were designed to provide representative values encompassing the AM and PM peak periods during normal traffic conditions.

The locations of these junctions are shown on Figure 6.



Figure 6 Locations of Traffic Survey

3.4 Traffic Movements – Arrivals and Departures

Surveys carried out by Go-Ahead in January 2021 recorded the existing 24-hour arrivals and departures which are presented in Tables 3 and 4. Notwithstanding the restrictions imposed by Covid-19, both bus drivers and workshop / facilities were working normally at the time of the survey. However, only 10 of the office / administrative staff were working in the depot with the remainder working from home.

Table 3 Arrivals to Ballymount Depot 2021

Time	Bus	Car			Total
		Bus Driver	Office Administrative	Engineering Facilities	
03h00 – 04h00	0	1	0	0	1
04h00 – 05h00	0	9	0	6	15
05h00 – 06h00	0	38	0	4	42
06h00 – 07h00	0	39	0	8	47
07h00 – 08h00	0	11	4	17	32
08h00 – 09h00	0	4	6	0	10
09h00 - 10h00	0	1	0	0	1
10h00 – 11h00	0	1	0	0	1
11h00 – 12h00	0	2	0	0	2
13h00 – 14h00	0	10	0	0	10
14h00 – 15h00	0	15	0	0	15
15h00 – 16h00	0	15	0	0	15
16h00 – 17h00	1	10	0	0	10
17h00 – 18h00	0	2	0	0	2
18h00 – 19h00	6	0	0	0	6
19h00 – 20h00	16	0	0	0	16
20h00 – 21h00	11	0	0	0	11
21h00 – 22h00	13	0	0	0	13
22h00 – 23h00	8	0	0	0	8
23h00 – 24h00	13	0	0	0	13
00h00 - 01h00	33	0	0	0	33
01h00 – 02h00	3	0	0	0	3
Total	104	158	10	35	307

3.6 Cycle Linkage

No existing cycle facilities have been provided on the public roads in the area of the Ballymount Bus Depot.

3.7 Parking Management Plan

Access

Access for both buses and cars to the Ballymount Bus Depot is controlled by ANPR system at the existing entrance.

Visitors

Visitors will be required to request access by intercom at the main entrance and will be admitted or otherwise by staff in the Operations Room.

On-site Parking Controls

All buses will be parked and retrieved by a team of 3 shunters from pre-designated parking spaces.

Car drivers will be advised personally by the operations staff on

- The locations of bus parking spaces used for shared parking.
- The timing of shared parking.

3.8 Deliveries and Servicing

For fuel and other deliveries to the depot, there are dedicated facilities and defined procedures. Deliveries are managed on a day-to-day basis by staff at the depot so as to minimise the impact on the surrounding road network.

Similar procedures are in place for waste collection.

3.9 Workplace Travel Plan

The first edition of the Workplace Travel Plan for the depot was published in November 2017 and submitted to South Dublin County Council as part of the parent planning permission for the conversion of the former DHL Depot into an NTA contracted bus depot (Reg. Ref.: D17A/0428).

Introduction of the mobility management measures set out in the First Edition is ongoing at the Ballymount Bus Depot since the commencement of operation in 2018.

5. County Development Plan 2016 - 2022

5.1 Road Objectives

Table 6.6 of the South County Dublin Development Plan 2016 – 2022 designates the 'Ballymount Industrial Estates Street Network' as a Medium to Long Term Objective.

The improvements proposed on Ballymount Avenue and Ballymount Road Lower are illustrated on Map 5 of the Plan, an extract from which is reproduced in Figure 7 below. They include an extension from Ballymount Avenue on which the additional entrance is proposed, northwards to Robinhood Road.

The existing fencing defining the southern frontage of the Ballymount Bus Depot is set back to accommodate these improvement works.

It should be noted that the Ballymount Bus Depot is not impacted by the other long-term road proposals included in the County Development Plan.

5.2 Cycle Network

None of the strategic or local cycle networks described in Section 6.3.0 of the South County Dublin Development Plan 2016 – 2022 are located in the area of the Ballymount Bus Depot.



Figure 7 Extract from Development Plan Map 5 showing Medium to Long Term Road Proposals

5.8 Walking and Cycling Objectives

Policies and objectives for walking and cycling are set out in Section 6.3.0 of the County Development Plan.

No specific objectives relevant to the Ballymount Bus Depot were noted in Section 6.3.0 of the Plan.

Table 6 Annual Growth Factors for Dublin Metropolitan Area 2006 - 2025

Area	Low Growth		Medium Growth		High Growth	
	LV	HV	LV	HV	LV	HV
Dublin City	1.000	1.000	1.002	1.003	1.001	1.014
Dublin County	1.002	1.001	1.005	1.004	1.016	1.014

For the purposes of this statement, an annual growth rate of 1.004 and a growth factor of 1.025 has been selected to represent the growth in traffic on the surrounding road network over the 5 years between the survey date of November 2017 and the opening date of 2022.

On the basis of the selected growth factor and having regard to the reductions brought about by the Covid-19 epidemic which commenced in March 2020, the two-way link flow on Ballymount Road Lower during the AM Peak Hour is predicted to increase to 1,102 pcu / hour and the PM Peak Hour flow to 793 pcu / hour.

The predicted increased flows through the four surrounding junctions in 2022 are presented in Table 7 below.

Table 7 Traffic Movements Through Junctions in 2022 (pcu / hour)

Junction	AM Peak Hour (8 – 9)	PM Peak Hour (5 – 6)
Junction 1	1,821	1,210
Junction 2	1,151	746
Junction 3	1,861	1,166
Junction 4	110	244
Total	4943	3,366

6.4 Arrivals and Departures – Existing

Surveys carried out by Go-Ahead in January 2021 recorded the existing peak hour arrivals and departures which are presented in Table 8. Notwithstanding the restrictions imposed by Covid-19, both bus drivers and workshop / facilities were working normally at the time of the survey. However, only 10 of the 60 office / administrative staff were working in the depot with the remainder working from home.

Table 8 Arrivals and Departures January 2021 - Existing

Movement	AM Peak Hour (8 – 9)	PM Peak Hour (5 – 6)
Arrivals	10	2
Departures	4	9
Total	14	11

From the foregoing, it will be seen that 55% of movements exit south through Junction 3 reducing marginally to 53% through Junction 2.

6.7 Traffic Movements Post Development

By inspection of the previous sections, it will be seen that Junction 3 is the location at which the development related traffic will be at a maximum.

During the AM Peak Hour post development, the traffic movements through Junction 3 will be 1,870 pcu general traffic, 14 existing arrivals and departures and 40 additional arrivals and departures.

The corresponding movements through Junction 3 during the PM Peak Hour will be 1,172 pcu general traffic, 4 existing arrivals and departures and 36 additional arrivals and departures.

These figures are summarised in Table 10 from which it will be seen that the increase in traffic movements through Junction 3 is expected to be 2 – 3% post development.

Table 10 Traffic Increase Post Development at Junction 3

Movement	AM Peak Hour 8 - 9	PM Peak Hour 5 - 6
Existing Junction	1,870	1,172
Existing Arrivals / Departures	14	11

Table 10 that the increase in projected traffic to and from the Ballymount Bus Depot post development proposed development is expected to be 2 – 3%. This level of increase is well below the threshold of 10% increase required in the *Transport Assessment Guidelines (2014)* for a full Traffic and Transport Assessment.

As a result, the proposed development can be considered to have no material impact on the surrounding road network.

UK and Ireland Office Locations

