



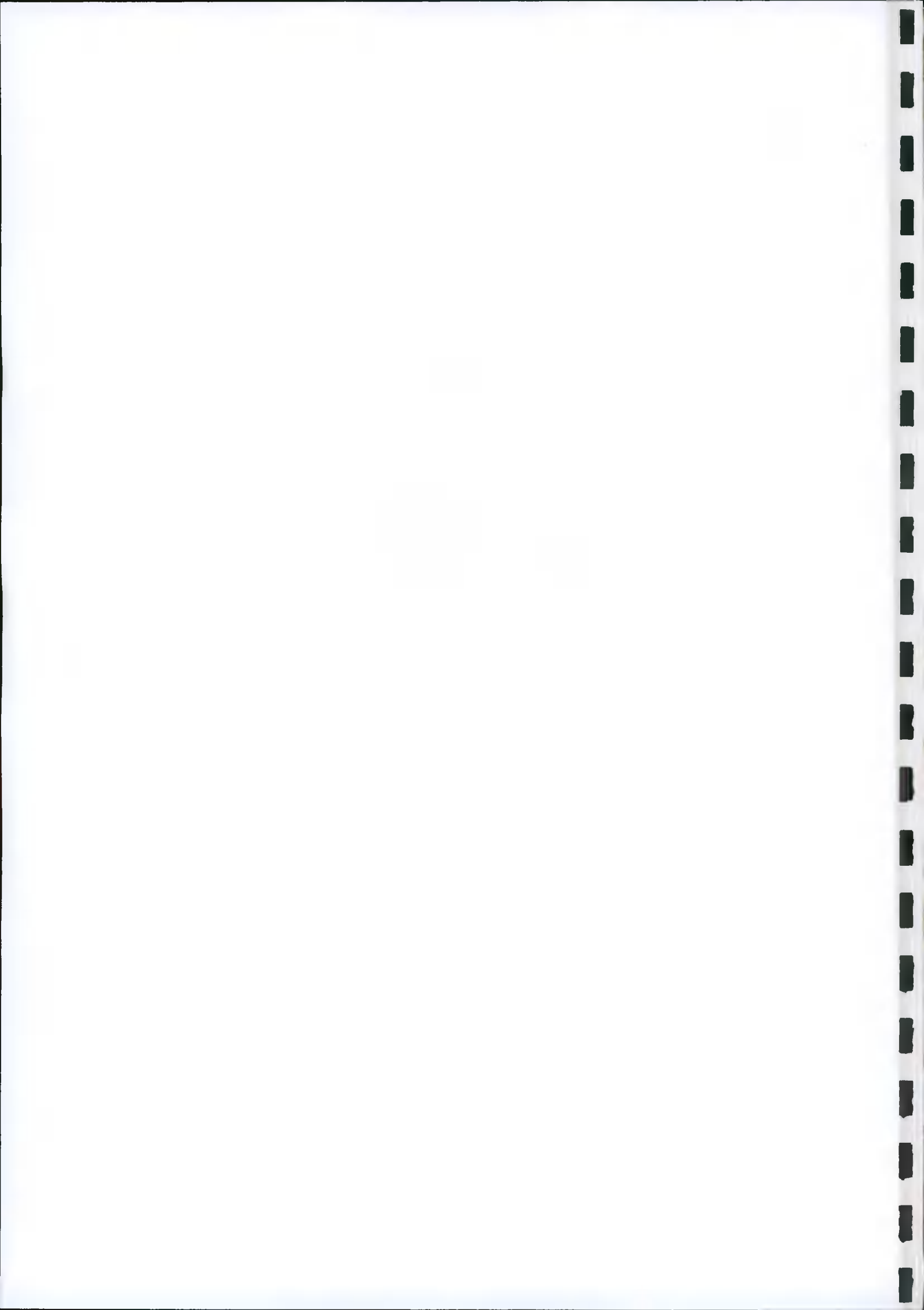
## **Go-Ahead Bus Depot, Ballymount Road Lr., Dublin 12**

Workplace Travel Plan, Second Edition

July 2021

**Waterman Moylan Consulting Engineers Limited**

Block S, East Point Business Park, Alfie Byrne Road, Dublin D03 H3F4  
[www.waterman-moylan.ie](http://www.waterman-moylan.ie)





**Waterman Moylan**  
Engineering Consultants

**Client Name:** Go-Ahead Ireland  
**Document Reference:** 17-130r.011  
**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)

---

<b>Issue</b>	<b>Date</b>	<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
Issue 1	26 July 2021	Brian McCann	Joe Gibbons	Joe Gibbons

**Comments**

---



**Waterman Moylan**  
Engineering Consultants

### Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

## Content

<b>1. Introduction</b> .....	<b>1</b>
1.1 Introduction .....	1
1.2 Background .....	1
1.3 Threshold for Travel Plan .....	1
1.4 Scope .....	1
1.5 Overall Strategy .....	2
<b>2. Proposed Development</b> .....	<b>4</b>
2.1 Existing Development .....	4
2.2 Proposed Development .....	4
2.3 Program .....	4
<b>3. Travel Surveys</b> .....	<b>6</b>
3.1 Description .....	6
3.2 Staff Numbers .....	6
3.3 Mode of Travel .....	6
3.4 Arrivals and Departures .....	6
<b>4. Mobility Management Background</b> .....	<b>9</b>
4.1 Introduction .....	9
4.2 Bus Access .....	9
4.3 Luas Access .....	11
4.4 Rail .....	13
4.5 Pedestrian and Cycling Provision .....	13
4.5.1 Cycle Network Improvements .....	13
4.6 People with Disabilities .....	15
4.7 Vehicular Access .....	15
<b>5. Mobility Management Targets</b> .....	<b>17</b>
5.1 Mobility Management Targets – Office / Administrative .....	17
5.2 Mobility Management Targets – Workshop / Facilities .....	17
5.3 Mobility Management Targets - Bus Drivers .....	18
<b>6. Workplace Travel Plan</b> .....	<b>19</b>
6.1 Strategy for Travel .....	19
6.2 Ghost / Staff Bus Services .....	19
6.3 Liaison with Dublin Bus .....	19
6.4 Deliveries and Servicing .....	20
<b>7. Specific Measures</b> .....	<b>21</b>
7.1 Public Transport Information .....	21
7.2 Public Transport Fares and Discounts .....	21

7.3	Employee Terms and Conditions .....	21
7.4	Parking Management .....	22
7.5	On-Site Parking Controls .....	22
7.6	Cycling .....	22
7.7	Car Sharing - Staff .....	22
7.8	Walking Incentives .....	23
7.9	Personalised Travel Plan .....	23
<b>8.</b>	<b>Implementation and Co-ordination of the Plan .....</b>	<b>25</b>
<b>9.</b>	<b>Monitoring of the Travel Plan .....</b>	<b>26</b>
<b>10.</b>	<b>Staff Induction Handbook .....</b>	<b>27</b>

## Tables

Table 1	Existing and Proposed Staff Numbers at Ballymount Depot 2021 .....	6
Table 2	Mode of Travel at Ballymount Depot January 2021 .....	6
Table 3	Arrivals to Ballymount Depot January 2021 .....	7
Table 4	Departures from Ballymount Depot January 2021 .....	8
Table 5	Local Bus Services .....	9

## Appendices

None

## 1. Introduction

### 1.1 Introduction

This Travel Plan, Second Edition is intended to deal with the typical day-to-day operating conditions at the Go-Ahead Bus Depot, Ballymount Road Lower, Dublin 12.

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

The location of the site is shown in Figure 1 and an aerial view in Figure 2.

### 1.2 Background

Mobility management is a key operational feature at the depot. The owners have been introducing the Workplace Travel Plan since the commencement of operation in 2018.

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 a public service bus depot (Reg. Ref.: D17A/0428).

### 1.3 Threshold for Travel Plan

Section 11.4.6 of the South Dublin County Council Development Plan 2016 – 2022 specifies that that a Travel Plan is required for larger sized developments as defined in Table 11.25.

Bus depots are not included in Table 11.25 which requires Workplace Travel Plan for developments where the number of jobs exceeds 100.

In the case of the subject development, the number of jobs is expected to be some 580 persons comprising 475 bus drivers and 105 support staff.

Workplace travel Plans are required to be prepared in accordance with '*Achieving Effective Workplace Travel plans – Guidance for Local Authorities*' published by the NTA.

### 1.4 Scope

Travel management is a key operational feature in the provision of sustainable travel infrastructure at the Depot. The operators will implement the Workplace Travel Plan, Second Edition on an ongoing basis as the successor to the Workplace Travel Plan, First Edition, with the triple objectives of promoting sustainability, enhancing public transport and reducing dependency on the use of the private car for the journey to the development.

The targets set in the Second Edition will be achieved against the background of expanding public transport capacity in the surrounding catchment. These objectives represent Go-Ahead Ireland's core business priorities so no encouragement is needed to promote these ideas.

## 1.5 Overall Strategy

The strategy for this Travel Plan is based on the movement of people not vehicles. The objectives of the Plan are:

- (a) To endeavour to reduce the use of the car by single occupants.
- (b) To endeavour to reduce the use of the car for the journey to the development, especially during network peak periods.
- (c) To encourage the development of more sustainable transport modes for trips to and from the development.
- (d) To increase the percentage of persons choosing to walk, cycle or travel by public transport to and from the development instead of driving.
- (e) To develop an integrated approach to travel management including public transport, private vehicles and suppliers of commercial services accessing the development.
- (f) To create an alliance with South Dublin County Council, other providers of public transport and tenants/owners of other major developments, to promote a sustainable transport network in the Ballymount area.

In pursuance of these objectives, targets for staff and residents have been set in a number of main areas for the coming five years between 2023 and 2028.

These targets are based on data presently available and will be measured to monitor progress. They follow examples of good practice in other developments both in Ireland and overseas. Further targets will be developed during the implementation of this Plan as development and infrastructure progresses and new data becomes available.

The operators of the Ballymount Depot are aware of the importance of maximising opportunities to make non-car trips for the journey to/from the development. To this end, providing on-site facilities such as a canteen can help to reduce the need use a car for other purposes.

The NTA's BusConnects strategy will see route 56a, which passes the depot, transferring as route 71 to Go-Ahead Ireland, with an improved frequency. This will encourage further use of this key route and promote improved access to the depot for all staff."



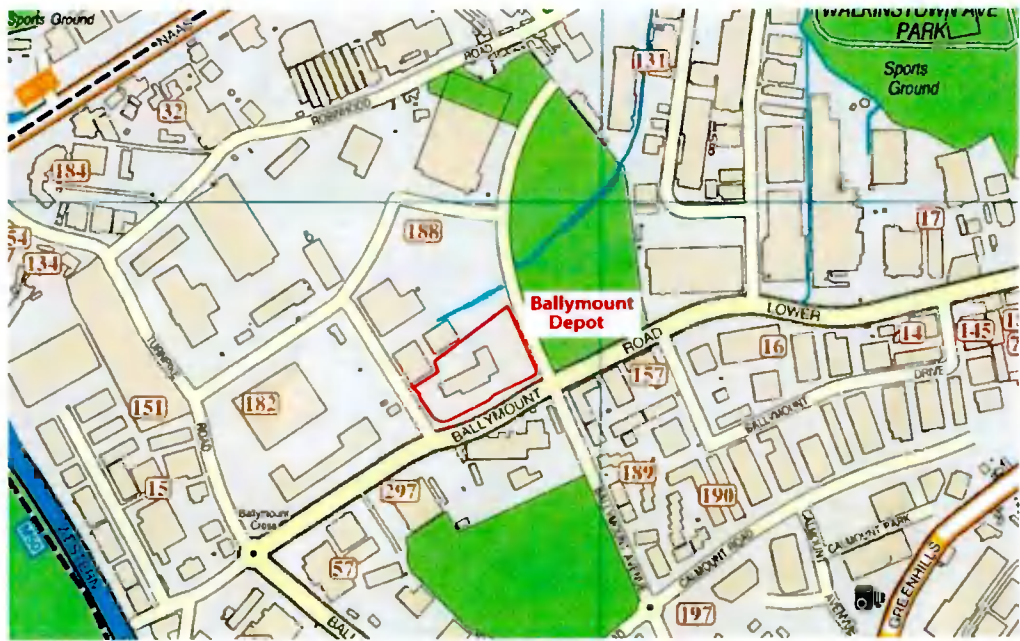


Figure 1 Location Map



Figure 2 Aerial View of Depot taken in May 2021.

## 2. Proposed Development

### 2.1 Existing Development

Following the grant of planning permission by South Dublin County Council in February 2018, the former DHL Depot at Ballymount Road Lower was converted into a public service bus depot during 2018.

The depot provides support for 25 Dublin suburban bus routes. The services are provided by buses operated by drivers supported by maintenance and administrative staff.

The development approved by South Dublin County Council in 2018 provided for the storage maintenance and parking of 125 buses, being 40 single deckers and 85 double deckers.

In addition to ancillary works, the planning permission also provided for 30 permanent car parking spaces and 60 dual use spaces in the bus parking area.

### 2.2 Proposed Development

The proposed development is illustrated in Figure 3 and will comprise: -

- An increase in bus parking from 125 spaces to 221 spaces comprising -
  - 40 x permanent parking spaces for single deck buses (no change).
  - 136 x permanent parking spaces for double deck buses (increase from 85 to 136).
  - 45 x permanent parking and charging spaces for electric buses (increase from 0 to 45).
- An increase in permanent car parking from 30 spaces to 33 spaces comprising: -
  - 15 x standard car parking spaces (decrease from 26 to 15)
  - 4 x disabled car parking spaces (increase from 1 to 4).
  - 15 x electric charging (increase from 3 to 15).
- An increase in shared car parking from 60 spaces to 250 spaces
- An increase in motorcycle parking spaces from 0 to 5 spaces.
- An increase in cycle parking stands from 25 stands to 30 stands.
- A new vehicular access from Ballymount Avenue at the northeast corner of the site.
- Two new pedestrian accesses at the southeast and southwest corners of the site.

### 2.3 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.

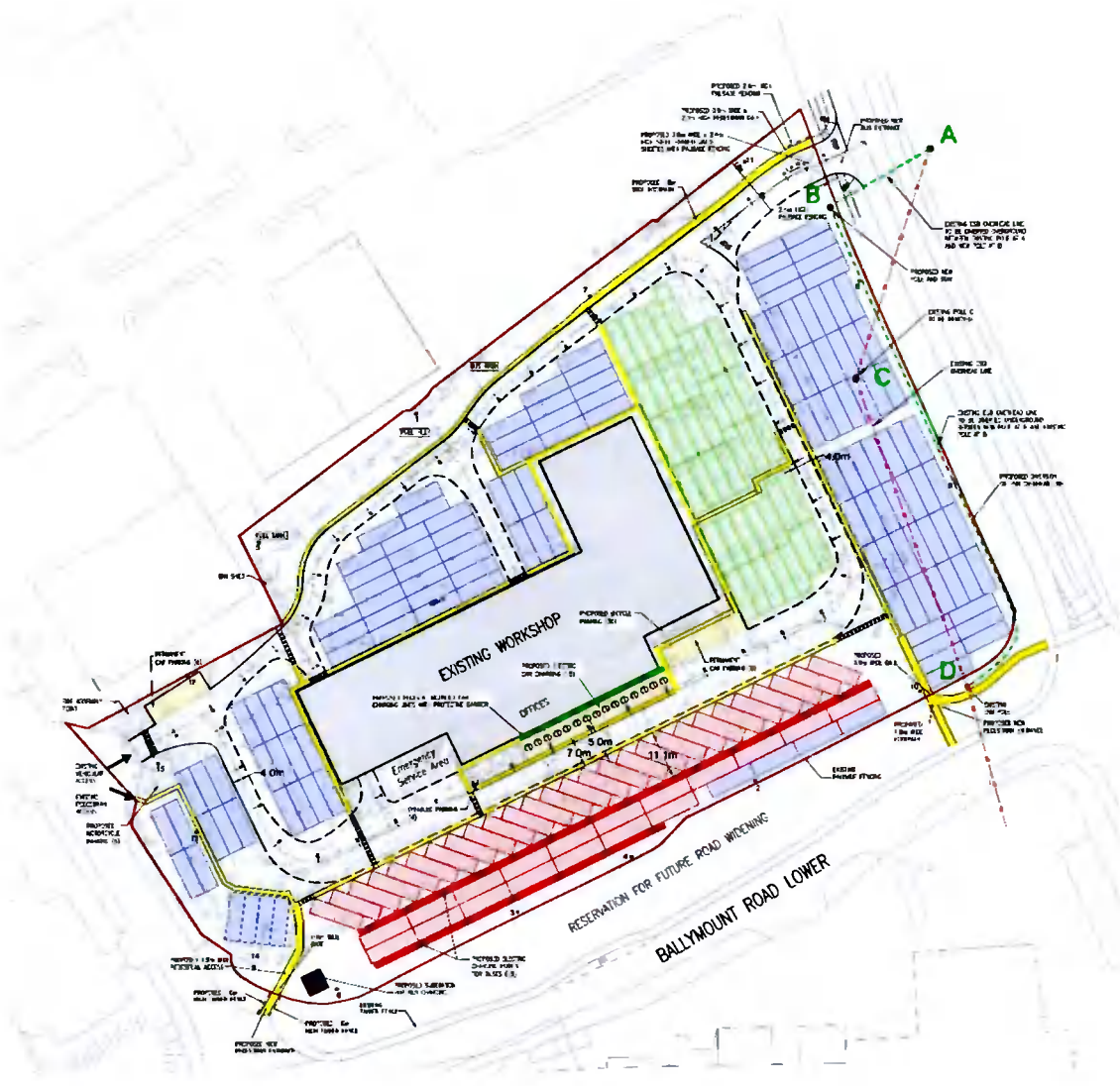


Figure 3 Proposed Site Layout

### 3. Travel Surveys

#### 3.1 Description

Travel surveys were carried out by Go-Ahead at their Ballymount Depot during January 2021. The surveys comprised: -

- Mode of travel to and from work at the Ballymount Bus Depot on a typical weekday (digital questionnaire not affected by Covid-19 restrictions).
- Arrivals and departures (number of office staff reduced by Covid-19 restrictions).

The survey embraced a total of 208 of the 303 existing staff members and the results of the surveys are presented below.

#### 3.2 Staff Numbers

The existing and future staff numbers at the Ballymount Depot are summarised in Table 1. The figures for bus drivers represent the total number of drivers with up to 50% working on any particular day.

Table 1 Existing and Proposed Staff Numbers at Ballymount Depot 2021

	Existing	Future
Office / Administrative	60	60
Engineering / Facilities	35	45
Bus Drivers	320	475
Total	415	580

#### 3.3 Mode of Travel

The survey results for mode of travel for 208 of the 415 existing staff at Ballymount Depot are summarised in Table 2.

Table 2 Mode of Travel at Ballymount Depot January 2021

Mode	Office / Administrative	Engineering / Facilities	Driver	Total
Car Driver	30	7	155	192
Car Passenger	0	0	0	0
Bus	4	2	0	6
Cycle	0	1	7	8
Other	0	0	2	2
Total	34	10	164	208

#### 3.4 Arrivals and Departures

The survey results for the times of arrival and departure for the service buses and staff cars are summarised in Tables 3 and 4.

Table 3 Arrivals to Ballymount Depot January 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
02h00 – 03h00	0	0	0	0	0
<b>Total</b>	<b>104</b>	<b>158</b>	<b>10</b>	<b>35</b>	<b>307</b>

Table 4 Departures from Ballymount Depot January 2021

Time	Bus	Car			Total
		Bus Driver	Office Administrative	Engineering Facilities	
03h00 – 04h00	0	0	0	0	0
04h00 – 05h00	1	0	0	0	1
05h00 – 06h00	29	0	0	0	29
06h00 – 07h00	51	0	0	0	51
07h00 – 08h00	15	0	0	0	15
08h00 – 09h00	4	0	0	0	4
09h00 - 10h00	1	0	0	0	1
10h00 – 11h00	1	0	0	0	1
11h00 – 12h00	2	0	0	0	2
13h00 – 14h00	0	6	0	6	12
14h00 – 15h00	0	14	0	4	18
15h00 – 16h00	0	15	0	8	23
16h00 – 17h00	2	12	0	17	31
17h00 – 18h00	0	4	5	0	9
18h00 – 19h00	0	5	5	0	10
19h00 – 20h00	0	15	0	0	15
20h00 – 21h00	0	11	0	0	11
21h00 – 22h00	0	13	0	0	13
22h00 – 23h00	0	10	0	0	10
23h00 – 24h00	0	13	0	0	13
00h00 - 01h00	0	32	0	0	32
01h00 – 02h00	0	6	0	0	6
02h00 – 03h00	0	0	0	0	0
<b>Total</b>	<b>106</b>	<b>156</b>	<b>10</b>	<b>35</b>	<b>307</b>

## 4. Mobility Management Background

### 4.1 Introduction

This section of the WTP outlines the existing transportation infrastructure that is available to bus drivers and other staff based in the Ballymount Depot. It is intended that this section will provide a comprehensive review of the existing transport situation by examining each mode of transport in turn thereby giving an in-depth overview of existing levels of transport provision.

### 4.2 Bus Access

Dublin Bus provide a number of services within walking distance of the Depot. Table 5 below outlines these services and presents their weekday frequency.

Table 5 Local Bus Services

Local Bus Routes		
Route	Destination	Frequency
9	Charlestown - Beneavin Rd- Botanic Rd. - O'Connell St. - South Circular Rd- Limekiln Ave.	Up to 67 services a day
27	Clare Hall - Artane Roundabout - Fairview - Eden Quay - Dolphin's Barn Cross - Walkinstown Cross (The Kestrel) - Tallaght (The Square) - Jobstown	Up to 86 services a day
56a	Ringsend Rd. - Dolphin's Barn - Walkinstown Cross - Cookstown Rd. - Tallaght (The Square)	Up to 15 services a day
77a	Ringsend Rd. - Dolphin's Barn - Walkinstown Cross - Balrothery -Tallaght (The Square) - Citywest	Up to 52 services a day

Ballymount Road Lower is served by Dublin Bus Route 56a. The frequency of service on route 56a is relatively poor with a minimal level of service spread over the entire day. Gaps between services exceed an hour and holds few attractions for those wishes to use it to get to/from Ballymount Depot.

The 9, 27 and 77a bus route operate with higher frequency but are located approximately 1.7km east of the site with a walking time of 20 minutes.

Services to the City Centre operate from Stop No. 2769 located on the southern frontage of the subject site. Services towards Tallaght operate from Stop No. 5169.

The nearest bus stop to the subject site is within 150m (2 minutes) walking distance.

The walking routes to the various services are illustrated in Figures 4 and 5 below.



Figure 4 Walking Route to 27, 77A Bus Stops



Figure 5 Walking Route to 9 Bus Stop



### 4.3 Luas Access

The nearest Luas stations to the subject site are the Red Cow and /Kylemore stops both of which are served by the Luas Red Line which provide access to Dublin City Centre, IFSC, rail stations and residential developments in west Dublin.

Each stop is located approximately 2.1km (25 minutes) walk from Ballymount. This distance would be acceptable option for travel to/from the depot.

Services on the Luas Red Line operate to Tallaght, Heuston Station, Busaras, Connolly Train Station and the Point via Dublin City Centre. At peak times, there are services every 9-10 minutes from Saggart to Belgard. The other branches of the Red Line operate services every 3-10 minutes.

The Luas has a major terminus at the Square, Tallaght which is also a major terminus for Dublin's bus services. The Square is served by Dublin Bus and Go-Ahead with a number of local routes.

Currently timetabled bus serving the Square include route 27 (which has approximately 86 services per day in each direction from Clare Hall Towards Jobstown), route 49 (which has approximately 37 services per day in each direction from Pearse Street to Tallaght), route 54a (which has approximately 30 services per day in each direction from Pearse St. towards Ellensborough / Kiltipper Way) and route 65 (which has approximately 14 services per day in each direction from Hawkins Street to Blessington/Ballymore),

Go-Ahead Ireland operate route 75 (which has approximately 38 services per day in each direction from the Square to Dun Laoghaire), route 76 (which has approximately 40 services per day in each direction from Tallaght to Chapelizod), route 76a (which has approximately 3 services per day in each direction from Tallaght to Blanchardstown Centre), route 77a (which has approximately 52 services per day in each direction from Ringsend Rd to Citywest). A new route 175 between Citywest and UCD with 36 services in each direction every day has also been added since 2018.

The interconnectivity between the Luas and Dublin Bus services has improved immensely through the introduction of the Leap travel card. The Leap Card allows commuters to use all public transport modes such as Dublin Bus, Luas, DART and commuter rail services around Dublin through one single card without having to plan your journey or buy a specific ticket in advance. This flexibility greatly enhances public transport usage at the site.

The walking routes for each stop are illustrated in Figures 6 and 7 below.

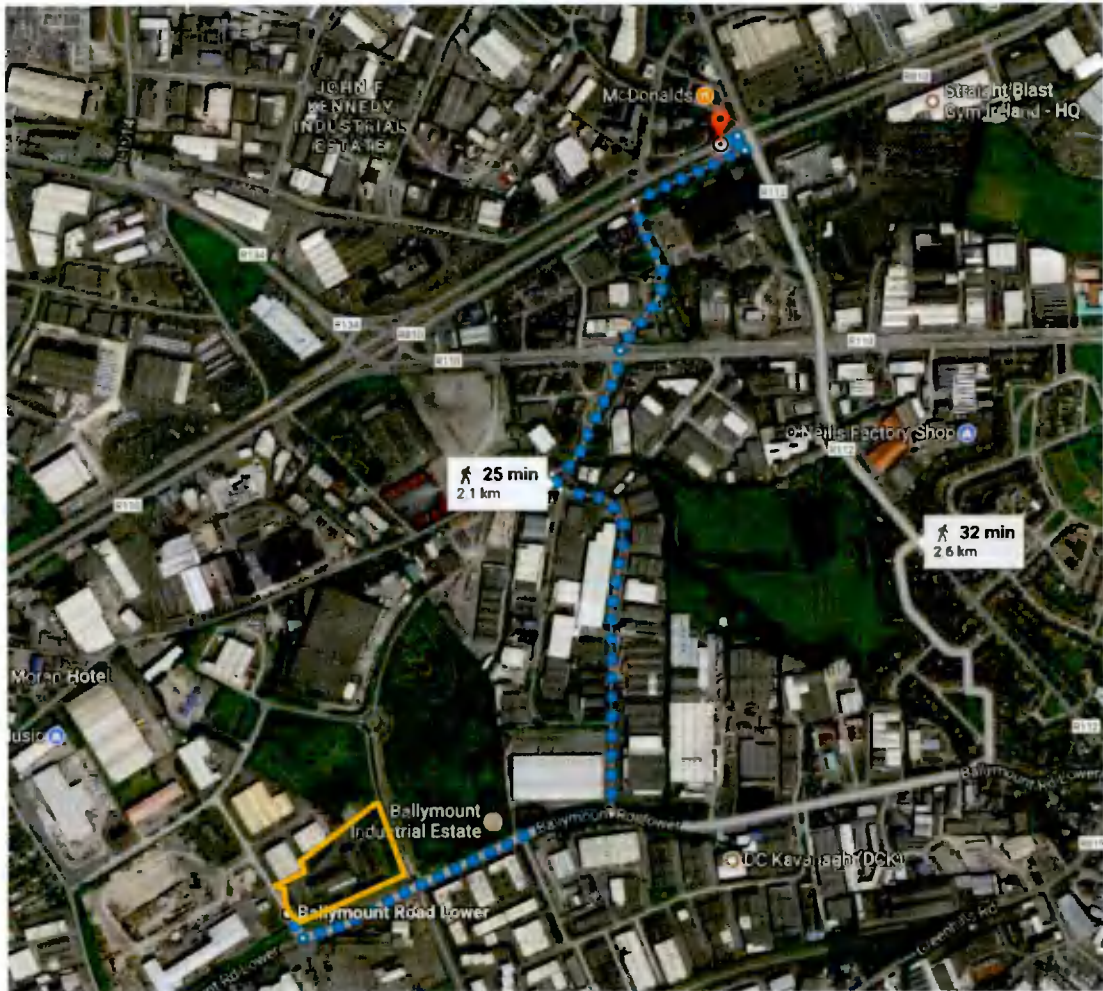


Figure 6 Walking Route to Kylemore Luas Stop



Figure 7 Walking Route to Red Cow Luas Stop

#### 4.4 Rail

There is no existing rail connection to the proposed development.

#### 4.5 Pedestrian and Cycling Provision

Footpaths, with an approximate width of 2.0m, are provided on the northern edge of Ballymount Road Lower along the site frontage. The southern side of Ballymount Road Lower has a grass verge only.

At grade pedestrian crossings are in place along the Ballymount Road Lower facilitated with dropped kerbs at various locations.

There are no specific cycle lanes adjacent to the site however the width of the road is conducive to safe cycling conditions.

##### 4.5.1 Cycle Network Improvements

In accordance with the National Transport Authority's Cycle Network Plan for the Greater Dublin area the following improvements to the local cycle networks are proposed:

- Route 7E is a cross-link from the West sector into the South West sector. It branches off Route 7D on the Naas Road at Kylemore and follows Robinhood Road through the Ballymount industrial area to cross the M50 on a new bridge between Junctions 9 and 10 at Ballymount

Cross, and then outward through the areas of Kingswood, Belgard, Cookstown, Fettercairn and Cheeverstown at the northern edge of the Tallaght suburbs.

- Route 8A follows Crumlin Road past the Children's Hospital, Bunting Road to Walkinstown, through Ballymount to cross the M50 at Junction 10 and out to Citywest / Fortunestown via Belgard.
- Route 8B branches off Route 8A midway along Crumlin Road at Windmill Road and follows a slightly meandering route mainly along minor residential streets through Crumlin Cross and Greenhills to Tymon Park and onward to Tallaght via the outer end of the Greenhills Road. It is a much better alternative to the existing route via the very busy and intimidating Walkinstown Roundabout and the
- Route 8C: Cross-links to Ballymount and Crumlin in the South West sector via Nangor Road and Long Mile Road through Park West to Lucan South, with spur 8C1 to Route 7A at Palmerstown and Spur 8C2 to Grange Castle.

The proposed cycle routes are illustrated in Figure 8 below.

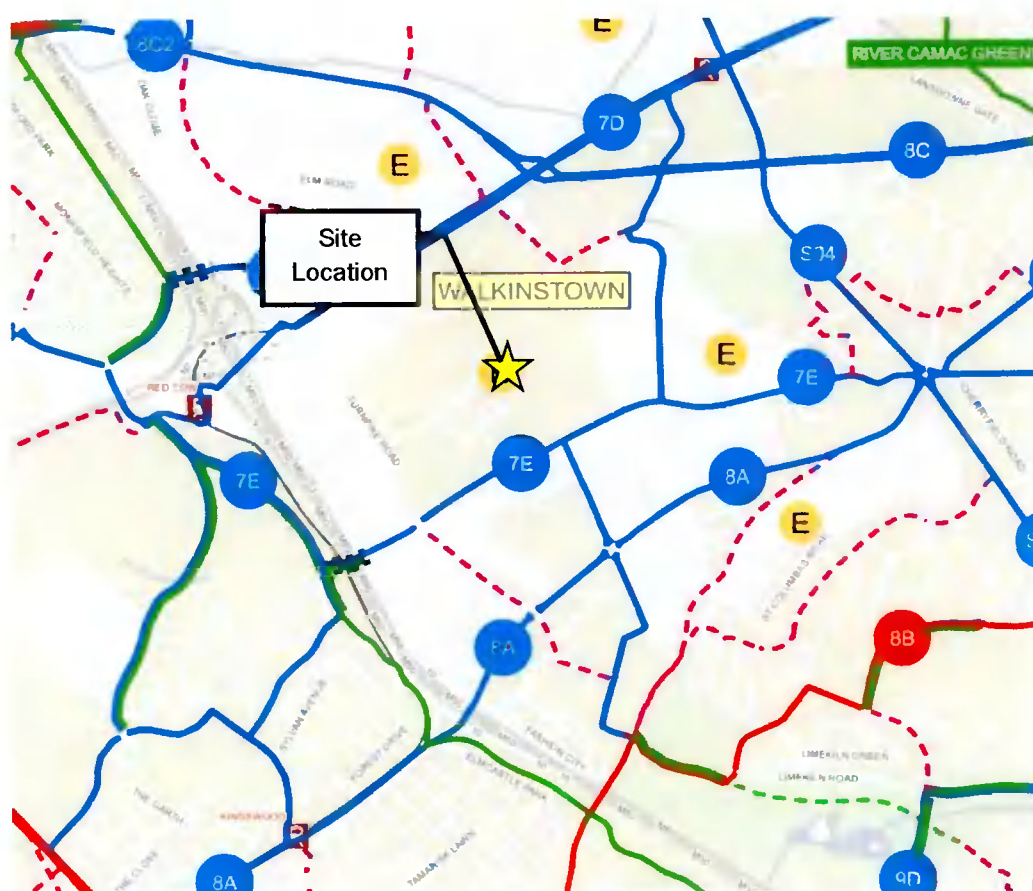


Figure 8 Proposed Cycle Network Upgrades (Source: NTA)

## 4.6 People with Disabilities

A review was carried out to establish the current level of accessibility for people with disabilities. The following section outlines these findings.

Drop kerbs are provided at crossing points of the footpath with tactile paving places.

The 27, 56a and 77a bus services are wheelchair accessible as is Red Cow Depot and Kylemore Campus Luas stops.

## 4.7 Vehicular Access

Good vehicular access exists on all main routes that service the subject site. The quality of the road network is good and the objective at this point must be to ensure that the efficiency of such infrastructure can be maximised while ensuring that the mechanisms are in place to encourage a shift away from single private care use. A summary of the existing road network is provided below:

The road network surrounding the site provides a variety of movement functions. The M50 Motorway acts as a ring road around Dublin City. In addition, it provides connectivity to cities out site of Dublin through national routes such as the M1, M2, M3, M4, M7 and M11.

Ballymount Road Lower runs in an east/west direction and provides access to the subject site. Ballymount Road Lower is an important access routes to the M50 at Junction 10. The M50 is of national importance providing strategic route linking the routes to Dublin from the rest of Ireland.

The local routes provide for pedestrians, cyclists and motorists alike and a general commentary on these facilities is presented below:

### **Ballymount Road Lower**

Ballymount Road Lower is a high-quality single carriageway road with a 6.8m wide carriageway and a 2m wide footpath along its southern edge. It runs in a general east/west direction and provides a link between the Ballymount Road Lower, Ballymount Avenue and the Walkinstown Roundabout.

Ballymount Road Lower forms a roundabout with Ballymount Road Upper to the west and the Walkinstown Roundabout to the east. This road assigned a 50km/h speed limit.

No cycle facilities were noted along Ballymount Road Lower.

The site is accessible from Junction 10 of the M50 which is located circa 1.3km south of the site. Secondary routes to the proposed development include via the Walkinstown Roundabout located 1.6km to the east.

### **Ballymount Little**

The existing single access to the depot is from Ballymount Little as illustrated in Figure 9 below. This access is no longer adequate for the operation of the depot and a new access onto Ballymount Avenue is being introduced in 2023.

Ballymount Little is a local single carriageway road with a 9.0m wide carriageway and grass verges / footpaths on both sides. No cycle facilities were noted along Ballymount Avenue.



Figure 9 Site Access

### **Ballymount Avenue**

Ballymount Avenue is a high quality a high-quality single carriageway road with a 9.0m wide carriageway and grass verges / footpaths on both sides. No cycle facilities were noted along Ballymount Avenue.

Ballymount Avenue runs in a general south – north direction and on completion of the long-term proposal by SDCC will link Calmount Road through Ballymount Road Lower to Robinhood Road.

A second entrance from Ballymount Avenue to the depot is expected to be operational in 2023.

## 5. Mobility Management Targets

### 5.1 Mobility Management Targets – Office / Administrative

Post development, the complement of office / administrative staff at the Ballymount Depot is expected to remain the same at 60 persons. These staff arrive between 07h30 and 09h00. All have normally departed by 18h00. Their mode of travel in January 2021, was surveyed to be: -

• Car Driver	:	88%
• Car Passenger	:	0%
• Bus	:	12%
• Cycle	:	0%
Total	:	100%

Having regard to the nature of the public transport operation at Ballymount Depot, the mobility management targets for the office / administrative staff at the Ballymount Depot for the Opening Year of 2023 and the Design Year of 2028 are set out below.

#### Target 1: Car Driver

A reduction in mode share to 75% in 2023 and 62% in 2028

#### Target 2: Car Passenger

An increase in mode share to 4% in 2023 and 8% in 2028

#### Target 3: Bus

An increase in mode share to 16% in 2023 and 20% in 2028

#### Target 4 Cycle

An increase in mode share to 5% in 2023 and 10% in 2028

### 5.2 Mobility Management Targets – Workshop / Facilities

Post development, the complement of workshop / facilities staff at the Ballymount Depot is expected to increase from 35 to 45 persons. These staff arrive from 04h00 with the bulk for 07h30. All have normally departed by 17h00. Their mode of travel in January 2021, was surveyed to be: -

• Car Driver	:	70%
• Car Passenger	:	0%
• Bus	:	20%
• Cycle	:	0%
• Other	:	10%
Total	:	100%

Having regard to the nature of the public transport operation at the Ballymount Depot, the mobility management targets for the office / administrative staff at the Ballymount Depot for the Opening Year of 2023 and the Design Year of 2028 are set out below.

**Target 1: Car Driver**

A reduction in mode share to 64% in 2023 and 56% in 2028

**Target 2: Car Passenger**

An increase in mode share to 2% in 2023 and 4% in 2028

**Target 3: Bus**

An increase in mode share to 22% in 2023 and 25% in 2028

**Target 4 Cycle**

An increase in mode share to 12% in 2023 and 15% in 2028

### 5.3 Mobility Management Targets - Bus Drivers

Bus departures from Ballymount Depot commence about 05h00 and continue through the day. Bus arrivals back to the Ballymount Depot continue until 02h00 the following day.

Post development, the complement of bus drivers at the Ballymount Depot is expected to increase from 320 to 475 persons. These staff arrive from 03h00 up to 12h00. All have normally departed by 02h00. Their mode of travel in January 2021, was surveyed to be: -

• Car Driver	:	95%
• Car Passenger	:	0%
• Bus	:	0%
• Cycle	:	4%
• Other	:	2%
Total	:	100%

A number of issues combine to mitigate against low car usage by bus drivers at the Ballymount depot including extended working day (nearly 24 hours), shift working and a relatively remote site location in relation to the public transport network.

Having regard to these issues, the mobility management targets for bus drivers at the Ballymount Depot for the Opening Year of 2023 and the Design Year of 2028 as set out below.

**Target 1: Car Driver**

A reduction in mode share to 89% in 2023 and 82% in 2028

**Target 2: Car Passenger**

An increase in mode share to 3% in 2023 and 6% in 2028

**Target 3: Bus**

An increase in mode share to 2% in 2023 and 4% in 2028

**Target 4 Cycle**

An increase in mode share to 6% in 2023 and 8% in 2028



## **6. Workplace Travel Plan**

### **6.1 Strategy for Travel**

On an ongoing basis, a strategy of encouraging bus drivers and other staff to travel as often as possible to and from Ballymount by modes other than the private car is being promoted by the operators of the Depot.

To this end, the strategy encourages staff and customers to access Ballymount by ghost / staff bus by public transport, by cycle / motorcycle and on foot.

The methodology being employed to implement the strategy includes:

- The provision of ghost / staff bus services in the early morning and late night.
- The provision of improved levels of accessibility to and serviceability of the depot by public transport modes primarily bus services, some of which link to other modes.
- The location of bus stops as a significant positive factor in the ongoing access to public transport.
- Lobbying the NTA and other public transport operators to ensure the ongoing provision of a high level of service on the public transport routes serving the development.
- The provision of extensive information services for public transport routes at a public location(s) within the development.
- The ongoing updating of public transport information within Ballymount.
- Liaison with the National Transport Authority, South Dublin County Council, Dublin Bus and private bus operators.
- The provisions of cycle parking at Ballymount.
- The provision of high-quality footpaths and signal-controlled pedestrian crossings on the surrounding roads.

### **6.2 Ghost / Staff Bus Services**

An important element of this Plan is the provision by the operators of ghost / staff bus services to collect bus drivers during the early morning and drop them home late at night as required.

### **6.3 Liaison with Dublin Bus**

A second major element is the provision of improved accessibility to Dublin Bus services.

To this end, the operators of Ballymount arrange meetings and consultation with the NTA and Dublin Bus. The agenda for these consultations includes the provision of enhanced bus services to the Ballymount area and operational issues such as service frequency, bus ticket purchase at place of work and fare concessions.

The enhancement of the bus service includes diverted services, variation of existing routes, increased frequency of service and service modifications.

The operators and particularly the Travel Plan Co-ordinator endeavour to maintain close liaison with Dublin Bus and other operators, so that their services are integrated into the overall Strategy. As many of the transportation linkages are outside the ownership of the applicants, discussions are held with the appropriate departments of South Dublin County Council.

Issues for discussion in the Ballymount area would include improvements by South Dublin County Council to pedestrian and cycling facilities, improvements to the road network, traffic management measures, how the development could be served by such facilities and how Travel Plan initiatives would integrate with Council policy.

In addition, the Travel Plan Co-ordinator liaises with other employers / occupiers in the area with a view to improving services by improving accessibility to other services in the surrounding area.

Details of these arrangements are included in the public transport information, which is regularly updated by the Travel Plan Co-ordinator.

#### **6.4 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 facilities staff at the depot so as to minimise the impact on the surrounding road network.

Similar procedures are in place for waste collection.

## **7. Specific Measures**

### **7.1 Public Transport Information**

Within the depot, detailed information on the availability, timetabling and cost of public transport services is displayed on the Travel Plan information noticeboard.

The information is also available in the Mobility Section of the Ballymount web site with links to the NTA's web-based journey planner facility.

Public transport information is collected, monitored and updated by the Mobility Management Co-ordinator on a regular basis.

### **7.2 Public Transport Fares and Discounts**

For those employees who wish to travel by public transport, the Travel Plan Co-ordinator seeks to negotiate reciprocal and reduced fares with Dublin Bus, LUAS and private bus operators for travel on their services.

Details of the fares which cover travel on one or more services i.e. bus / bus, bus / tram etc. are posted on the Mobility Management information noticeboard and included in the Travel Plan section of the web site.

If a requested journey is not included in those listed, staff can contact the Travel Plan Co-ordinator who will seek to negotiate with the operator for reduced cost tickets on their behalf.

Staff can avail of the Tax-Saver Plan, whereby the employer can obtain monthly and annual commuter tickets from companies such as LUAS, Dublin Bus and Irish Rail. These are provided to the employee as a tax-free bonus, or the employee can choose to take a deduction in salary and the employer provides tickets tax free (equivalent to the amount involved).

The Tax Saver Commuter Ticket Scheme was established in Ireland in 2000 as an incentive for workers in some parts of the country to use public transport. Staff can avail of public transport commuter tickets if travelling for work, by public transport, bus, tram or rail. The scheme includes DART, LUAS, Dublin Bus and private bus operators provided they are approved transport providers.

Information on the operation of the TaxSaver Commuter Ticket Scheme is posted on the Ballymount website.

### **7.3 Employee Terms and Conditions**

All staff at Ballymount are required to participate in the Workplace Travel Plan.

The transportation policy as outlined in this Workplace Travel Plan is set out in the staff induction packages or staff handbooks. The package includes information on how to get to work at Ballymount without a car, the benefits on offer as part of the Plan, details of the car parking system, a car sharing registration form and a staff travel survey form and information on developing a personalised journey planner.

Options for staff in the induction package can include:

- travel at work policy.
- interest free loans for purchasing a cycle.
- travel reimbursement policy.
- flexi-time policy.

The Travel Plan Co-ordinator promotes the Travel Plan and reinforces the Mobility Package.

## **7.4 Parking Management**

All employees and residents driving to Ballymount are required to register with the Travel Plan Co-ordinator. Access to the car parks is on the following basis:

- (a) Only registered staff with current permits are permitted to park in the staff parking spaces.
- (b) Registered car-sharers get preferential car space allocation.
- (c) Spaces reserved for customers/visitors cannot be used by staff.
- (d) Spaces reserved for disabled badge holders cannot be used by non- badge holders.
- (e) Only electric cars will be permitted to use the charging spaces.

## **7.5 On-Site Parking Controls**

Inappropriate parking is defined as parking in restricted areas and locations such as:

- Clearway/access roads.
- Bus parking areas outside of specified hours.
- Disabled bays (if no window badge is displayed).
- Parking by unregistered drivers at spaces reserved for registered users.

## **7.6 Cycling**

For those who wish to cycle to and from Ballymount, cycle parking is available in appropriate locations. Staff can contact the Travel Plan Co-ordinator / liaison officer for details. All cycle parking is free to staff and visitors.

For staff members and residents who wish to purchase cycles for cycling to work, the Management Company seek to negotiate with suppliers to attempt to arrange discounts for staff. Staff can contact the Travel Plan Co-ordinator/liaison officer for details.

The National Transport Authority operate a national Journey Planner and the Travel Plan section of the Ballymount website provides a link to the NTA facility.

## **7.7 Car Sharing - Staff**

The Staff Car Sharers Scheme will be operated by the Travel Plan Co-ordinator.

The Scheme will maintain a database of all registered car sharers which will be updated on a regular basis. Car sharers will agree amongst themselves how they wish to split the cost of the journey. Arrangements for payment will usually be agreed in advance.

The two usual ways to split the costs are:

- (a) Sharers drive their own cars in rotation so that the costs are distributed evenly over time.
- (b) The driver agrees a contribution with passengers on the basis of mileage or distance.

Members of the Scheme will be advised that drivers should be fully insured and must inform their insurance company that they have registered with the Scheme. Most insurance policies cover the driver to carry passengers on a car-sharing basis provided the driver does not receive more than the cost of running the car.

Staff who wish to register with the Scheme can contact the Travel Plan Co-ordinator.

## **7.8 Walking Incentives**

To facilitate persons who live / work at or within 3 kilometres of Ballymount and wish to walk, the Travel Plan Co-ordinator can make representations on their behalf to South Dublin County Council on the local infrastructure in terms of convenience, surfacing, lighting and personal security.

Staff and residents who consider that any of the pedestrian routes to the development could be improved, are invited to contact the Travel Plan Co-ordinator.

The NTA have a journey planner facility on their website which provides details of routes and journey times and the Travel Plan Section of the Ballymount website provides a link to the NTA facility.

## **7.9 Personalised Travel Plan**

Personal Travel Plans for staff will be being developed in response to demand from publicity material and information displayed in the development.

In light of the foregoing proposed measures, it is considered that a significant gain can be made in the implementation of an effective Travel Plan by asking the right questions at the right time, through staff travel surveys. A further and more proactive step can be made through the development of a personalised travel plan (PTP) system. The PTP is operated by the Travel Plan Co-ordinator and pulls together all of the other measures by developing an understanding of an individual's travel needs, journey purpose, etc., and assisting them by preparing optimum solutions.

For example, a person working at Ballymount may travel to work by a certain mode because at times outside the working day they may be making linked trips (i.e. to the gym, to the supermarket, dropping off children to school). Many of these secondary trip journeys are undertaken between 08h00 and 09h00 in the morning and after 17h00 in the evening. Thus, while the car may be perceived by the employee as necessary for these secondary trips, during the working day it may not be used at all and results in commuter traffic during the peak hours and long-stay parking during the working day.

In such a case the PTP could assist the employee by identifying alternative working schedules to facilitate undertaking these secondary trip purposes without the need for a car to travel to work.

Alternatively, the individual's knowledge of the transportation options on offer may not be complete and the PTP could identify a better route to / from work. For example, the PTP could identify different mode options, interchange points, cheaper fare options, or improved journey times (in some cases) by non-car modes.

## 8. Implementation and Co-ordination of the Plan

The Co-ordinator for this Travel Plan is:

Derry O'Leary,  
Management Office,  
Go-Ahead Ireland Ltd,  
Ballymount Bus Depot,  
Ballymount Road Lower,  
Dublin 12.

Tel : 1850 80 40 71  
Mob : 087 233 4445  
e-mail : derry.oleary@Go-Aheadireland.ie  
Website : www.go-ahead.com

The Co-ordinator's roles in the development, implementation and management of the Plan include:

- Ongoing assessment of the objectives of the Plan.
- Distribution of the Travel Plan Pack to staff.
- Promotion of the Travel Plan Pack.
- Implementation of the Travel Plan.
- Management of the Travel Plan.

The management functions being undertaken by the Co-ordinator also include:

- Liaison with the Travel Plan liaison officer of the various companies.
- Liaison with Dublin Bus / local bus service providers.
- Liaison with South Dublin County Council.
- Collation and distribution of public transport information.
- Implementation of car sharing programme.
- Implementation of cycling programme.
- Management of car parking in conjunction with tenant companies.

## 9. Monitoring of the Travel Plan

The monitoring of this Travel Plan is undertaken on behalf of the Management Company by:

Derry O'Leary,  
Management Office,  
Go-Ahead Ireland Ltd,  
Ballymount Bus Depot,  
Ballymount Road Lower,  
Dublin 12.

Tel : 1850 80 40 71  
Mob : 087 233 4445  
e-mail : derry.oleary@Go-Aheadireland.ie  
Website : www.go-ahead.com

The monitors of the Travel Plan undertake various functions including: -

- Assessment of Staff Travel Surveys.
- Verification of modal split.
- Quantification of movement volumes.
- Review of objectives and targets.
- Review of car park management.
- Preparation of reports to South Dublin County Council.
- Liaison with the Travel Plan Co-ordinator.



## **10. Staff Induction Handbook**

As part of the implementation of this Plan, the Travel Plan Co-ordinator will provide staff at Ballymount with a Staff Induction Handbook which includes inter alia:

- (a) The Travel Plan.
- (b) Public Transport information.
- (c) Benefits of the Travel Plan for staff.
- (d) Staff Travel Survey Form.
- (e) Car Sharing Registration Form.
- (f) Details of pedestrian facilities.
- (g) Car parking management information.

All staff are required to be aware of the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

# UK and Ireland Office Locations

