

4.5 The following initiatives and incentives can be used to encourage walking:

- Take part in a 'Pedometer Challenge' which is organised through the Irish Heart Foundation or Smarter Travel Workplaces,
- Organise special events such as a 'Walk to work/school on Wednesdays' where participants are rewarded for their participation,
- Keep umbrellas in public areas on a deposit system for use when raining,
- Display Smarter Travel Workplaces Accessibility Walking maps on notice boards areas so staff can plan journeys,
- Organise lunch time or afternoon walks as part of a health and well-being programme,
- Highlight the direct savings gained due to reduced use of private vehicles.

Cycling – Key Information	
Approx. zone of influence	10km
Percentage of Staff travelling in area of influence	TBC in each survey when operational
Percentage of Staff interested in cycling	TBC in each survey when operational

Table 4.2: Key Information - Cycling

4.6 Research suggests that cycling is a viable mode of transport for people who live up to 10 km from work or school.

4.7 Cycling is a great way to travel. It helps foster independence, raises awareness of road safety, and helps the environment.

4.8 Some positive aspects of cycling are listed following:

- **C** - Cycling is fun! - Cycling is a great form of transport but it's also a great recreational activity. Cycling is a skill that stays with you for life and it's a fantastic way to explore your local community,
- **Y** - You save time & money - cycling reduces the need to travel by car thus reducing fuel costs and freeing up road space for more cyclists,
- **C** - Confidence building - travelling as an independent cyclist can give people increased confidence proving beneficial in all aspects of life,
- **L** - Less congestion - If you leave the car at home and cycle there are fewer cars on the road which makes it safer for those who cycle and walk,
- **I** - Interpersonal skills - Cycling can be a great way to meet other cyclists and share the experience,
- **N** - New adventures - Cycling is a great way to learn about your local environment

and community. It helps people to understand where they live and how their actions affect their local environment,

- **G** - Get fit and stay active - cycling helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind.

4.9 The provision of enhanced and attractive cycle parking facilities at the site will clearly play a critical role in promoting journeys by bicycle.

4.10 The following initiatives and incentives can be used to encourage cycling:

- New cycle parking installed within the development, secure and well lit,
- Publicise cycle parking availability by way of signage and on notice boards,
- Display maps on notice boards areas so people can plan journeys,
- The development can provide free cycle accessories (panniers, lights, visi-vests, helmets) in periodic draws for cyclists,
- The Travel Plan Coordinator can organise cycle training sessions on site on the rules of the road and the specific risks associated with the locality,
- The Travel Plan Coordinator can invite bike suppliers on site for a 'Green Day' or 'Green Week' so that people can try bikes before buying,
- The Travel Plan Coordinator can set up a Bicycle User Group (BUG) to promote cycling,
- The Travel Plan Coordinator can highlight the direct savings gained due to reduced use of private vehicles,
- The Travel Plan Coordinator can encourage staff to take part in National Bike Week, see www.bikeweek.ie.

Public Transport – Key Information	
Approx. zone of influence	All Staff
Percentage of Staff travelling in area of influence	100%
Percentage of Staff using Public Transport	TBC in each survey when operational

Table 4.3: Key Information: Public Transport

4.11 There are many benefits to taking public transport, some of which include:

- Personal Opportunities – Public transportation provides personal mobility and freedom,
- Saving fuel – Every full standard bus can take more than 50 cars off the road, resulting in fuel savings from reduced congestion,
- Reducing congestion – The more people who travel on public transport, especially

during peak periods, the less people travelling by private car,

- Saving money – Taking public transport is a lot cheaper than travelling by car and saves the cost of buying, maintaining, and running a vehicle,
- Reducing fuel consumption – A full standard bus uses significantly less fuel per passenger than the average car,
- Reducing carbon footprint – Public transport is at least twice as energy efficient as private cars. Buses produce less than half the CO2 emissions per passenger kilometre compared to cars and a full bus produces 377 times less carbon monoxide than a full car,
- Get fit and stay active - Walking to public transport helps people incorporate physical activity into their daily routines. Research shows that regular physical activity can benefit your body and mind,
- Less stress – Using public transport can be less stressful than driving yourself, allowing you to relax, read, or listen to music.

4.12 The following initiatives and incentives can be used to encourage people to take public transport:

- Publicise Employee Tax Saver Commuter tickets, which offer savings to employers in PSRI per ticket sold and significant savings to employees in marginal tax rate and levies on the price of their ticket,
- Encourage public transport use for travel by promoting smart cards, advertising the availability of these tickets to staff,
- Publicise the availability of Real Time Information. Real Time Information shows when your bus is due to arrive at your bus stop so you can plan your journey more accurately,
- Provide maps of local bus routes and the nearest bus stops and the length of time it takes to walk to them.

Car Sharing – Key Information	
Approx. zone of influence	All Staff
Percentage of Staff travelling in area of influence	100%
Percentage of Staff Car Sharing	TBC in each survey when operational

Table 4.4: Key Information - Go-Car/Car Sharing

4.13 Every day thousands of commuters drive to work or to school on the same routes to the same destinations, at the same time as their colleagues. By car sharing just once a week, a commuter's fuel costs can be reduced by 20%, and in a similar fashion, the demand for work place parking can be reduced by 20%. If every single-occupancy driver carried another driver, there would be 50% less cars on the road at peak times.

- 4.14 Although use of the car to get to work or to school is essential for some people, car sharing schemes such as GoCar (which are active in Dublin) have the potential to deliver a significant reduction in private vehicle trips by promoting higher than average occupancy rates for each vehicle.
- 4.15 Car sharing often happens informally, however some participants often prefer a formal scheme such as a GoCar facility which will normally generate a higher take-up for car sharing, and more efficiency in terms of increased occupancy rates.
- 4.16 Encouraging more staff to share car journeys to work rather than driving alone as well as encouraging more to set up and take part in car sharing/pooling would prove a very effective means of reducing daily car trips to and from the site.
- 4.17 The following initiatives and incentives can be used to encourage car sharing:
- Draw up a car-sharing policy for how the scheme will operate,
 - Highlight to drivers that they do not have to share with a person that doesn't suit them – allow choice based on gender, route, smoking or non-smoking,
 - Clarify the financial implications of the scheme – those accepting a lift could contribute towards fuel costs,
 - Use existing online databases for car sharing. For example, the development could set up its own private car sharing site using www.carsharing.ie.
- 4.18 Other travel planning measures such as the use of technology, flexible working arrangements and video conferencing facilities will and are used as part of this development to minimise travel requirements and allow people to use alternative means of transport.

Action Plan Summary Table

- 4.19 The Summary Action Plan is described in the Table below. Modal Split Targets will be determined following on from the first survey shortly after full occupation, typically within the first six months. This will be part of the role of the Travel Plan Coordinator. This will show existing travel patterns with realistic targets set to improve the modal split of Staff.

	Initiative	Impact on Delivery	Difficulty Delivering	Current Modal Split	Target
Staff Initiatives	Walking	Medium	Low	TBC	TBC
	Cycling	Medium	Medium	TBC	TBC
	Public Transport	High	Low	TBC	TBC
	Other	Medium	Medium	TBC	TBC
	Car - Sharing	Medium	Medium	TBC	TBC
	Cars - 1 Passenger Only	High - Negative	High	TBC	TBC
Promoting the TP	Marketing the Plan	High	Low	Driven By TP Coordinator	
	Measuring Success	High	Medium	Annual Surveys	

Action Plan Summary Table

5.0 IMPLEMENTING THE PLAN

Background

- 5.1 Setting realistic targets and a sustained approach to the promotion of the Travel Plan is important if the measures are to be successful. The objectives and benefits of the Plan will be made clear and broadcast during the full lifecycle of the Plan.
- 5.2 The implementation of a successful Travel plan will require the upfront investment of resources. As well as reviewing objectives and initiatives regularly, it is equally important to measure results. This provides an indication of any Plan's success and ensures that the targets remain realistic.

The Travel Plan Coordinator

- 5.3 The key objective of this Travel Plan is to ensure that the traffic impacts and car usage associated with the operation of development are minimised. Achieving this objective will result in a wide array of benefits for the development and its stakeholders.
- 5.4 To ensure the plan is effective it is essential for a Travel Plan Coordinator to be appointed for the Development upon occupation.
- 5.5 The nominated person and their contact details will be provided to the Planning Authority upon opening of the development.
- 5.6 It is envisaged that the Coordinator will work closely with staff to enthusiastically promote and market the Travel Plan. As Staff will be the focus of the plan; their involvement must be sought from the outset.
- 5.7 To support the Travel Plan Coordinator's efforts, the Operator must ensure that they have sufficient time to carry out their duties. In addition, it is essential that the powers of decision making are bestowed upon him/her, along with a suitable budget and programme for implementation.

Promoting the Travel Plan

- 5.8 Active promotion and marketing is needed if the Travel Plan is to have a positive impact on stakeholder travel patterns to and from the site.
- 5.9 All marketing initiatives should be focused on areas where there is willingness to change. Such information has been extracted from the questionnaires and has been described in Section 3 of this Plan.
- **Identify the Aim** – e.g., to reduce low occupancy car commuting, school, and business travel & to promote active travel, public transport & alternatives to travelling by car.

- **Brand the Plan** – as part of communicating the Travel Plan, visually brand all work relating to it with a consistent look, slogan, identity, or logo.
- **Identify the Target Audience** – 'segment the audience' (e.g., shift workers, school travel, sedentary workers, people travelling long/ short distances, mode used, members of a walking club or green team) so you can target the message and events towards these different groups.

- 5.10 As part of the marketing process, the Travel Plan coordinator can personalise a plan for the Development, drawing attention to the benefits of participation and support for its implementation.
- 5.11 The Coordinator can identify communication tools and networks used by the different audiences in the development and use these to communicate about travel.
- 5.12 Promotional material regardless of its quality is only as good as its distribution network; material incentives assist greatly in introducing people to alternative modes of commuting.
- 5.13 The Coordinator can promote positive messages associated with a plan, for example, reduced tax/PRSI payments, getting fit and active, reducing congestion, reducing CO2 emissions and so on, and encourage people to start small – changing one day per week for example, to explore their options.
- 5.14 Marketing drives which feature individual staff who have reduced their car use can carry a strong message. This will serve to raise not only the profile of the Plan, but also send a clear message in relation to the Staff commitment to the Plan.

6.0 CONCLUSIONS

- 6.1 The development forming the subject of this application accords with the principles of sustainable development, being located within a developing well serviced area within clear and easy access to alternative modes of travel. The HSE, once the development is operational, will utilise pragmatic measures that encourage safe and viable alternatives to the private car for accessing the development.
- 6.2 Good Travel Planning is not a one-off event, it is instead an on-going iterative process requiring continued effort. This report assists these efforts by forming an outline framework and providing guidance for its success. Monitoring and reviewing the initiatives set out within the plan will form a far greater part of the working Travel Plan itself.
- 6.3 The key to the Plans success will be the appointment of a **Travel Plan Coordinator** for the development, once operational. They will be vested with total responsibility for implementing the plan. They should be granted the authority and time to execute the Plan and be provided with sufficient resources to realise the Plans success.
- 6.4 As Staff are the focus of the plan; their involvement should be sought from the outset following opening. To this end, the Plan Coordinator should be assisted and supported by the Operator and Staff. This will serve to spread the work load, and also give the Staff a valuable input into the operation of the Plan.
- 6.5 Successful Travel Plans require marketing **and** regular review. The measures set out in the Action Plan Summary Table (Chapter 4) should form the basis of a sound, realistic Plan and should be clearly set out and be fully transparent to all users.
- 6.6 Staff also have an essential responsibility in terms of co-operating with and taking an active part in the plan. They are, after all, the plan's primary focus.
- 6.7 It is recommended that the working Travel Plan be set in motion following opening. The plan should evolve and develop with the development, taking into account changing Staff and their travel preferences and needs.
- 6.8 Annual reviews of the Plan should include a full stakeholder survey, providing valuable information for target setting and marketing target groups. It is emphasised that failing to meet initial targets should not be seen as failure, as the preliminary 12 to 18 months of the plan should be viewed as a calibration exercise for target setting.

APPENDIX G

**Independent Stage 1 Road Safety Audit, incl Quality Audit
& Designer Feedback Form**

Title: Stage 1 ROAD SAFETY AUDIT

For;

**Proposed HSE Ambulance Facility at Belgard Road, Tallaght,
Dublin 24.**

Client: NRB Consulting Engineers

Date: October 2022

Report reference: 1654R01

VERSION: FINAL (4-11-2022)

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol

Clogherhead

Drogheda

Co. Louth.

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CONTENTS SHEET

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1.0 Introduction

This report was prepared in response to a request from Mr. Eoin Reynolds, NRB Consulting Engineers, for a Stage 1 Road Safety Audit of the proposed HSE Ambulance Facility at Belgard Road, Tallaght, Dublin 24.

The Road Safety Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO1291756

The Road Safety Audit involved the examination of drawings and other material provided by NRB and a site visit by the Audit Team in July 2021 and again in October 2022.

The weather at the time of the site visits was dry and the road surface was also dry.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team is listed in **Appendix A**.

The feedback form is contained in **Appendix B**.

A plan drawing showing the problem locations is contained in **Appendix C**.

ST 1 RSA—HSE AMBULANCE FACILITY, BELGARD ROAD
NRB

2.0 Background

It is proposed to provide an ambulance facility for the Health Services Executive (HSE) on a former industrial site at Belgard Road (R113) in Tallaght.

The site is adjacent to a proposed strategic housing development site known as Glen Abbey which has planning approval.

Belgard Road has a speed limit of 60km/hr. The site will be accessed by the existing side road which joins Belgard Road via a simple priority junction. There is a break in the traffic islands on Belgard Road to facilitate turning in both directions from the access road and a right turning lane on Belgard Road to provide access.

There are cycle lanes on both side of Belgard Road and it is a bus route.

The proposed additional traffic volumes to and from the development is deemed to be low and can be easily accommodated with regards to capacity.

The site location is shown below.



Image courtesy of openstreetmap.org

ST 1 RSA—HSE AMBULANCE FACILITY, BELGARD ROAD
NRB

3.0 Items Raised in This Stage 1 Road Safety Audit.

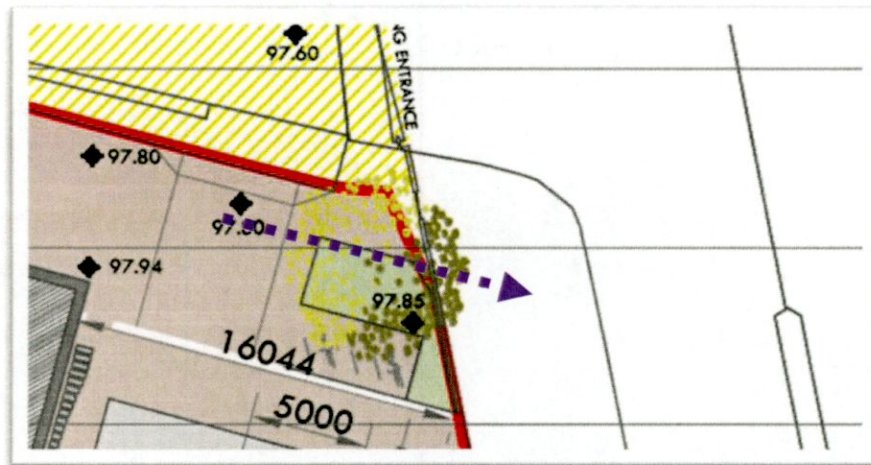
3.1. Problem

LOCATION

Drawing 44007 P(01) 09 AXO Architects.

PROBLEM

The proposed access into the development from the access road is very close to the junction with Belgard Road. There is a risk that the proposed landscaping in combination with the railings will obscure a drivers visibility as they egress from the development to left turning traffic from Belgard Road which could lead to collisions.



RECOMMENDATION

It is recommended that the inter-visibility area be kept free from obstacles.

ST 1 RSA—HSE AMBULANCE FACILITY, BELGARD ROAD
NRB

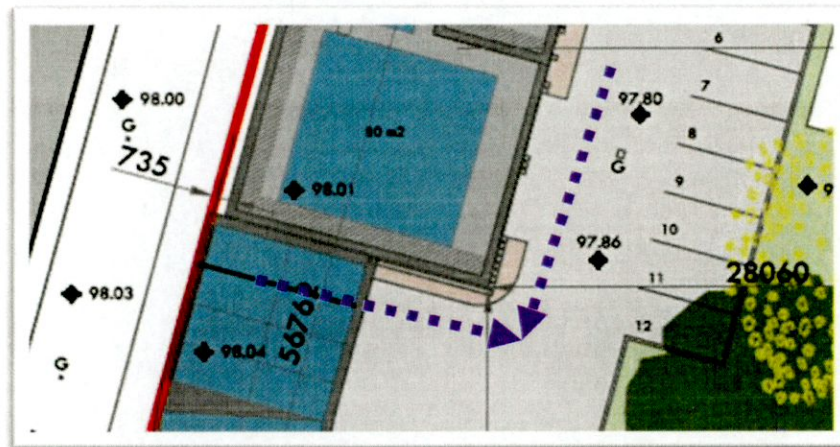
3.2 Problem

LOCATION

Drawing 44007 P(01) 09 AXO Architects.

PROBLEM

A driver will have limited visibility when reversing out of the closest ambulance parking space to the building this could lead to collisions with other vehicles travelling towards the parking area.



RECOMMENDATION

Ensure sufficient visibility is provided.

4.0 Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Norman Bruton

(Audit Team Leader)

Signed: Norman Bruton

Dated: 4-11-2022

Owen O'Reilly

(Audit Team Member)

Signed: Owen O'Reilly

Dated: 4-11-2022

ST 1 RSA—HSE AMBULANCE FACILITY, BELGARD ROAD
NRB



Appendix A

List of Material Supplied for this Road Safety Audit;

Drawing 44007 P(01) 09 AXO Architects.

List of Background Material Provided

Audit Brief

Transport Assessment & MMP, NRB dated 6 July 2022

Appendix B

Feedback Form

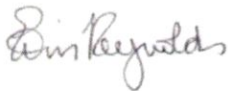
SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: HSE Ambulance Facility, Belgard Road

Stage: 1 Road Safety Audit

Date Audit (Site Visit) Completed: 8-7-2021 & 21-10-2022

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes	Intervisibility will be maintained as suggested.	Yes
3.2	Yes	Yes	Visibility around corner will be improved through additional buildout	Yes
3.3	Yes	Yes	The Aisle width will be 6m wide to ensure adequate space is provided	Yes



Signed.....

Date: 4 Nov 2022.

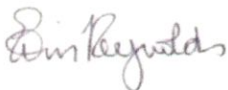
Design Team Leader



Signed.....

Date...4-11-2022...

Audit Team Leader



Signed.....

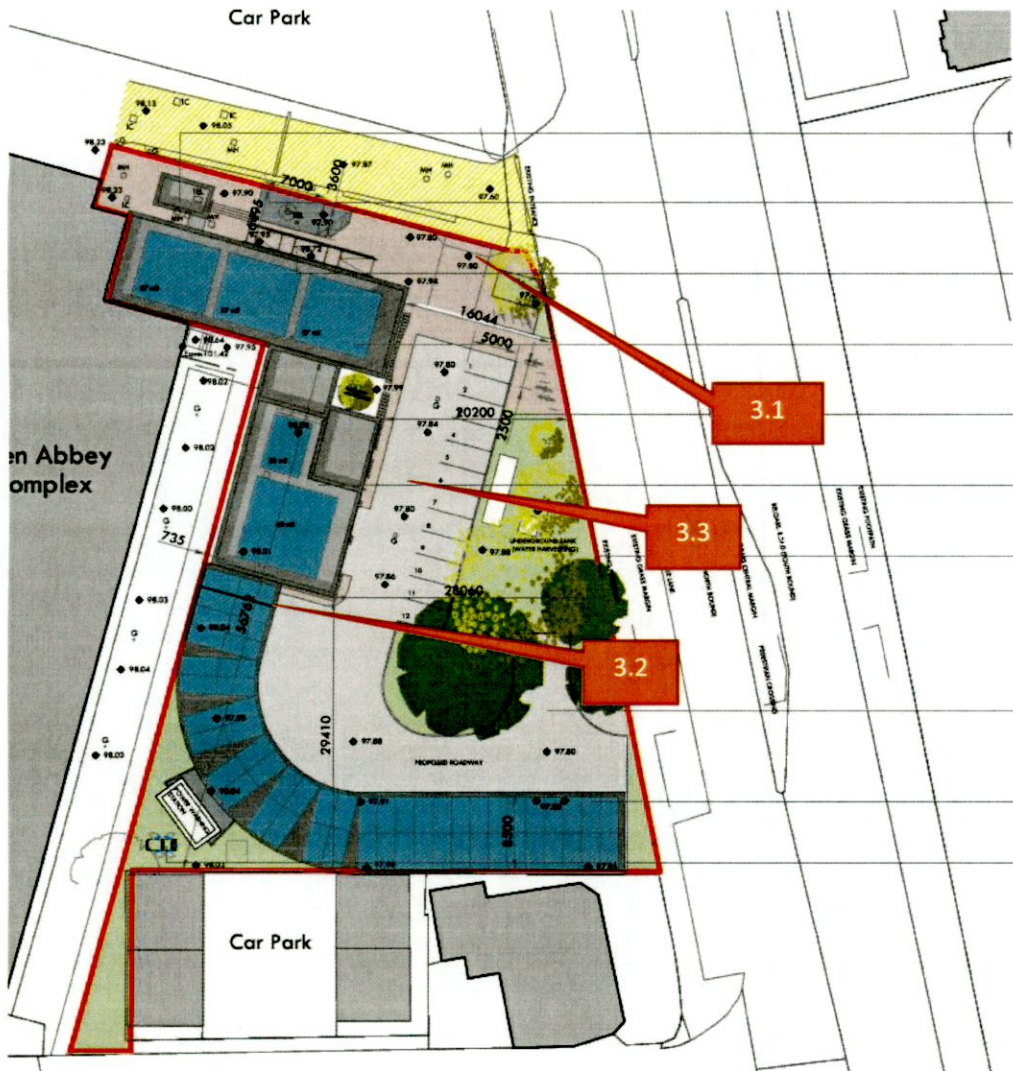
Date: 4 Nov 2022

PP Employer/Developer

(With Permission)

Appendix C

Problem Location Plan.



- NEW STAIRCORE
- NEW PAVED PARKING AREA
- NEW UNIVERSAL ACCESS RAMP
- NEW UV PANELS
- EXISTING GREEN AREA TO BE RETAINED/
RE-SEEDED
- NEW EXTENSION
- NEW BOUNDARY FENCE
- NEW TARMAC INTERNAL
ACCESS ROUTE THROUGH SITE
- COVERED AMBULANCE PARKING BAY
WITH PV OVER CANOPY
REFER TO P10116 FOR PARKING SPACES
LAYOUT AND DIMS FOR AMBULANCES
- BACKUP GENERATOR TO GUARANTEE
EMERGENCY SERVICES

3.1

3.3

3.2

en Abbey
omplex

Car Park

Car Park

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