



Mobility Management Plan

KERDIFFSTOWN LANDFILL REMEDIATION PROJECT



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Wills Bros Ltd
CIVIL ENGINEERING CONTRACTORS

**Wills Bros Ltd – Kerdiffstown Landfill Remediation Project
 Mobility Management Plan
 November - 2020**

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1.0 INTRODUCTION

Prior to works commencing on Kerdiffstown Landfill Remediation Project, Wills Bros Ltd is required to submit a Mobility Management Plan. A Mobility Management Plan is a strategy for managing travel generated by Wills Bros Ltd, with the aim of reducing its environmental impact.

Travel plans typically combine measures to support walking, cycling, public transport and car sharing. These are reinforced with promotion and incentives and by the management of workplace parking, Travel plans also include action to reduce the need to travel, such as telecommuting. This plan will focus on commuter and business travel. Due to Covid19 precautions and government, CIF, HSA and HSE guidelines, travel by means such as car sharing, and public transport will be reviewed in conjunction with the available guidelines and those recommendations noted within this document.

A good travel plan typically succeeds in cutting the number of people driving to work by 15%. The plan will aim to improve existing travel choices whilst giving incentives to use more sustainable travel and disincentives to solo car use. This will be backed up by information campaigns to inform staff about travel alternatives that offer them realistic options.

A Mobility Management Plan can also bring benefits beyond traffic reduction such as staff travel stress can be reduced and punctuality improved. Staff recruitment and retention can be enhanced also as well as the obvious health benefits to personnel who option cycle or walk to work.

1.1 Objectives

The following Mobility Management Plan has been developed based on the following targets and objectives;

- Minimising journey times to and from site for workforce and supply chain;
- Safety of journeys made to and from the site;
- Use of sustainable modes of transport
- Use of public transport
- Encouraging cycling
- Travel incentives
- Health and wellbeing of work force
- Minimizing car parking required
- Measures aimed at avoiding disruption and inconvenience to local residence

The Mobility Management Plan, once approved, will be implemented from the start of works and monitored on a regular basis ensuring compliance. A workforce survey will be carried out to get baseline statistics on the travel habits and views of the workforce. Wills Bros Ltd will aim to reduce and improve the commuting and business habits of the workplace with the implementation and initiatives.

1.2 Project Overview

The Project involves the remediation of the Kerdiffstown Landfill site and development of the site as a multi-use public park. This is to be achieved by clearing and reprofiling the existing site, installing an engineered capping system, improving the management of landfill gas, leachate and surface water and the provision of landscaped and recreational areas. The site is approximately 30 hectares in size and is located at Kerdiffstown, Naas, Co. Kildare.

1.3 Contract Overview

The Contract Overview (Scope of Work) for the Kerdiffstown Landfill Remediation Project includes the following:

- Reprofiling of waste mounds to ensure the capping system works effectively and to facilitate the use of the site as a public park;
- Preparation and placing of a regulation layer in areas to be capped
- Installation of a permanent capping system across all existing waste areas to prevent rainfall infiltration, to manage surface water runoff, to reduce the production of leachate and to capture landfill gas;
- Installation of new systems to manage and control leachate and landfill gas which will include the construction of a dedicated landfill infrastructure compound and landfill gas flares (where extracted landfill gas is burned off);
- Construction of a leachate pipeline from the site, which will cross under the Morell river and N7 into Johnstown Pumping Station;
- Construction of a foul/wastewater pipeline connecting the site with Johnstown Pumping Station. This pipeline will run parallel to the leachate pipeline and will carry foul/wastewater from the site office and changing room building;
- Installation of surface water drainage to manage water on, and draining from, the site including surface water ponds and a surface water outfall point to the Morell River;
- Decommissioning of existing services, in particular an underground storage tank approximately 20m³ in capacity. There are also a large number of concrete structures (walls of former buildings) to be demolished;

- Processing of demolished concrete and other waste materials on site to produce engineering grade materials for re use on site;
- Development of a public park with multi-use sports pitches, car parking, a changing room building, children's playground and a network of paths across the site;
- Landscaping works across the site including grass seeding, planting of trees and shrubs, and ongoing maintenance period of the works.

1.4 Duration of the works

The estimated timescale of the project is 24 months from contract date.

2.0 CONTACT DETAILS

Wills Bros Limited site management team will be responsible for ensuring that this Mobility Management Plan is correctly implemented on site.

Contact details for Wills Bros Limited and Kildare County Council are provided below.

Contractor: Wills Bros Limited			
Address	Will Bros Limited Ballylahan Bridge Foxford Co. Mayo		
Contact	PQ EHS Manager TBA EHS Officer	Mobile	xxx-xxxxxxx
Telephone	xxx-xxxxxxx	e-mail	<hr/>

Client: Kildare County Council			
Address	Áras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 X77F		
Contact	Ultan Downes KCC Senior Executive Scientist James Mulligan KCC Senior Executive Engineer	Mobile	0879559494 0863841655
Telephone		e-mail	udownes@kildarecoco.ie jmulligan@kildarecoco.ie

3.0 LIMITING CRITERIA

3.1 Working Hours

Wills Bros Limited will comply with the working hours as set out in Appendix 1/13 programme of paragraph 3.b of Volume A1 – Works Requirements. WBL hours are from 08.00 to 18.00 Monday to Friday. Depending on the works during the project, WBL will work to the hours outlined in the contract as shown below on Monday to Friday.

Day	Time
Monday to Friday	07.00 to 19.00
Saturdays	08:00 to 14:00
Sundays and Bank Holidays	No Work Permitted

Wills Bros shall gain prior written approval for any intended out of hours works in accordance with the Contract requirements.

Saturday work is not routine and will be;

- Co-ordinated with KCC and RPS
- Is on a “needs-must” basis

3.2 Mobility Management Minimisation Requirements

The following requirement (in accordance with Appendix 1/72AR Construction Environmental Management Plan of Volume A1 – Works Requirements) relating to mobility management during the Works:

Excerpt of Appendix 1/72AR of Volume A1 - Works Requirements

The CEMP shall set out all intended methods to manage potential environmental impacts from remediation of the proposed Project, and shall include the following as a minimum:

- *Mobility management Plan*

The following was stated in the EIAR report relating to the Smarter Travel – A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020:

Excerpt of Appendix 14.1, 4.1.6. - EIAR Traffic and Transport Assessment

The proposed development complies with the criteria set out in Smarter Travel as it will create high quality non-motorised and fully accessible linkage to the site, thereby reducing the potential need for use of fossil fuels and resultant green gas emissions / other localised air pollutants.

3.3 Local Emergency Procedures

The following requirements in accordance with EPA Industrial Emissions License relating to Emergency Response Procedures during the works:

Excerpt of Condition 9 of EPA Industrial Emissions License

Condition 9 of the license requires the licensee, to ensure that a documented Accident Prevention Procedure is in place that addresses that hazards on-site, particularly in relation to the prevention of accidents with a possible impact on the environment. Condition 9 of the license also requires the licensee to have a documented Emergency Response Procedure in place that addresses any emergency situation on-site which should include provision for minimizing the effects of any emergency on the environment.

Wills Bros Ltd will adhere to emergency procedures and these are detailed in our Health and Safety Plan. The plan includes all contact details of our personnel responsible for construction traffic management. Emergency procedures and drills are found in our health and safety plan (Appendix 1 – Emergency Drills (IP30))

3.4 Site Rules

Will Bros Ltd will comply with the site rules, all site safety procedures and instructions of Kildare County Council and its authorised personnel. The following documents will be complied with and are included the information pack:

- *Rules and Conditions for Contractors*
- *Kildare County Council Health and Safety Standard, Health and Safety Risk Assessment*
- *Contractor's Safety Handbook*

Wills Bros Ltd will provide Kildare County Council with the Contractor's Health and Safety Statement for approval. We will also complete and submit for approval a Method Statement and Risk Assessment for the works. Any additional training records/qualifications required by Kildare County Council will be provided.

4.0 MANAGEMENT

4.1 Introduction

Wills Bros Ltd will have the following procedures in place in order to reduce the impact of traffic during the Contract of works.

Table 4.1 summarises the activity, management measures, responsibility of the project.

Activity	Management Measure	Responsibility
Toolbox Talks	Toolbox talks and daily briefings will inform site personnel about mobility measures in this plan.	Wills Bros Limited
Working Hours	Construction site working hours (refer to section 3.1)	Wills Bros Limited
Site Works	All reasonable and feasible mobility management controls will be investigated	Wills Bros Limited
Monitoring	Carry out mobility management monitoring and keep records	Wills Bros Limited & Employer
Complaints	Should complaints be made regarding the effect of mobility from the work, they will be treated by Wills Bros Ltd in a constructive manner.	Wills Bros Limited & Employer

4.2 Working Hours

Wills Bros Ltd will comply with the specified working hours as defined in Appendix 1/13 3.b of Volume A1 – Works Requirements. Should works outside of these specified hours be required, prior agreement will be sought from the Client and other relevant authority. Refer to section 3.1.

4.3 Internal Reviews

Review of work practices and on-site equipment to identify where practices can be improved. This process will involve:

- Identifying the mobility management plan particular to the site.
- Random audits will be used to proactively anticipate traffic issues and instigate a resolution process and to ensure that previously identified control measures continue to be implemented.

4.4 Communication

We will appoint a Public Liaison Officer to our site team who will work with Kildare County Council (KCC) representatives to proactively engage with the Local Community Liaison Group and Residents. It is our understanding that KCC has already fostered good relationships with local community representatives and resident's groups which will be continued throughout the remediation works by our Public Liaison Officer.

The nearby sensitive receptors including local residents, local community liaison groups and other stakeholders will be kept informed of the works phasing plan, locations of works planned and duration by our Public Liaison Officer through advanced project information notices, door to door calling by our Public Liaison Officer to nearby

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residents, public meetings held with KCC representatives, project information days held with KCC representatives, KCC project website updates, project group emails to local community, project telephone number advertised for local community to contact our Public Liaison Officer.

We see the appointment of a site based Public Liaison Officer and effective advance communications as critical in assisting in enabling as understanding and tolerance by the local community, nearby residents and key stakeholders such as Clean Air Naas group for the short term impacts such as odour emissions that will arise during the site remediation works.

5.0 MOBILITY PLAN STRATEGY

5.1 Introduction

As part of the Mobility Management Plan Will Bros Ltd will adopt the key policies aimed to increase transport sustainability. These policies stem from both the Kildare County Development Plan 2017-2023 and Smarter Travel – A Sustainable Transport Future – A New transport Policy for Ireland 2009-2020.

5.1.1 Kildare County Development Plan 2017-2023

The Kildare County Development Plan 2017 – 2023 has made aware of sustainability within the community and encouraging sustainable travel choices. Some of the key policies relating to sustainable travel include;

- *“MT1: Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.”*
- *“MT11: Focus on improvements to the local road and street network that better utilise existing road space and encourage a transition toward more sustainable modes of transport, while ensuring sufficient road capacity exists for trips which will continue to be taken by private vehicle.”*
- *“WC1: Prioritise sustainable modes of travel by the development of high-quality walking and cycling facilities within a safe street environment.”*

5.1.2 Smarter Travel

Smarter Travel - A Sustainable Transport Future is a plan to *‘reverse current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends and improve our quality of life’*.

The key goals from the plan are:

- Improve quality of life and accessibility to transport for all and, in particular for people with reduced mobility and those who may experience isolation due to lack of transport;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car; and
- Improve security of energy supply by reducing dependency on imported fossil fuels.

5.2 Planning to reduce journey times

Wills Bros Ltd have decided to locate the main site compound inside the Kerdiffstown landfill site adjacent to the existing KCC site offices. In doing so, this will reduce travel time for site travel to and from the compound to all parts of the site during the working day.

As part of our Construction Traffic Management Plan we aim to minimise mass haulage by road with the

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majority of site won material being moved within the confines of the site using Articulated Dumps Trucks away from the public road. We aim to reuse all site won material within the confines of the site, therefore reducing the need for import/export of material via the local road network.

With regards to external sources that we do not require for the project we intend to use local suppliers where possible, to ensure we are using the shortest journey times possible.

5.3 Public transport

5.3.1 Rail Provision

The main railway station for Naas/Sallins lies approximately 3.2km west of the Kerdiffstown landfill site. Walking to the train station is also considered feasible and could be undertaken within 35 minutes. WBL will review and consider the possibility of a feeder bus. This would be provided at the start and end of the working end if there was a sufficient number of persons open to rail transport. Access to the site is also considered to be very feasible via combined Rail and Cycle means and WBL will encourage this form if feasible. Figure 5-1 below shows the distance and route from Kerdiffstown Park to Sallins and Naas train station.

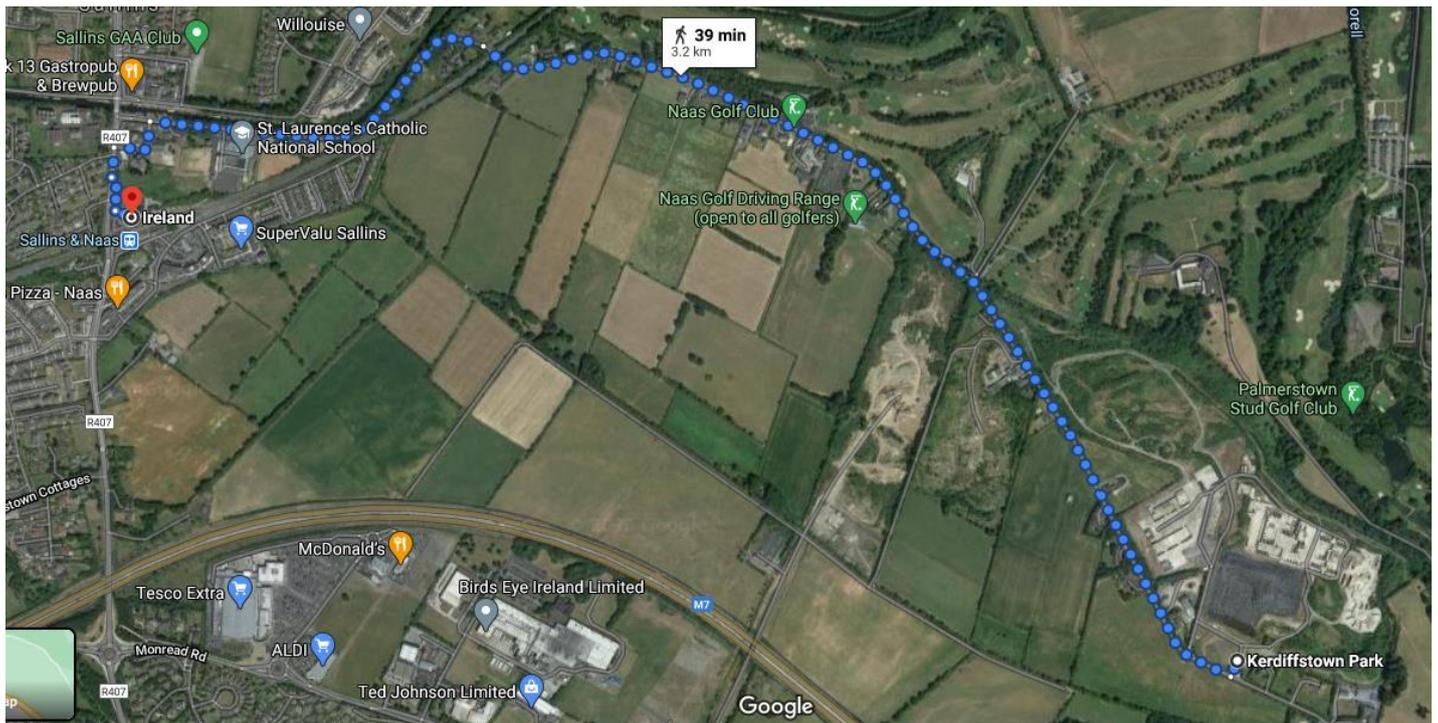


Figure 5-1 Kerdiffstown Park to Sallins & Naas Train Station

5.3.2 Bus Provision

There is no bus provision adjacent to Kerdiffstown landfill site along L2005. The nearest bus stops are in Johnstown to the south of the pedestrian bridge over the N7, within a 20minute walk of Kerdiffstown landfill site.

5.4 Cycling to work

Wills Bros Ltd aim to promote cycling to work for the workforce where feasible. Our site compound will be equipped with a shower and drying rooms to allow cyclist to change. A cycle stand will also be provided in the compound carpark to allow parking bicycles. This will comprise of a lean to bicycle storage shelter located in the compound adjacent to the site offices. Site CCTV will have coverage of the bicycle shelter to ensure bicycle security.

5.5 Health and wellbeing of workforce

In order to monitor and inform the workforce of their health and wellbeing status we intend to carry out annual health screens. An Employee health screening is a term used to describe a range of checks and tests that help identify risks to health and improve wellbeing among staff. They have the potential to benefit both employees and the organisations they work for.

5.6 Car Sharing

We aim to promote car sharing amongst the work force. However, due to COVID-19 a number of measures will need to be implemented if car sharing is to be used. WBL will ensure the measures will follow the HSE COVID guidelines;

- Minimise the number of passengers, so far as is practicable;
- Keep journey times short to reduce contact time;
- When a vehicle is shared, windows should be opened to create ventilation;
- Keep seating as far apart as possible to maintain a social distancing of 2 metres.
- Wear a mask at all times during the car journey.

5.6.1 Social Distancing in Vehicles

The seating arrangement as per the CIF Covid-19 guidelines document is as follows:

Social distancing is advised when travelling in vehicles to/from work and when in site vehicles and operating mobile plant.

Note: Knowing who is sharing vehicles will assist with contact tracing.

Suggested arrangements are as follows:

- Single occupancy of vehicles is preferable.
- Sit as far apart as the vehicle allows.
- In circumstances where it is impractical to limit occupancy to one or two persons, additional control

measures should be adopted (e.g. use of face masks, face shields, use of screens between occupants, provision of good ventilation)

Figure 5-2 below shows the recommended road vehicle occupancy as set out in the CIF Covid-19 guidelines. An example of each vehicle and the recommended seating arrangement can be seen in the diagram shown.

RECOMMENDED ROAD VEHICLE OCCUPANCY

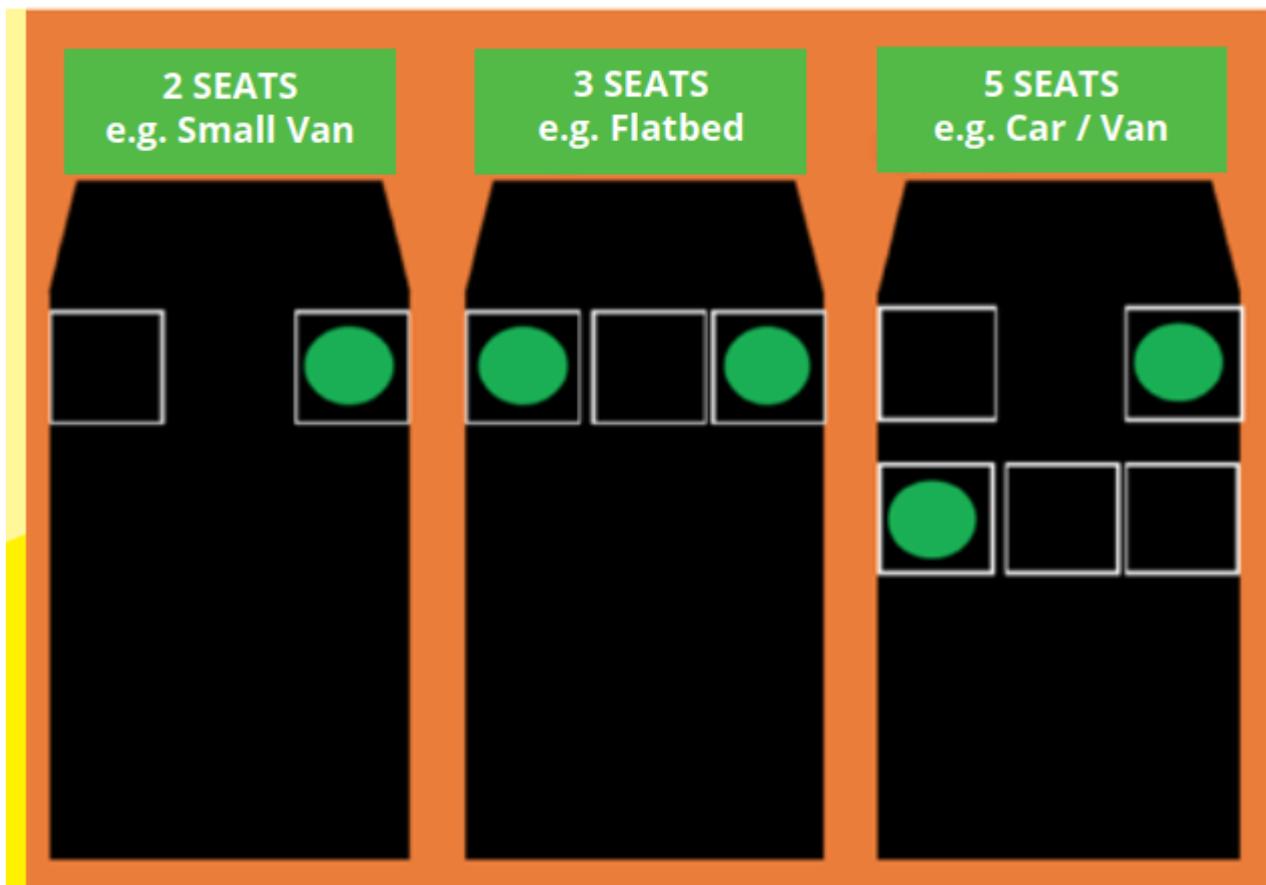


Figure 5-2 Recommended Road Vehicle Occupancy. Source: CIF, December 2020

Table 5-1 below shows the recommended road vehicle seating arrangements as set out in the CIF Covid-19 guidelines. The table outlines the maximum number of occupants per vehicle with regards to number of seats available. Also, the table sets out the seating arrangements per vehicle.

Table 5-1 Recommended Road Vehicle Seating Arrangements. Source: CIF, December 2020

Recommended Road Vehicle Seating Arrangements		
No. of seats	Max no. of occupants	Seating arrangement
2	1	1 driver
3	2	1 in the driving seat 1 in the far passenger seat
5	2	1 in the driving seat 1 in the far passenger seat

5.7 Temporary accommodation

In order to reduce travel time to and from the workplace, Wills Bros Ltd will offer staff temporary accommodation close to the site. This will come in the form of hotels for short term stays, or rental of properties for longer term staff. Temporary accommodation will be made available to staff who have an unreasonable and unsustainable commute to work. The benefits of temporary accommodation provisions to the project will include the reduced car journey times and reduced congestion. The workforce will be less stressed and tired from a long journey and so be more efficient at their work. Due to COVID-19, occupants of the temporary accommodation should follow public health guidelines.

5.8 Electric Vehicles

WBL shall allow for the supply and installation of 11 no electrical vehicle charging points located within the carpark adjacent to the changing room buildings. This is to be in compliance with the Energy Performance of Buildings (EPBD) and local authority Building Control requirements. On completion of these works, these charge points will be made available to all site personnel. WBL will investigate whether a charging point unit can be connected to the mains in the early stages of the project and if this is a feasible option. Currently, the nearest charge point to Kerdiffstown Park is located in Sallins and this is approximately 3.2km from the site.

6.0 INCENTIVES AND INITIATIVES

6.1 Introduction

In order to fulfil the above objectives, we intend to use various incentives and initiatives to promote our Mobility Management Plan, so the message can be distributed to the entire workforce. They would include the following:

- Communication
- Monthly Draws
- Global Challenge – Walking Pedometer Challenge
- Cycle to work schemes

These points are discussed below in further detail.

6.2 Communication

Communication will be key in promoting the objectives of our Mobility Management Plan and promoting the benefits to the entire workforce. Regular Toolbox talks will be issued promoting the various initiatives, incentives and highlighting the risks of COVID-19 and encouraging the measures set out in this document. Posters will be placed in all welfare cabins and site offices as well as emails issued to all office-based staff.

6.3 Monthly draws

As part of a Monthly Prize draw for Safety & Environmental Observations, employees will be entered into the draw for taking part in the Mobility Management Plan Initiatives such as car sharing, cycling to Work, walking to work & use of public transport.

6.4 Global Challenge – Walking Pedometer Challenge

This is an online initiative where employees enter a team and complete for the most steps taken over 100 days. Pedometer Apps can be downloaded onto phones or a pedometer can be provided.

6.5 Cycle to work schemes

As well as the provision of facilities to allow staff to commute to work on a bicycle, employees will be encouraged to join the government's cycle to work scheme. This is an initiative where employees can purchase cycles and accessories tax free thus encouraging people into cycling and away from their car. WBL will also review and assess the idea of a combined rail and cycle initiative scheme to the site.

7.0 PHASING AND MONITORING

A critical part of any Mobility Management Plan is ongoing monitoring. The Mobility Management Plan is a live document and will be reviewed on a regular basis. The plan will be appropriately adjusted at each stage based on the results.

As the Mobility Management Plan will be monitored and regularly reviewed, the plan will focus on sustainable travel. In particular, the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the plan will be refined based on experience and consultations with the respective stakeholders.

As the Mobility Management Plan is implemented throughout the project, the targets can be reviewed by issuing new surveys to the workforce to see if the initiatives and incentives are working such as increased car sharing, increase in cycling/walking to work etc.

8.0 COMPLAINTS

Should complaints be made regarding the effect of the mitigation measures for the mobility management from our work, will be treated by Wills Bros Ltd in a constructive manner. The specific procedures will include (but not be limited to):

- Inspection of the location from which the complaint originated.
- Comparison of the measured levels with limiting criteria.
- Identification of engineering control or management procedure (if appropriate) to be adopted to reduce the levels at the complainant location

Each complaint will be thoroughly investigated, and appropriate remedial action carried out promptly.

Where corrective measures have been taken, the complainant will be updated by Wills Bros Ltd of the corrective action implemented.

9.0 RECORDS

All records and documents associated with monitoring of the Works will be retained by Wills Bros Limited. On completion of the Works, Wills Bros Ltd will issue all this information to the Employer and Employer's Representative in electronic format.

Information retained will include:

- All monitoring data collected, including data files, and calculations used in processing the data
- Maintenance schedules and records for the maintenance of the instrumentation and the monitoring system including calibration certificates.
- Records of systems checks, and testing and commissioning carried out.

10.0 REFERENCES

- Volume A Works Requirements, Book A1 Part 1 Specification
- P1063-01 Industrial Emissions License
- Environmental Impact Assessment Report (EIAR) Volume 2 of 4: Main Report