

Stillorgan Land Use and Transportation Study (LUTS) Draft Final Report

(Faber Maunsell/AECOM April 2007)

1. Purpose of the Study

Following a number of years of significant growth in the area and in view of the projected development in Stillorgan, Transportation Consultants, Faber Maunsell, were appointed in June 2005 to prepare a Land Use and Transportation Study (LUTS) for the Stillorgan area.

2. Structure of the Study

The study makes an assessment of the existing traffic and transportation conditions in Stillorgan and makes a determination of future year traffic forecasting as a result of development proposals up to 2016. Strategies were tested and evaluated to assess their effectiveness. From this a Transport Strategy for Stillorgan was derived which includes various elements to address specific issues of mobility, accessibility and economic growth and how they all fit together into a mutually supporting strategy of measures for the study area.

The study also measures the impact of the Transport Strategy on traffic flows over the period up to 2020. Key conclusions and the required steps to be taken are identified to ensure that the final strategy can be fully and successfully implemented.

3. Relevant County Development Plan Objectives 2004-2010

Relevant County Development Plan Objectives 2004-2010	
Policy T1	It is Council Policy to integrate land use and transportation and to this end the Council will prepare Integrated Framework Plans for each of the major centres in the County to ensure that spatial planning policies are fundamentally linked to key transportation issues.
Policy T3	It is Council policy to require Mobility Management Plans for proposed centres of employment or existing centres where expansion/development is proposed.
Policy T6	It is Council policy to promote the development of cycling and walking as important forms of movement in the County and to minimise the conflict between pedestrian and other modes of transport, thereby improving pedestrian and cycle permeability in developing areas.
Policy T19	It is Council policy to implement the Quality Bus Network measures outlined in the DTO Strategy 2006-2016 ('A Platform for Change', subject to the availability of resources. The Council will co-operate with the Quality Bus Network Project Team and DTO to achieve this. The County Development Plan 2004-2010 proposes a Quality Bus Corridor and cycle route along the Kilmacud Road Lower
Policy T8	Where Planning Permissions are being granted for major new developments, such as offices, commercial, residential developments with limited cycle storage facilities, retail and industrial schemes, it is Council policy to require that adequate covered facilities for secure parking of bicycles be provided at convenient locations close to building entrances in order to encourage cycling. It is also Council policy to require a full range of facilities for cyclists such as showers and lockers in substantial new commercial developments and encourage the provision of safe bicycle parking at DART and Light Rail stations.

Policy T10	It is Council policy in its provision of public car parks and in its control of on street and off street car parking to provide for short term and business parking requirements and for the needs of local residents, rather than long term commuter parking requirements.
Policy T13	It is Council policy in designing traffic management and traffic calming schemes that the schemes would be devised within the philosophy of the DTO i.e.: catering for all road users, managing transport demand and managing the supply of the existing road network.
Policy T15	It is Council policy to co-operate with the relevant transport bodies and authorities to secure improvements to the public transport system.

4. Conclusions of the LUTS

4.1 Traffic Management in Stillorgan

Problem	Congestion in Stillorgan is primarily caused by vehicles using the Kilmacud Road lower and Old Dublin Road to travel between the N11 and Dundrum/Goastown and Sandyford, causing queuing along the Kilmacud Road Lower. Buses are inhibited by the heavy flow of traffic. The heavy traffic conflicts with pedestrian safety. Additional development in Stillorgan and Sandyford will exacerbate the problem.
Measure 1	Closure of Old Dublin Road to general traffic some 50-100m north of the Kilmacud Road Junction, permitting the passing of buses, taxis, cyclists and other vehicle types dictated by the Local Authority. Access to the Shopping centre shall be available from both sides of the closure. Associated signaling and junction improvement works at Kilmacud Road Lower/ Old Dublin Road and N11/Kilmacud Road Lower to take account of the shift in traffic patterns.
Measure 2	Formalise parking and loading on Kilmacud Road Lower to minimise disruption currently caused by the poor provision of short-term parking and kerbside loading through Stillorgan.
Measure 3	Improvements at Kilmacud Road Lower/N11. With the proposed closure of the Old Dublin Road, there will be additional emphasis on the Kilmacud Road Lower and N11 Junction for providing access to Stillorgan. This junction has only finite capacity under the current layout. Capacity can only be improved by either restricting existing turns or by introducing Grade Separation. The importance of this junction will increase following the development of the Monkstown Ring Road.
Benefits	The closure of the Old Dublin Road is to achieve a safer, more pedestrian friendly environment through Stillorgan. It will reduce conflict through the Kilmacud Road Lower/Old Dublin Road. There would be significant public transport benefits; peak hour bus routes could be rerouted along the Old Dublin Road as opposed to the N11, further strengthening Stillorgan as a transport node. The Grade Separation at the Kilmacud Road Lower/N11 junction will minimise queuing along the Kilmacud Road Lower.

4.2 Kilmacud Road Upper/Kilmacud Road Lower

Problem	The primary cause of congestion at this junction is the amount of vehicles making a right turn from Kilmacud Road Upper towards Stillorgan. Queue lengths are expected to increase considerably by 2016 due to increased development in the Sandyford area.
Measure	Various turn restrictions and road closures have been considered in order to alleviate pressure through this junction. However it was concluded that the only acceptable solution for this junction would involve some realignment works to add further approach lanes and/or remove the existing stagger from the layout. Such would require further investigation.

4.3 Public Transport Strategy

Problem	It was recognised that a robust and effective Public Transport Strategy would be critical to the development of the Sandyford and Stillorgan area. There is currently a deficiency in connections to the DART line. Such a connection would open up public transport as an option to the vast hinterland of the DART line from Greystones, Malahide and Howth to Sandyford and Stillorgan and would support lunchtime trips from Sandyford to Stillorgan. Blackrock Station would be considered to be the most appropriate connection point. Four different route options were considered, but one preferred.
Measure	The proposed route to Blackrock would be a new bus route, which would compliment the existing bus network. A strong level of bus priority would be appropriate for the full length of the route. In conclusion, a public transport corridor is recommended along the route of the Kilmacud Road Upper, Kilmacud Road Lower and Mount Merrion Avenue. The bus terminus at Blackrock shall be situated outside of the DART Station. Real time passenger information shall be provided at stops, with ticket machines and good shelters, with the use of smaller and more frequent vehicles and GPS Satellite tracking to ensure that constant headways can be maintained. A frequency of at least one bus every five minutes should be targeted during peak times and at least one bus every 10 minutes during off peak times.

4.4 Pedestrian and Cycle Strategy

Problem	<p>The volume of pedestrian activity is significant as a result of its District Centre designation. The majority of trips to Stillorgan are single parking events, with the user visiting a number of local destinations on foot from this single parking event. The focus within Stillorgan shall therefore, be to support access to the main car parks, but improving the general circulation and living space for pedestrians, as well as the connections between the key destinations in the locality.</p> <p>The provision of cycle access into and through Stillorgan shall also be addressed. Commuter cycling represents the dominant activity and facilities can be designed for such users. Various schemes have been put forward by DLRCOCO to improve provision for pedestrian and cyclists in the area:</p> <p><i>Kilmacud Road Upper/Kilmacud Road Lower Quality Bus Corridor</i></p> <p>This consists of cycle lanes and QBC with upgraded pedestrian facilities along the Kilmacud Road Upper. Future provision have been identified in the County Development Plan 2004-2010 for the construction of a QBC and Cycle corridor along the Kilmacud Road Lower, again with proposals to upgrade pedestrian facilities. Heavy vehicle flows through Stillorgan and inadequate pedestrian facilities create a severance at the Kilmacud Road Lower/Old Dublin Road junction and across the N11. There is significant pedestrian movement around Stillorgan due to the concentration of retail uses. Such movement is set to increase with the anticipated expansion of retail, residential and commercial activities in the District Centre.</p>
Measure 1	<i>Old Dublin Road Restriction.</i> This will reduce pedestrian/vehicle conflict in the retail core.
Measure 2	<i>Improvements to Kilmacud Road Lower</i> High quality pedestrian and cycle facilities should be constructed along the Kilmacud Road Lower to the junction with the Kilmacud Road Upper.
Measure 3	<i>Upgrading of N11 Underpass Pedestrian Route</i> To upgrade this route from the existing shopping Centre, to the N11 and across to Patrician Villas through means of signage, profile markings, additional lighting and aesthetic measures.
Measure 4	<i>Upgrading of pedestrian and cycle facilities along the Hill</i> Currently a quiet road, activity is expected to increase with the redevelopment of this area. It is proposed to upgrade the existing inadequate pedestrian facilities to tie in with improved facilities at the Kilmacud Road Lower junction.

4.5 Car Parking, Mobility Management and Construction Management

Car Parking	<p>Public transport connections, particularly by bus, are considered to be good in Stillorgan and with the anticipated implementation of various proposals to enhance this current situation and given the quantum of future development that is expected, it is considered important that the increase in traffic volumes can be effectively managed. The implementation of an effective parking control policy has the potential to positively support the future development of Stillorgan. Such a policy shall include:</p> <ul style="list-style-type: none"> • Active discouragement of long stay commuter car parking • Management of on street parking • Focusing on the provision of parking for short stay shopping and business activity where use of the car is required. • The restriction of car parking provision to levels more consistent with District Centre Use. The existing County Development Plan standards should be used as a maximum parking standard, with significant development specific reductions permissible. • A revised levy scheme should be developed to fund public transport infrastructure and to provide an incentive to reduce car parking. Creating an incentive for developers to propose innovative public transport led developments.
Mobility Management	<p>The concept of Mobility Management and Mobility Management plans is that a particular organisation can manage the travel behavior of the individuals travelling to/from a particular site, such that the broader traffic and transport impact can be minimised.</p>
Construction Management	<p>A Traffic Management Plan for construction works that involves any occupation or infringement into a public highway should be prepared by each contractor and agreed with the local Authority prior to the commencement of any construction works.</p>