

Shanganagh Park Masterplan Phase 1

Traffic & Parking Assessment

Dún Laoghaire Rathdown County Council

January 2023

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1. Introduction

1.1 Context for the Traffic & Parking Assessment

Maximising the Potential of Shanganagh Park

Dún Laoghaire Rathdown County Council (referred to going forward as DLRCC) have developed a Masterplan for Shanganagh Park which has set out a strategic vision to create a framework within which individual projects can take place.

The Masterplan has been designed to maximise the potential of the park and with a view to preventing a piece meal approach to any future developments.

1.2 Extents of Shanganagh Park Masterplan Phase 1 Works

Phase 1 of the Masterplan includes the development of floodlit grass pitches, a sprint track and a shared baseball and cricket area.

To support the Phase 1 improvements, further works are proposed to entrances and to enhance permeability over the DART line and create a focal point for sitting, viewing and play.

Figure 1-1 3-D View of Shanganagh Park Masterplan Phase 1 (Extract courtesy of DLRCC)



1.3 Initial Phase to Serve Local Sports Clubs

Phase 1 of the Masterplan includes the delivery of an intense active recreation zone towards the rear of the park.

This area is intended for use by local clubs who currently rent sports facilities outside of the county for training and matches.

1.4 Public Consultations Undertaken

Shanganagh Park & Cemetery Masterplan 2019

The Shanganagh Park & Cemetery Masterplan consultation was carried out between July and September of 2019. The public consultation raised considerable interest, generating 357 submissions through the consultation hub including some submissions sent via email.

Shanganagh Park Masterplan Phase 1 – Part 8

A subsequent public consultation for the Masterplan Phase 1 Part 8 was carried out between December 2021 and January 2022. This round of public consultation also raised considerable interest, generating 393 submissions.

Consultation Feedback Centred on Traffic & Parking

Important feedback from both public consultation processes centred on concerns relating to traffic management, including potential risks associated with cycling permeability, pedestrian permeability, traffic and parking (refer also to section 2.5 for further information relating to Public Consultation).

1.5 Examining the Traffic Related Concerns in Greater Detail

In response to concerns raised by local residents and local interest groups, this study has been commissioned to examine the traffic management related risks in greater detail and to develop a suite of practical measures aimed at mitigating each of the key risks identified.

Responding Proactively to Local Concerns Relating to Traffic & Parking

From a traffic management perspective, learning all we possibly can from local residents and local interest groups can be extremely important; because investigating concerns raised by them can highlight otherwise overlooked hazards or risks present within the local streets which serve the park currently.

Using constructive and specific feedback from the public consultation process can often help to change a Local Authority's approach to traffic management from reactive to proactive.

1.6 Overview of the Structured Assessment Process

The following methodology has been adopted for this assessment:

1. The study commenced with an informative briefing workshop between key members from DLRCC Parks Department, DLRCC Transportation Department and Traffico.
2. A desktop examination was then undertaken to inspect open-source satellite mapping, the topographical survey and various Masterplan and Part 8 Design information.
3. The Desktop examination was followed up by a targeted site inspection designed to capture an understanding of how the Park and local streets are being used and also to pinpoint any potential traffic management related risks.
4. Any traffic management issues identified as part of the desktop study and targeted site inspection were then catalogued, along with their contributing factors and resulting risks identified.
5. The study culminates with a summary of traffic management related risks identified along with any associated countermeasures proposed.

2. Desktop Study

2.1 Overview of Desktop Study

The desktop study is the first stage of the study process. It is an important stage as it forms the cornerstone of the assessment process which follows.

The main data sources subjected to the scrutiny of the desktop study have been listed following:

- Satellite imagery courtesy of Google Earth
- Bus Connects Bray to City Centre Core Bus Corridor – Route 13
- DLRC Masterplan and Part 8 drawings and documents
- Various DLRC data sources including the Road Safety Plan 2022 – 2030, the active travel school map and the Parks Plans and Polices web page.

2.2 Examination Shanganagh Park Access and Parking Facilities

Review of Access and Parking Opportunities Using Satellite Imagery

Satellite imagery was interrogated to establish the main access points, and areas which are likely to attract footfall, cycling and parking activity.

Figure 2-1 Aerial View of Shanganagh Park & Access Points (Image courtesy of Google Earth)



The cemetery car park to the south was noted as a key facility for park users arriving by vehicle. The access points serving St Anne's Park and Castle Farm streets were noted to offer attractive opportunities for access and also parking.

Bus Connects Centre Core Bus Corridor 13 - Likely Impact on Travel Choices

The bus connects proposals are likely to make it more attractive for certain patrons to travel to Shanganagh Park by Bus for some trips.

The provision of improved segregated walking and cycling infrastructure which will serve the park directly is likely to encourage a number of local patrons to walk or cycle to the park for some trips, instead of travelling by car.

2.4 Transport Strategy for the Greater Dublin Area 2016 - 2035

Woodbrook Dart Station & Temporary Station Car Park

It currently takes about 15 minutes to walk between Shanganagh Park and Shankhill Dart Station, which lies approximately 1.3 kilometres to the north of the park.

The Transport Strategy for the Greater Dublin Area 2016 – 2035 has set out the need for a new Train Station which will be delivered as part of Phase 1 of the adjacent Woodbrook Avenue Development. The station will include a temporary station car park with 164 parking spaces.

The station will be positioned within 300-400 metres of the park, placing it within a comfortable 4-5 minute walking time of the park facilities.

2.5 Traffic Management Related Feedback to Public Consultation

The following list provides a (non-exhaustive) snapshot of the main traffic and parking related issues received as part of the Shanganagh Park Masterplan Phase 1 Part 8 consultation process:

- Impact of additional parking in Castle Farm & St Anne's Park
- Disruption on Quinn's Road and surrounding streets
- Park run results in congestion on Saturday mornings
- Parking permits and parking enforcement required
- Clubs should use existing parking facilities
- Shanganagh Castle should become primary access for sports facilities
- Safety risk in Castle Farm & St Anne's Park for children at play & emergency access
- Need for additional parking in the plan to de-risk Castle Farm & St Anne's Park
- Traffic management should be central to the Masterplan
- Residents should be consulted in relation to Masterplan and parking management

2.6 Rounding Up the Findings of the Desktop Study

Existing Access & Parking Facilities

Shanganagh Park currently provides a satisfactory level of service for pedestrian access and (thanks in part to the Cemetery Car Park), facilities for patrons to park their vehicles in a safe and convenient environment.

Inconsiderate Parking on Local Streets

Local resident's concerns relating to inconsiderate parking behaviour within Castle Farm & St Anne's Park appear to be well founded. Much of this activity is thought to occur during short specific periods; the weekly Park Run event has been cited repeatedly in this context.

Future Public Transport Improvements

It is likely that the rolling out of the Bus Connects Bray > City Centre scheme in tandem with the New Woodbrook Dart Station will provide local residents with attractive non-car opportunities for travel to the park and also for park access.

Question: Most Significant Travel Impact? Answer: Travel by Car to the Park.

The intensification of use associated with the improved facilities are likely to attract more visitors to the park at certain times. Some of these visitors will include away teams travelling by bus or car to the existing and the new sports facilities. Many additional visitor trips will include local residents who live within walking or cycling distance of the park.

The most significant travel impact imposed upon the surrounding street network will be associated with visitors travelling to the park by car (often in single occupancy vehicles).

As it will be impossible to accurately predict the proportion of new car trips bound for the park with any degree of certainty, the risk mitigation plan should adopt practical measures to limit the impact of these additional car trips.

This should be undertaken in a considerate manner by avoiding the 'demonisation' of car use (as in some instances car use cannot be avoided).

Encourage Non-Car Travel to Shanganagh Park for Some Trips

Instead, the plan should focus on measures which might encourage the use of non-car travel modes for some trips, and then make provision for car-trips which are unavoidable. For example, by providing safe and convenient drop-off facilities in tandem with amenities for coach access for away teams.

3. Traffic & Parking Related Risks

3.1 Using a Targeted Site Inspection to Identify Key Risks

Following on from the detailed desktop study the Shanganagh Masterplan Phase 1 proposals and various data sources listed in the preceding chapter, a targeted site inspection was undertaken to identify any specific local factors which might impact upon the safety or the capacity of the local streets which serve the park. Details of the site inspection have been listed in the following table.

Date / Comments	Daylight / Darkness	Weather & Road Conditions
Saturday 10 th December 2022	Daylight	Clear skies, frosty, damp roads

Table 3.1 – Site Inspection Details

3.2 Development of Operational Risks and Contributory Factors

Gaining a comprehensive understanding of the traffic & parking related risks associated with the proposals (along with their supporting contributory factors), will facilitate the development of a practical action plan designed to remove or mitigate any risks identified.

Based on the findings of the desktop study and subsequent targeted site inspection, a list of key operational risks has been generated and ranked in order of priority, along with a suite of contributory factors which have been developed and summarised in the following table.

Table 3.2 – Key Operational Risks Identified with Supporting Contributory Factors

ID	Identified Traffic & Parking Risk	Likely Contributory Factors
1.	Access and parking via Quinn's Road and local housing estates leading to footpaths, driveways or accesses being obstructed.	<ul style="list-style-type: none"> • Parking associated with the Park Run on Saturday mornings. • Matches / games or any events coinciding with the Park Run.
2.	Additional vehicle trips leading to congestion, driver frustration or collisions on Dublin Road, the Cemetery Car Park access or local housing estate streets.	<ul style="list-style-type: none"> • Alignment of sporting events with the busy weekday commuter peak periods. • Matches / games or any events coinciding with the Park Run.
3.	An increase in take up for walking and cycling by locals using the park could lead to more conflicts between vulnerable road users and vehicles on the adjacent streets.	<ul style="list-style-type: none"> • Some local streets may not be optimized for walking and cycling. • Rise in vehicle access and parking on local streets associated with increased park use.
4.	Drivers dropping-off park users / athletes on public roads could lead to delays and an increase in collisions.	<ul style="list-style-type: none"> • Drop-off facilities insufficient for demand. • Rise in vehicle access and parking on public roads associated with increased park use.
5.	The access, circulation or parking of coaches carrying away-teams could lead to congestion, delays and dangerous reversing manoeuvres.	<ul style="list-style-type: none"> • Absence of appropriate coach facilities proposed within the Masterplan. • Absence of signing / directional guidance for coach drivers could lead to errant coaches accessing or turning on Quinn's Road or in housing estate streets.
6.	A cemetery burial could attract parking which might conflict with a sports event, leading to the cemetery car park reaching capacity resulting in secondary parking on the Dublin Road or local streets.	<ul style="list-style-type: none"> • Line of communication between cemetery operator and park operator not established to co-ordinate events. • Failure to provide signing / directional guidance for drivers relating to access and parking.

4. Traffic & Parking Countermeasures

4.1 Countermeasures to Mitigate Traffic & Parking Risks

A suite of traffic & parking related risks have been developed in a methodical manner, starting with a desk top study and followed on by a targeted site inspection.

These traffic & parking related risks have been summarised in the preceding chapter, supported by an accompanying collection of contributory factors which have helped the assessment team to distil and better quantify each risk identified.

Development of Practical Countermeasures to Remove or Mitigate Operational Risks

The objective of the following table is to:

1. Summarise the traffic & parking related risks identified in the preceding chapter.
2. To set out a suite of practical countermeasures which have been carefully developed and ranked by the assessment team to either remove or mitigate each of the key traffic & parking risks identified.

Table 4.1 – Ranked Countermeasures Designed to Mitigate or Remove Traffic Management Risks

ID	Summary Traffic & Parking Risk	Traffic & Parking Risk Reduction Countermeasures
1.	Access and parking via Quinn’s Road and local housing estates.	<ul style="list-style-type: none"> a) Formal (and planned) lines of communication should be established and maintained between the Park Operator, the Cemetery Operator and the Park Run Organizers with the single aim of co-ordinating events rigorously to minimise overlap and to limit the impact of access and parking via Quinn’s Road and local housing estates. b) A concise and practical travel plan should be developed for Shanganagh Park to inform patrons of the availability of non-car travel modes and approved parking protocols. The travel plan could be broadcast as a dedicated webpage on the DLRCC website. This approach would facilitate forwarding of the web page by email (or WhatsApp) to Local Clubs or interest groups, individual park patrons and visiting away teams. c) Develop a parking management strategy for the local housing estate streets to manage persistent errant parking behaviour. The parking management strategy should be included within the travel plan and it should expressly state that parking within the local housing estate streets is forbidden for sports events and club use. The parking management strategy might also include proposals for parking control and for policing of any control measures proposed.
2.	Additional vehicle trips leading to congestion, driver frustration or collisions.	<ul style="list-style-type: none"> a) The timings of planned sports events should be designed to avoid conflict with busy weekday commuter peaks. b) Provide appropriate connectivity for the 70 additional parking spaces proposed for Shanganagh Castle which are ideally located to serve the new sports facilities. The presence of these parking facilities should be set out clearly within the travel plan. c) Refer also to Traffic Management Risk Reduction Countermeasures 1. a), 1. b) and 1. c) above.

ID	Summary Traffic & Parking Risk	Traffic & Parking Risk Reduction Countermeasures
3.	An increase in take up for walking and cycling leading to more conflicts between vulnerable road users and vehicles.	<p>a) To reduce car dependency within the walking and cycling catchment, develop a strategy for improving facilities on local streets which might increase uptake for walking and cycling as an attractive means for travel to the park. Key housing estate streets could be allocated Home Zone status (with reduced speed limits) as part of such an initiative.</p> <p>b) As a key collector route for walking and cycling to the park, traffic calming measures and / or dedicated cycling facilities should be considered for Quinn's Road in particular.</p>
4.	Drivers dropping-off park users / athletes on Dublin Road and local streets.	<p>a) Provide formal drop-off facilities for park users at a suitable and convenient location (this facility should not be placed on Quinn's Road or within local housing estate streets).</p> <p>b) Broadcast the location of the drop-off facilities and how they are to be used by park patrons within the travel plan described in the Traffic Management Risk Reduction Countermeasures 1. b) above.</p>
5.	The access for coaches carrying away teams could lead to congestion, delays and dangerous reversing manoeuvres.	<p>a) Provide formal coach parking facilities for away teams at a suitable and convenient location (this facility should not be placed on Quinn's Road or within local housing estate streets).</p> <p>b) Broadcast the location of the drop-off facilities and how they are to be used by park patrons within the travel plan described in the Traffic Management Risk Reduction Countermeasures 1. b) above.</p>
6.	A burial in the cemetery could attract parking which might conflict with a match event.	<p>a) Refer also to Traffic Management Risk Reduction Countermeasures 1. a), 1. b) and 1. c) above.</p>

4.2 Next Steps to Manage Traffic Management Related Risks

The countermeasures proposed in the previous Table 4.1 should be used to guide the development and commissioning of appropriate Traffic Management Risk Reduction measures for the Shanganagh Park Masterplan Phase 1.



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