

# Chapter 3 Accessibility

## 3.1 Vision

The road network, traffic congestion and safety issues pertaining to transport in Stillorgan will form a focus of the Proposed Local Area Plan. There will be particular emphasis on promoting public transport, cycling and a pedestrian friendly environment in accordance with the strategy "A Platform for Change" and the findings of the Stillorgan LUTS Draft Final Report, April 2007. Good pedestrian links and permeability are key principles of good urban design. They should form part of the urban structure to create a pleasant and easily accessible environment.

## 3.2 Roads



Figure. 3.1

### Existing Situation

The Plan area is dominated by a major traffic node at the junction of the Kilmacud Road Lower, the Old Dublin Road and the Stillorgan Road, which leads onto the N11 to the east. The Kilmacud Road Lower receives traffic from Goatstown, Dundrum and the M50. The Kilmacud Road Lower traverses the Plan area, running westwards from the N11 towards Sandycroft and Dundrum, with access to both the LUAS and M50 motorway. Given its location and the concentration of traffic, this road creates a physical severance for pedestrians throughout the area. The strong presence of cars undermines the vitality of the District Centre. Development shall therefore, promote the use of public transport (including the LUAS), walking and cycling. It shall have a strong emphasis on reinforcing cycling and pedestrian linkages and permeability, particularly around the District Centre, in order to encourage a more pedestrian friendly, sociable and sustainable environment.



Photo 3.1. View of Kilmacud Road Lower, taken by Traffic Camera, Regional Traffic Management Centre, DCC.

### Strategic Objectives

- To facilitate the provision of an enhanced pedestrian environment in the central core through the provision of a bus only and local vehicles only access on the Old Dublin Road near its junction with the Kilmacud Road Lower (Fig. 3.1)
- To facilitate possible future road improvements as part of new development to tackle the existing problems of congestion along the Kilmacud Road Lower and at its junction with the N11 (Fig.3.1).
- A Construction Management Plan for traffic shall be submitted as part of Planning Applications for proposed developments where considered necessary by the Planning Authority.
- That a Traffic Management Study will be undertaken within a year of the adoption of the Local Area Plan which will detail traffic management measures to be implemented across the Local Plan Area.
- All major developments shall submit a Traffic Impact Assessment as part of the planning application.

# Chapter 3 Accessibility

## 3.3 Movement

### Existing Situation

For a pedestrian or cyclist, the environment is hostile and unsafe. The existing building layout compounds impermeability with poor linkages between surrounding residential development and the Shopping Centre. The area is poorly serviced with pedestrian networks, with degraded footpaths, confusing crossings, poor lighting and signage.

Particular problems are encountered at the busy junctions that serve the Old Dublin Road, the Kilmacud Road Lower and "The Hill". Given the dominance of traffic, the area does not allow for safe pedestrian permeability, in particular across the Kilmacud Road Lower and across the N11.



Figure 3.2

### Strategic Objectives

- To enhance the major traffic nodes in the District Centre to allow for an improved flow of traffic and pedestrian safety, through traffic calming, crossing improvements and traffic light sequence.
- To facilitate the enhancement of the pedestrian environment and improve safety at the main crossroads through improved pedestrian crossings at the junctions of the Kilmacud Road Lower and Old Dublin Road and at the Old Dublin Road adjacent to St Laurence's Park.
- To facilitate the improvement of the pedestrian and cyclist linkages throughout the District Centre and from the District Centre to the outlying residential estates of Stillorgan particularly to the east of the N11.
- To upgrade the existing N11 underpass between St. Laurence's Park and Patricia Villas.
- To facilitate the improvement of the pedestrian environment to the north and south of the main crossroads through footpath improvements along the Old Dublin Road and "The Hill".
- To provide cycle parking at key locations such as bus interchanges.
- To facilitate the provision of a network of cycle routes at key locations into and throughout the District Centre, in particular along the Kilmacud Road Lower.

# Chapter 3 Accessibility

## 3.4 Car Parking



Photo 3.2. Over flow Car Park, Kilmacud Road Lower

### Existing Situation

Car parking is an area for concern, given the numerous commercial premises with road, or just off road frontage. There are existing surface car parks at the Shopping Centre, along the Kilmacud Road Lower, at the Leisureplex and Blakes sites and at the Orchard Café Bar and Ormonde Cinema (Figure 3.3), together with on street and surface car parking to the front of commercial properties in the central area. The abundance of surface car parking (a total of over three hectares) and on streetcar parking, together with its associated congestion, creates a hostile and visually unappealing environment to both the driver and pedestrian. This environment is not conducive to a pleasant shopping experience.

The existing abundance of delivery trucks parked along the main road network and to the front of commercial properties creates a chaotic and unsafe environment.



Photo 3.3. Cycle Parking, Kilmacud Road Lower

### Strategic Objectives

- To provide parking and loading facilities off street where possible and ideally underground.
- Clear signage for car parking facilities is essential.
- To actively discourage long stay commuter car parking.
- To ensure the management of on street car parking through pricing mechanisms.
- To ensure the focus is on the provision of short stay car parking.



Photo 3.4. Stillorgan Shopping Centre Car Park



Figure 3.3

# Chapter 3 Accessibility

## 3.5 Public Transport

### Existing Situation

The area is served by good public transport links, being located within approximately 1.5km of the LUAS and within easy reach of the N11 and M50 motorway. There is an existing Quality Bus Corridor on the N11 and one proposed to connect this with the LUAS along the Kilmacud Roads Lower and Upper. The area is served by local bus routes to and from the surrounding catchment areas.



### Strategic Objectives

- Developments shall ensure that priority movement of public transport is facilitated.
- To facilitate the establishment of a QBC along the Kilmacud Road Lower, or alternative location as appropriate (Fig. 3.4).
- To facilitate the provision of a feeder bus service to connect the DART at Blackrock with the LUAS at Stillorgan/Sandyford with a stop at the centre of Stillorgan.
- To facilitate the improvement of the bus service linking the N11 QBC and other bus routes with proposed interchanges at the heart of the District Centre (Fig.3.4).



Photo 3.5. Existing Bus Stop Kilmacud Road Lower

# Chapter 3 Accessibility

## 3.6 Traffic Calming

### Existing Situation

There are currently little or no traffic calming measures along the road network within Stillorgan. The environment is confusing to driver, pedestrian and cyclist.

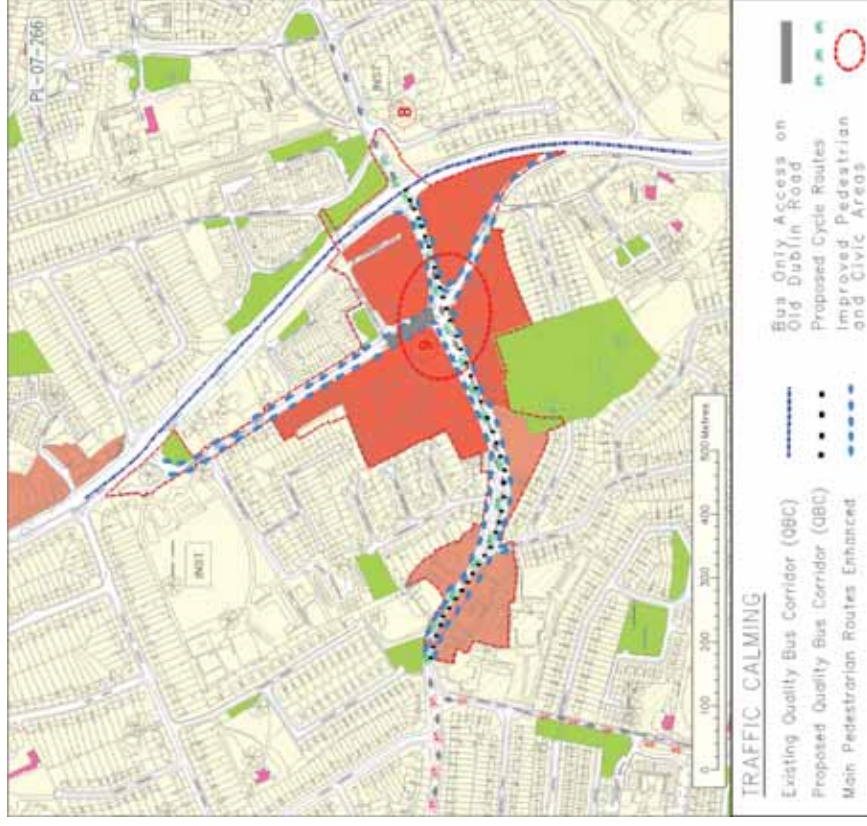


Figure 3.5

### Strategic Objectives

- To facilitate the establishment of softening measures through landscaping and traffic calming throughout Stillorgan with particular emphasis along the Kilmacud Road Lower to improve visually, the traffic dominated environment and enhance pedestrian safety and create traffic calming (Fig. 3.5).



Photo 3.6. Main Traffic Node at Junction of Kilmacud Road Lower and "The Hill"



Photo 3.7. Kilmacud Road Lower at Junction with N11