

## 5 Movement

### 5.1 Introduction

'Smarter Travel – A Sustainable Transport Future 2009', a key national policy document, articulates the strategic objective that by 2020 future population and economic growth across the State will be very much focussed toward sustainable compact urban and rural nodes, which positively discourage dispersed development and long distance commuting patterns. The '2030 Vision Draft Transport Strategy', recently published by the National Transport Authority, is the strategic transport plan for the Greater Dublin Area. This clearly identifies key transport infrastructure measures requiring implementation over the lifetime of the Strategy and the structural changes necessary to ensure the efficient future management and operation of the existing transport network. (Appendix C)

Recent policy direction in relation to transportation focuses on the need to more closely integrate transportation and land-use planning. A key design aim in delivering sustainable communities focuses on reducing the need to travel by private car and encouraging greater use of public and other transport modes including cycling and walking. Policies in relation to the consolidation of the Greater Dublin Area, such as making more efficient use of land and encouraging higher densities and intensification are identified as key components to realising sustainable travel patterns.

Goatstown is located on a heavily trafficked crossroads. The large amounts of extraneous through traffic seriously impinge upon the amenities of the area and create a very challenging pedestrian / cycling environment. The Pre-Draft Public Consultation process highlighted the overwhelming community concerns in relation to traffic and transport within the Goatstown area.

In many urban areas roads and car parking can occupy a significant portion of urban land. In the case of Goatstown, the road network does have a strategic function and accordingly roads do necessarily dominate the urban centre. The scope to substantially or structurally alter this reality is very limited.



Photo 21: Traffic on Mount Anville Road



Photo 22: Traffic at Goatstown Crossroads

### 5.2 Street Function

**MT1:** *It is an objective of the Plan to improve the appearance, quality and overall function of the public realm within the Plan area.*

The function of a street may differ significantly depending on the local context. Some streets will have important movement functions, while for other streets considerations of place will be paramount. In the case of Goatstown, the movement of traffic function generally takes precedence over the social function of the local streets.

The bulk of the traffic in Goatstown is through traffic and not generated by or from within the local community. It follows that to effect any significant reduction in traffic volumes will be dependent on more strategic County-wide and national success at delivering sustainable travel options.

In order to maximise Goatstown's potential as an urban village it would be necessary to downgrade the movement function of streets and put greater emphasis on the place function, particularly around the Crossroads. This may, however, require significant traffic calming measures – surface materials and colour for example – as signals to traffic of the village centre environment and need to reduce speed.

Any downgrading of the movement function of the existing streets in Goatstown, particularly the Crossroads, would inevitably increase traffic delays and significantly reduce the overall capacity and efficiency of the junction. In the continuing absence of a definite timeframe for the delivery of the Dublin Eastern Bypass, this is not a realistic option for Goatstown. The location of Goatstown at a confluence of a number of major radial and orbital routes inevitably means that the movement of through traffic will remain a characteristic of the area for the foreseeable future.

### 5.3 Eastern Bypass

**MT2:** *It is an objective of the Plan to protect the Eastern Bypass reservation.*

The reservation for the Dublin Eastern Bypass corridor has been in place for many years and the sterilisation impact of the corridor has significantly restricted the development and hampered the evolution of Goatstown as a distinctive urban village. The Draft '2030 Vision' for the Greater Dublin Area states quite categorically that the Eastern Bypass will not be constructed during the lifetime of the Strategy, but nevertheless, requires the retention of the reservation corridor to facilitate its potential future use for alternative transport initiatives.

### 5.4 BlueLine - Bus Rapid Transit

**MT3:** *It is an objective of the Plan to encourage and facilitate the implementation of the BlueLine – Bus Rapid Transit.*

The BlueLine is a proposed bus rapid transit service. The nature of BRT means that buses can operate in a more tram-like manner. The BlueLine BRT will run from St. Vincent's University Hospital (Nutley Lane) to the Sandyford Business Estate via University College Dublin and Goatstown. It is intended that the BlueLine will provide a high quality, high frequency and high capacity public transport service that has the benefits of a fixed-rail tram system with the flexibility of being able to drive on road. The route identified makes use of part of the road reservation for the Dublin Eastern Bypass.

There are a total of 10 stations identified along the proposed route – two of which lie within the Plan area – Mount Anville and Goatstown. A timeframe for the delivery of the proposed service has yet to be determined. The potential of the BlueLine and its integration into the wider bus priority network is to be assessed by the National Transport Authority as part of the overall '2030 Vision' process.



Photo 23: BlueLine - Bus Rapid Transit

### 5.5 Travel Patterns

**MT4:** *It is an objective of the Plan to encourage and prioritise sustainable modes of transport including walking, cycling and public transport and reduce reliance on the use of private cars.*

Goatstown is a small urban centre and as a lower order centre cannot provide for all the services required by the local population. Inevitably there will be a demand for travel outside the Plan area by the local population to access schools, services and employment centres. The challenge is to encourage and facilitate the growth of sustainable modes of travel over the private car.

Generally the travel to work/school patterns in the Goatstown area broadly reflect those of the overall County with nearly 36.7% opting to use the private car as opposed to 38.3% for the entire County. These figures are much lower than the national average – 57% – this is largely to do with the metropolitan location.

The degree of discrepancy is however, more apparent in other sustainable travel modes – only 8.3% of travel to work/school journeys, for example, are made by bus in the Goatstown area compared to nearly 12% in the County as a whole. Similarly a significantly higher percentage of people within the Plan area walk to work – 17.2% – compared to only 13.4% in the County as a whole. These differences are most likely to be influenced by Goatstown's relative proximity to the Luas to Dundrum Town Centre and to University College, Dublin – both of which are significant employment locations.

### 5.6 Permeability

**MT5:** *It is an objective of the Plan to expand and upgrade pedestrian and cycle path facilities in the Plan area subject to the availability of resources.*

Permeability is pivotal to the establishment of any successful sustainable urban development. Permeability refers to the ease of movement within any given area particularly for pedestrians and cyclists. Permeable urban environments in turn encourage increased participation in sustainable modes of travel including walking, cycling and public transport.

Direct, attractive, safe pedestrian and cycle routes will encourage more people to walk, cycle and use public transport. All such routes should be adequately paved and lit.

There are, however, a number of barriers to permeability evident within the Plan area. These are identified on Map 3. In addition, the design and layout of some of the longer established housing estates does little to facilitate permeable environments. There is no pedestrian access, for example, between Goatstown and the Ardilea Estate / Roebuck Road located immediately north-east of the Plan area despite the two being immediately proximate. The Irish Glass Bottle site

limits permeability within the Taney / Farmhill residential area.

*MT6: It is an objective of the Plan to ensure that all new development within the Plan area helps promote an improved permeable urban environment and maximises opportunities to provide direct pedestrian and cycle links both within the Plan area itself and with the immediate environs.*

The absence of any form of pedestrian link between Goatstown Close and Trimbleston is a lost opportunity for improved permeability within two of the most recent developments in the Plan area.

The objective of establishing improved permeability overall should be an intrinsic element in the design of all new developments. Applications for new development should include appropriate pedestrian and cycle routes that are based on an objective analysis of pedestrian / cyclist desire lines both within and proximate to the application site.



Photo 24: Pedestrian Permeability at Knocknashee

## 5.7 Parking

*MT7: It is an objective of the Plan that all new development will provide car parking in accordance with the minimum and maximum standards set out in the County Development Plan.*

The provision, or otherwise, of car parking has a significant influence on the choice of travel mode and can also strongly dictate and influence the design and layout of new developments. Research has proven that the provision of readily accessible car parking at obvious destination points such as employment centres actually encourages private car usage. In order to manage car parking, the County Development Plan sets out maximum parking standards

for non-residential development and minimum car parking standards for residential schemes.

*MT8: It is an objective of the Plan that new car parking areas shall be considered in terms of their overall contribution to the public realm and shall be constructed using high quality materials.*

The provision of car parking as part of any new development should not dominate or compromise the design or layout. Underground car parking should be provided as part of new developments. Any vents and openings associated with underground car parking should be integrated into the overall landscaping proposals and their visual impact minimised. They should not dominate or detract from public open space and landscaped areas.

Car parking, in terms of overall physical footprint, can very often represent a significant component of the public realm. Surface car parking should be constructed using high quality materials with a view to contributing positively to the public realm. High quality landscaped parking areas can enhance the visual amenities of an area, potentially enable parking areas to be used as hard landscaped urban spaces when not required for their primary purpose and help reduce traffic speeds as drivers respond to the changes in surfacing.

## 5.8 Cycle Parking

*MT9: It is an objective of the Plan that all new residential and commercial development schemes must include adequate provisions for safe and secure cycle parking facilities at appropriate locations in accordance with County Development Plan standards.*

Cycle parking should form part of all new development, both commercial and residential. Cycle parking should be provided for residents, employees and visitors. It should be in convenient, secure locations that are well supervised and overlooked. In major commercial / office development, the availability of adequate cycle parking facilities in addition to in-house ancillary facilities such as showers, changing rooms and lockers has been demonstrated to encourage people to cycle more often and regularly.

The design of residential units should also be cognisant of the need to store bicycles. Homes should be designed with generously proportioned entrances that facilitate the storage of bikes, prams and wheelchairs etc.

