

Blackrock Local Area Plan



4. Movement

4.1 Transport Network Strategy

POLICY BK12

It is Council Policy to promote the principles of sustainable travel both to-and-from and within the Blackrock Local Area Plan Boundary.

Blackrock benefits from a comprehensive public transport system, being served by Blackrock DART Station located within the centre of the village, Quality Bus Corridors to-and-from the city centre to the north, bus links to-and-from Dún Laoghaire, Bray and Greystones to the south and a number of orbital bus routes to other parts of the County and beyond.

Blackrock is also relatively well serviced by good road links. The N31 Blackrock By-Pass (Frascati Road) is an important arterial route that traverses the District Centre, and provides linkages to the N11, M50, the City Centre, Dublin Port, Dun Laoghaire Port and Dublin Airport. Within the core of the Plan area, however, heavy traffic volumes currently diminish the quality of environment for the pedestrian and the shopper both along the Frascati Road corridor and within the centre of the village around Main Street, Bath Place, and Georges Avenue.

Section 7.8.2: 'Blackrock District Centre' in the current County Development Plan acknowledges the dominance of the motor vehicle and the inherent weaknesses in relation to the pedestrian and cyclist environment in Blackrock. The County Development Plan requires that a detailed Traffic Management Plan be prepared for Blackrock. During the preparation of this LAP



Photo 52: Blackrock DART Signage



Photo 53: Blackrock DART

a comprehensive assessment of these issues, including both a Traffic Modelling Assignment and a Car Parking Survey was undertaken. The results of this assessment informed the transport objectives and proposals in the Plan and culminated in a co-ordinated Transport Network Strategy (Maps 13A and 13B).

The comprehensive Car Parking Survey was carried out in February 2013, in Blackrock village. The survey results show that there is spare capacity in both on-street and off-street public car parks. This will allow scope to rationalise the car parking in Blackrock village.

The Integrated Traffic Modelling Assignment was carried out by external consultants. This modelling assessed the effects of four different traffic management options for Blackrock village. These options included:

- Full pedestrianisation of Main Street between Bath Place and Carysfort Avenue
- A one-way traffic flow inbound along Main Street between the two junctions of Bath Place and Carysfort Avenue
- A one-way traffic flow outbound along Main Street between the two junctions of Bath Place and Carysfort Avenue
- To retain a 2-way traffic arrangement. (This arrangement will be set within a new vision for the Main Street environment with traffic management measures which will reduce traffic speeds, provide widened footpaths and allow for opportunities for enhanced landscaping and encourage a more vibrant village life).

The modelling also assessed the effects of the provision of a dedicated cycle path along Frascati Road and modifications for additional pedestrian crossings across and along the Frascati Road/Temple Hill.

Accordingly the Transport Network Strategy includes a series of objectives aimed at (i) optimising the efficiency of the existing roads infrastructure and (ii) promoting and supporting sustainable modes of transport by providing an appropriate environment for users of public transport and for pedestrians and cyclists under the following headings:

- Roads Infrastructure and Street Function
- Pedestrian / Cycling Connectivity and Permeability
- Public Transport
- Car Parking



Photo 54: Main Street

4.2 Roads Infrastructure & Street Function

Given that the Plan area is bisected by an important, heavily trafficked arterial route the movement of traffic in-and-out of and around Blackrock impacts significantly on the local environment. While the road infrastructure caters for motor vehicles, taxis, delivery vehicles and buses, how it functions and operates also influences the environment created for cyclists and pedestrians. The Transport Network Strategy for Blackrock incorporates a number of road and junction improvement schemes with the joint objectives of optimising the efficiency of traffic movements through the Plan area whilst at the same time enhancing and upgrading the pedestrian and cycling environment.

4.2.1 Main Street

During the preparation of the Blackrock Local Area Plan, detailed consideration was given to improving the environment along Blackrock Main Street, in accordance with Section 3.3.8: 'Blackrock' of the County Development Plan which states '...Specific local issues will include physical improvements to the public realm and traffic management proposals for the Main Street'. The proposals now advanced for the Main Street are based on a comprehensive analysis of local economic and environmental considerations in addition to a detailed traffic assessment. They include a combination of traffic management proposals and improvements to the public realm - as shown on Map 13A and set out in the Public Realm Strategy in Section 3.6.

In essence the proposed scheme aims to enhance the environment for the shopper and pedestrian by reducing road widths, increasing footpath widths whilst retaining access to local businesses and amenities, enhancing the public realm and improving pedestrian priority, connectivity and legibility.

Objectives: Main Street

RI1

It is an objective of the Council to implement the improvement scheme for Blackrock Main Street as set out in the Public Realm Strategy, Section 3.6, Drawing 4 and in illustrative Drawing 6.

RI2

It is an objective of the Council to reduce the volume of through traffic on Main Street over the Plan period to complement a package of measures aimed at improving the public realm and environment for pedestrians, cyclists and public transport.

RI3

It is an objective of the Council to create an environment where traffic speeds will be reduced on Main Street and within the Blackrock village core.

4.2.2 Frascati Road

The Frascati Road in its current configuration was opened in the 1980's primarily as a means to bypass Blackrock. The two shopping centres accessed off this route were built shortly afterwards. The road is a National Route (N31) and forms part of a busy arterial commuter link into the city centre from the south side of Dublin and beyond and also connects the M50 to Dún Laoghaire ferry port. The road serves the specific purpose of reducing traffic within the core of Blackrock. Frascati Road is a dual carriageway with no dedicated bus or cycle lanes that bisects through Blackrock segregating and separating both the Frascati Shopping Centre and the large residential areas in the hinterland to the south and south/west from the Blackrock village core and its seafront. The physical barrier created by the road and the hostile pedestrian and cycling environment that persists along its length are considered to be the key weaknesses. Those issues are addressed as part of this LAP.



Photo 55: Heavy Traffic on Frascati Road

Permeability and Connections across and along Frascati Road

Blackrock is made up of a series of disparate areas that are poorly connected. Connectivity, permeability and legibility are generally poor throughout Blackrock and a series of objectives to improve these are detailed in Chapter 4, Section 4.3. Connections across and along the Frascati Road, in particular, are clearly inadequate. The Transport Network Strategy seeks to provide appropriate and attractive links between all the key nodes in the Plan area – including the shopping centres, employment zones, residential areas, the Main Street, the DART, and areas of recreational amenity at the seafront and Rockfield and Blackrock Parks.



Photo 56: Pedestrian Crossing

The Strategy includes a series of proposals, which will improve pedestrian crossings and connections along and across the Frascati Road (Maps 13A and 13B and Section 3.6 Public Realm Strategy):

- Specific Local Objective 8, Map 2, of the current County Development Plan seeks 'To improve pedestrian permeability from Rock Road to the DART Station.... A high grade pedestrian/cycle link shall be provided across the Blackrock Bypass (N31) between the Blackrock and Frascati Shopping Centres, which shall include consideration of readily accessible grade separate options to segregate these modes from traffic'. Improvement works to both pedestrian crossing facilities between the two shopping centres and across Rock Road have recently been implemented. It is considered that further interventions on this section of the Frascati Road corridor will be necessary in the future on foot of any comprehensive redevelopment of either (or both) of the shopping centres.
- Improved pedestrian crossing at the junction of Frascati Road and Rock Hill in conjunction with the proposal to provide a new entrance at Blackrock Park
- Alterations to the existing signalised pedestrian crossing at the junction with Georges Avenue
- Additional pedestrian crossings at the junction with Carysfort Avenue
- Signalised pedestrian crossing at the junction with Sweetmans Avenue
- Improved pedestrian crossing facilities at the junction with Barclay Court
- Improved pedestrian crossing at the junction with Temple Hill
- Improved pedestrian crossing at the junction of Stradbroke Road and Newtownpark Avenue

Cycle Provision

Improvements to cycle facilities are as shown in the Greater Dublin Area Cycle Network Plan and the DLR Cycle Network.

The assessment undertaken as part of the proposed Transport Network Strategy included a full topographical survey of Frascati Road in order to ascertain the potential and opportunities available to improve the environment for the cyclist. The Plan proposes the introduction of dedicated cycle lanes in each direction along the entire length of the Frascati Road, Temple Hill and part of Stradbroke Road from the junction of Frascati Road/Rock Road/Mount Merrion Avenue to the junction of Stradbroke Road/Newtownpark Avenue (in accordance with Objective PC6 as set out on Maps 13A and 13B).

Public Realm

The Public Realm Strategy detailed in Section 3.6, identifies a series of objectives aimed at upgrading the public realm where appropriate, including proposals for tree planting and landscaping along Frascati Road, Temple Road and Temple Hill.

Objectives: Frascati Road

RI4

It is an objective of the Council to facilitate improvements to the pedestrian and cycling infrastructure and environment along and across Frascati Road in accordance with Maps 13A and 13B - 'Transport Network Strategy' and Section 3.6 'Public Realm Strategy'.

4.2.3 Junction Improvements

The Blackrock LAP includes a number of objectives to improve the movement of vehicles at junctions along the Frascati Road and Temple Road to facilitate the most efficient use and function of the existing roads infrastructure.

Objectives: Junction Improvements

RI5

It is an objective of the Council to improve the existing U-turn facility at the junction of Rock Hill and Frascati Road to accommodate traffic heading south from the Frascati Shopping Centre. The Frascati Road layout currently allows for the potential to provide an improved access/ egress and a right-turning lane on to Frascati Road in any future comprehensive redevelopment of Frascati Shopping Centre.

RI6

It is an objective of the Council to improve road safety for motorists, cyclists and pedestrians in the vicinity of Temple Hill/Stradbroke Road/Newtownpark Avenue junctions.

RI7

It is an objective of the Council to improve the current egress for motorists from Georges Avenue and exit from Blackrock Shopping Centre onto Frascati Road (southbound) by providing a signalised junction (left-turn only onto Frascati Road).

RI8

It is an objective of the Council to facilitate the future upgrading of the junction at Temple Hill/Newtown Avenue/St Vincent's Park in tandem with the redevelopment of the St Teresa's and Dunardagh landholdings in accordance with objective DS15 (St Teresa's & Dunardagh Site Framework Strategy).

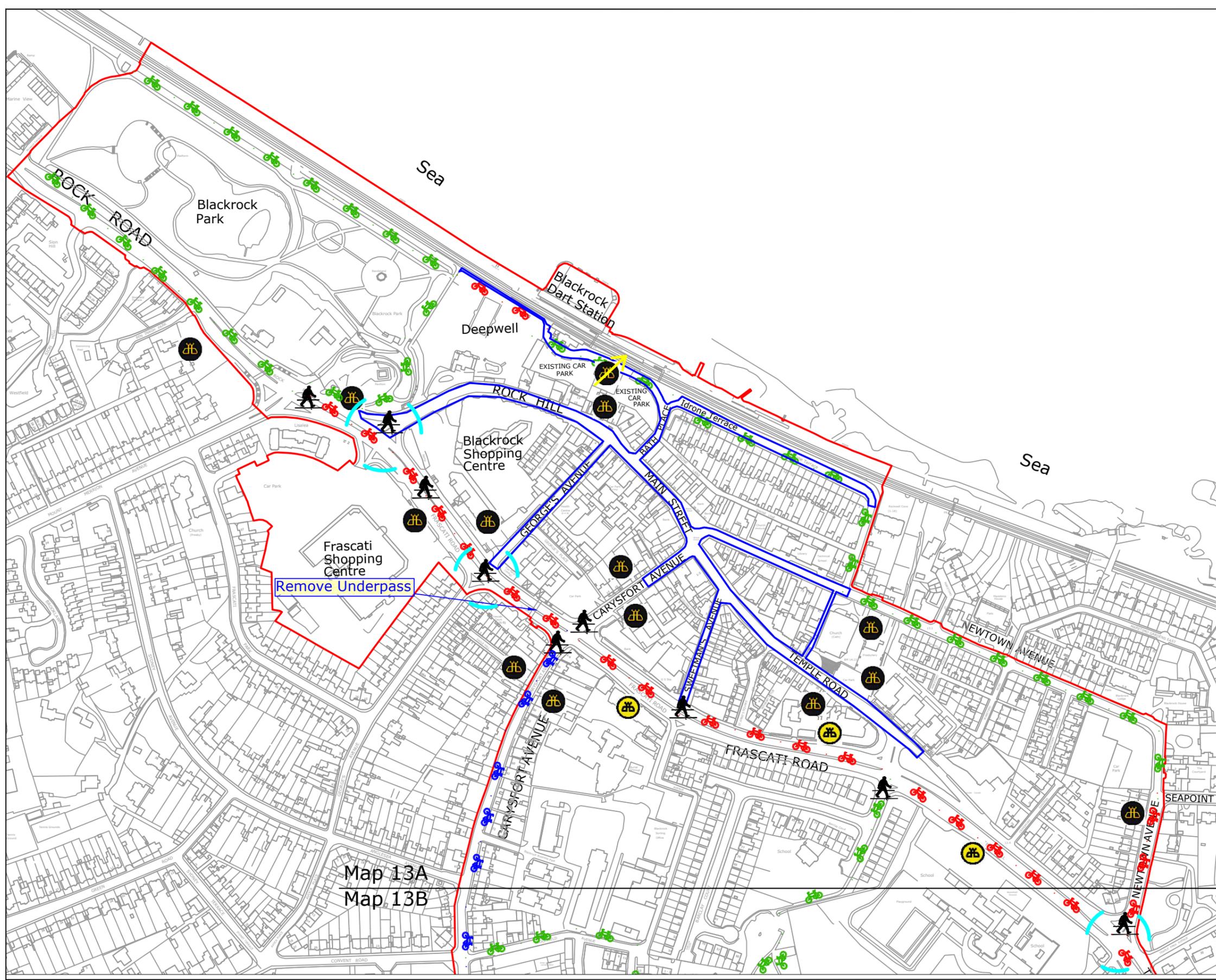
4.3 Pedestrian / Cycling Connectivity & Permeability

A primary objective of the Blackrock Transport Network Strategy is to improve the overall environment for the pedestrian and cyclist in the Plan area by strengthening connectivity, permeability and legibility as well as enhancing the local public realm. In addition to those specific objectives identified in Section 4.2.2 that relate to interventions and upgrades along and across the Frascati Road corridor, the Plan identifies a series of additional improvements to pedestrian and cycling facilities throughout the wider LAP area.



Photo 57: Pedestrian & Cycle Facilities

The cycle and pedestrian network proposals set out in the Plan are entirely consistent with the 'Dún Laoghaire-Rathdown Cycle Network' (2012) and the Council's 'Open Space Strategy' (2012 - 2015) and take due cognisance of the various County Development Plan objectives relating to sustainable travel and improved pedestrian links between Blackrock Main Street, the DART, the seafront, Blackrock Park and Rockfield Park.



- Legend:**
- Existing cycle facilities which may include cycle lanes
 - Proposed cycle facilities which may include cycle lanes
 - Passive cycle facilities
 - Public Realm Upgrade
 - Pedestrian Crossing
 - New Bus Stop
 - Existing bus stop
 - Bus Stop to be relocated
 - LAP Boundary
 - Junction Improvements

Do Not Scale

No.	REVISIONS	Date
2	GENERAL REVISIONS	7/3/14



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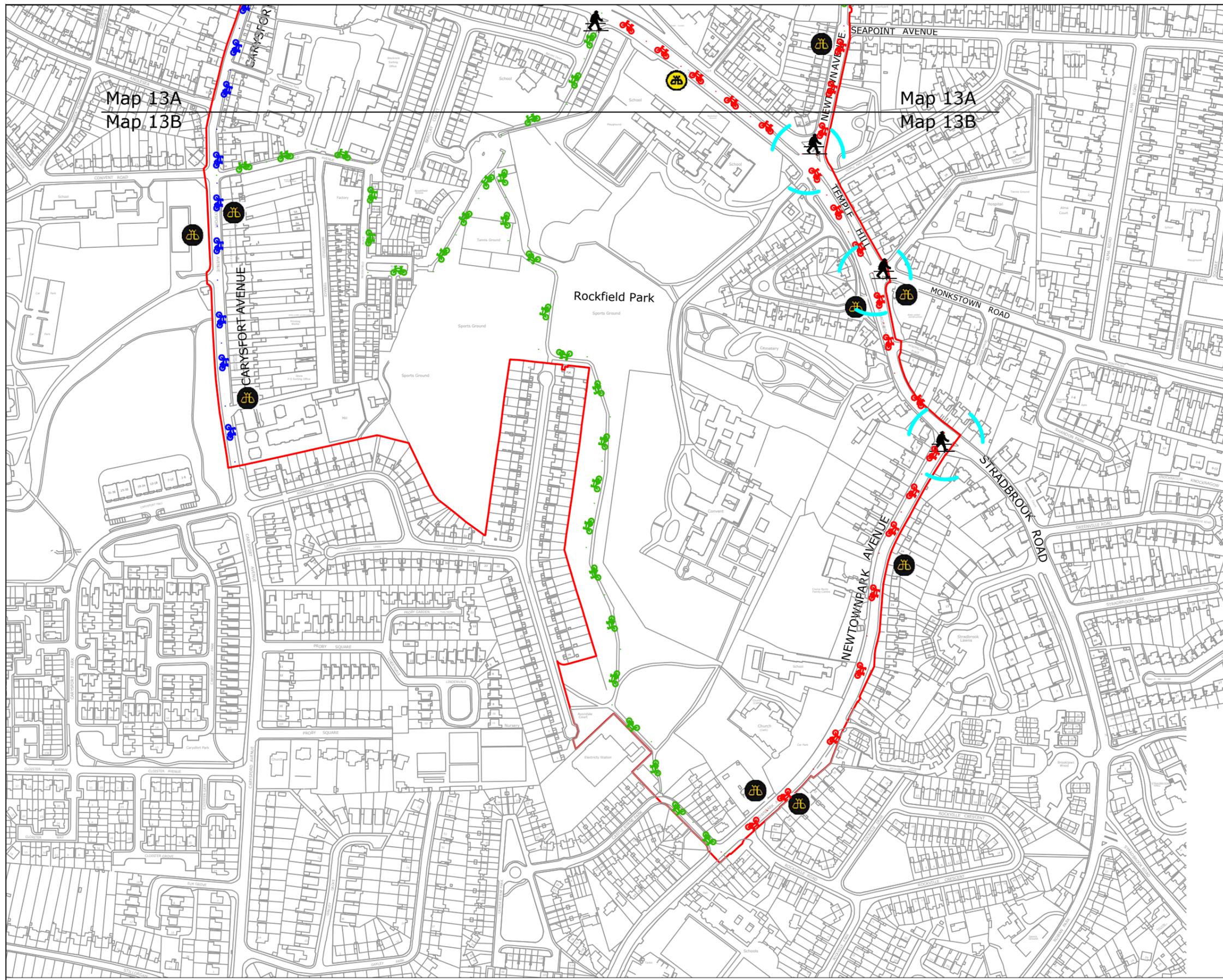
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JOB TITLE/DRAWING TITLE:
 BLACKROCK LAP
 TRANSPORTATION NETWORK
 STRATEGY

PREPARED BY: CG	CHECKED BY: TF
SCALE: NTS	DRAWING NUMBER: Map 13A
DATE: FEB 2013	
FILE PATH:	

Map 13A
 Map 13B

Map 13A: Transportation Network Strategy



- Legend:**
- Existing cycle facilities which may include cycle lanes
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Do Not Scale		
Drawing Status		
2	GENERAL REVISIONS	7/3/14
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JOB TITLE/DRAWING TITLE:
**BLACKROCK LAP
TRANSPORTATION NETWORK
STRATEGY**

PREPARED BY: CG	CHECKED BY: TF
SCALE: NTS	DRAWING NUMBER: Map 13B
DATE: FEB 2013	FILE PATH:

Map 13B: Transportation Network Strategy

Georges Avenue and Sweetmans Avenue have been identified as appropriate 'orbital' links along which pedestrian movements between Frascati Road and Main Street / DART / seafront should be encouraged. Together with the proposed new facilities and improvements to existing pedestrian infrastructure along the Frascati Road corridor improvements to the public realm on Georges Avenue and Sweetmans Avenue will be delivered as an integral part of the Public Realm Strategy detailed in Section 3.6. The localised public realm proposals will be focused on optimising both the attractiveness and safety of these two links.

Objectives: Pedestrian and Cycling

PC1

It is an objective of the Council to provide an improved combined pedestrian and cycle path from Blackrock DART Station to Blackrock Park in line with Map 13A - Transport Network Strategy and Objective PR7, 'Public Realm Strategy'.

PC2

It is an objective of the Council to encourage the provision of a new pedestrian link from Bath Place through to Main Street / Rock Hill in accordance with Drawing 6, Drawing 4 and Section 3.6 Public Realm Strategy.

PC3

It is an objective of the Council to provide for improved pedestrian facilities and enhanced local environment along Georges Avenue and Sweetmans Avenue as a means of improving connectivity between the Main Street area and areas south of Frascati Road in accordance with Map 13A - Transport Network Strategy and Section 3.6 Public Realm Strategy.

PC4

It is an objective of the Council to ensure that in the event of any redevelopment of either the Blackrock Shopping Centre and/or the Frascati Shopping Centre that appropriate improvements are made to the pedestrian crossing at Frascati Road between the two centres.

PC5

It is an objective of the Council to provide improved pedestrian and cyclist access to Blackrock Park, including a new entrance, at Rock Hill in accordance with Objective BP1 Section 9.2 'Open Space, Recreation and Green Infrastructure' and Objective PR11 of Section 3.6 'Public Realm Strategy'.

PC6

It is an objective of the Council to improve the existing pedestrian connection "The Chucks" between Temple Road and Newtown Avenue adjacent to St. John the Baptist Church at Temple Road and to scope the possibility of improving facilities for the Mobility, Impaired and Disabled (MID) as identified in Map 13A - Transport Network Strategy and in line with Section 3.6 Public Realm Strategy.

PC7

It is an objective of the Council to provide for passive provision for cyclists on Carysfort Avenue as part of the Council's Secondary Cycle Network.

4.4 Public Transport Interchange, Bus Terminus & Routes

The Public Transport Interchange (between bus and rail) in Blackrock is currently provided at the DART Station, located between the two car parks off Bath Place at the seafront.

Section 12.1.4 T4: 'Public Transport Interchanges' of the current County Development Plan states, 'It is Council Policy to facilitate the provision of public transport interchanges at strategic rail and Luas stations within the County in accordance with national and regional guidelines in order to facilitate access to all public transport and to maximise the movement of people via sustainable modes. Blackrock is so identified as a Public Transport Interchange (Table 12.1 County Development Plan).



Photo 58: Blackrock Bus Stop

A comprehensive assessment of bus routes and stops in Blackrock was undertaken in conjunction with the National Transport Authority (NTA) and Dublin Bus. Arising from this comprehensive analysis changes are now proposed in the Transport Network Strategy that inter link with the proposals for the bus terminus and public transport interchange with the complementary road and pedestrian/cyclist improvement schemes.

The bus routes currently using the bus terminus at Blackrock DART Station do not generate high pick up/set down patronage numbers. It is considered that the existing bus stops on Main Street and Carysfort Avenue could be better utilised to facilitate improved passenger interchange between the DART Service and other Bus routes. Locations have been identified for bus termini at both Carysfort Avenue and Temple Road.

The Council will promote, where feasible, the following measures:

- Improved overall bus journey times through the LAP area.
- Improved reliability for bus services through the LAP area including enhanced priority for buses.
- An enhanced public transport interchange in the LAP area.
- The development of a legible bus network through the LAP area.
- Improved bus passenger experience through and in the LAP area.

The Sandyford Urban Framework Plan (September 2011) includes an objective (TAM4) to encourage the provision of a fast and frequent shuttle bus service from Blackrock DART service to the Stillorgan LUAS stop and Sandyford Business Estate. This objective will be restated and reinforced in the Blackrock LAP.

Objectives: Public Transport

PT1

It is an objective of the Council to facilitate the re-location of the existing Bus Terminus at the DART Station to Carysfort Avenue and Temple Road, subject to the agreement of the National Transport Authority (NTA).

PT2

It is an objective of the Council to facilitate public transport interchange between the DART Station and bus services at Main Street and Carysfort Avenue, subject to the agreement of the NTA. Any changes will ensure the provision of suitable, short, safe and attractive connections for pedestrians. The new public transport interchanges/nodes will have real-time information for bus services and DART services (subject to feasibility and agreement with the NTA/Ianroid Eireann).

PT3

It is an objective of the Council, with the agreement of the NTA, to facilitate the provision of appropriate bus routes and stops in co-ordination with the overall Blackrock Transport Network Strategy (see Maps 13A and 13B - Transport Network Strategy).

PT4

It is an objective of the Council to encourage the provision of a fast and frequent shuttle-bus service to connect Blackrock DART services with the Stillorgan Luas Stop and Sandyford Business Estate.

4.5 Car Parking

The Transport Network Strategy included a full assessment of existing and future car parking needs in the core area of Blackrock. The assessment took cognisance of the objectives of the current County Development Plan, Sustainable Travel and the specific characteristics of the local environment and traffic movements in Blackrock.

Any large-scale car parking is appropriately located at the shopping centre sites. Any changes to the requirements for large-scale public car parks commensurate with Blackrock's status as a District Centre, can only be considered in the context of comprehensive redevelopment proposals being advanced for either or both the Blackrock and Frascati Shopping Centres (in accordance with Section 7.8.2: 'Blackrock District Centre' of the County Development Plan).



Photo 59: Frascati Car Park Sign



Photo 60: Pay and Display Sign

Objectives: Car Parking

CP1

It is an objective of the Council to implement a Car Parking Zone system in Blackrock as a means of promoting sustainable means of travel.

CP2

It is an objective of the Council to rationalise the existing on-street car parking and unloading facilities along Main Street to facilitate improvements to the public realm where appropriate in accordance Drawing 6 and Section 3.6 Public Realm Strategy.

CP3

It is an objective of the Council to rationalise and improve car parking facilities at the DART Station, in conjunction with the relocation of the bus terminus under Objective PT1, creating a new, more efficient and user friendly car parking area together with the potential to allow for the enhancement of the public realm in accordance with Section 3.6 the 'Public Realm Strategy' and to allow for any further redevelopment of this area in the future. Any future redevelopment of the public transport area adjacent to the Blackrock DART Station will have to be agreed with the NTA subject to land ownership details.