



SAFE AND QUIET STREETS, SEAFIELD ESTATE, BOOTERSTOWN, DUBLIN

ON BEHALF OF DLRCC
Concept Design Proposals
August 2022

WWW.RAMBOLL.COM

SAFE AND QUIET STREETS PRINCIPLES

The Safe and Quiet Streets design process is being undertaken for the Seafield Estate after it was nominated by the Seafield residents association to Dun Laoghaire-Rathdown County Council (DLRCC).

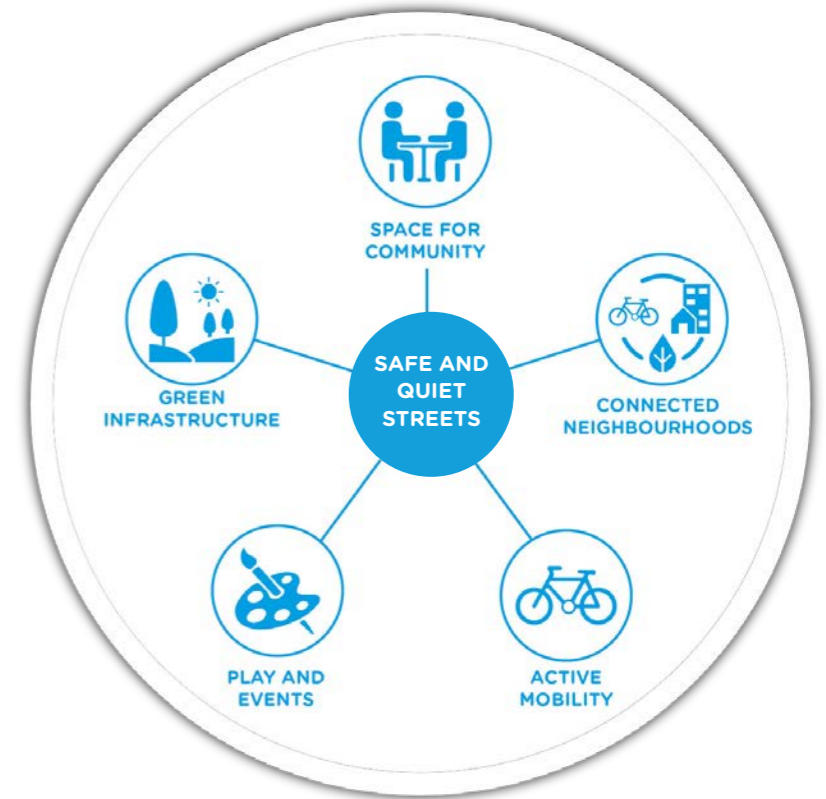
“Dun Laoghaire-Rathdown County Council (DLRCC) has launched the Safe + Quiet Streets initiative to work with local communities to design residential spaces across the county. We are hoping that this way of designing streets and spaces (resident led and focused on people rather than vehicles), will lead to outcomes of safer spaces where residents feel more able to walk, cycle and wheel, streets where children can play, spaces where residents can come together, increased biodiversity, improved air quality and decreased noise pollution.”

The Safe and Quiet Streets co-creation process is three stages. Stage 1 was the nomination and selection. This design is the outcome of Stage 2 of the process; working with residents to develop a design.

Residents were first asked to identify issues and give ideas for what they wanted to see in the Seafield Estate. This feedback and ideas gathering stage ran for a couple of months.

Issues identified on the Seafield Estate in the process included: rat running, traffic volumes, speeding and underutilised green space.

After all of the feedback was collated a draft design has been developed for residents and other key stakeholders to give their feedback on. Once the concept design is finalised the design can be progressed to detailed stage to allow for installation the measures with continuous review and improvement.



← Resident Engagement Website Introductory Page

Resident Issues and Opportunities Map →

← Resident Questionnaire

FAQ →

STRATEGIC PLAN

Combining the Safe and Quiet streets principles with feedback from local residents of the Seafield Estate the strategic plan aims to reduce car speeds, encourage walking and cycling and increase greening. The main design approach introduces innovative green solutions to reduce traffic dominance, utilise existing green spaces and increase pedestrian and cycle connectivity.

Sustainable Urban Drainage (SUDs) in the form of rain gardens are proposed for the top and bottom of Seafield Road to address occasional flooding while adding visual and environmental benefits. Build outs are proposed along Seafield Road and act as a traffic calming measure while adding greenery. These will create pinch points wide enough to facilitate a car and cyclist passing, with another car having to give way, whilst still providing informal on-street parking. An additional informal pedestrian crossing is proposed along Seafield Road to further facilitate safe crossing for pedestrians and cyclists. These measures should slow vehicle speeds and increase the feeling of safety for pedestrians and cyclists.

The proposed southern entrance to Seafield Road retains the existing 2 carriageway entrances. The road between the traffic island at Seafield Road and the raised table junction at Seafield Close has been narrowed to slow down vehicle traffic.

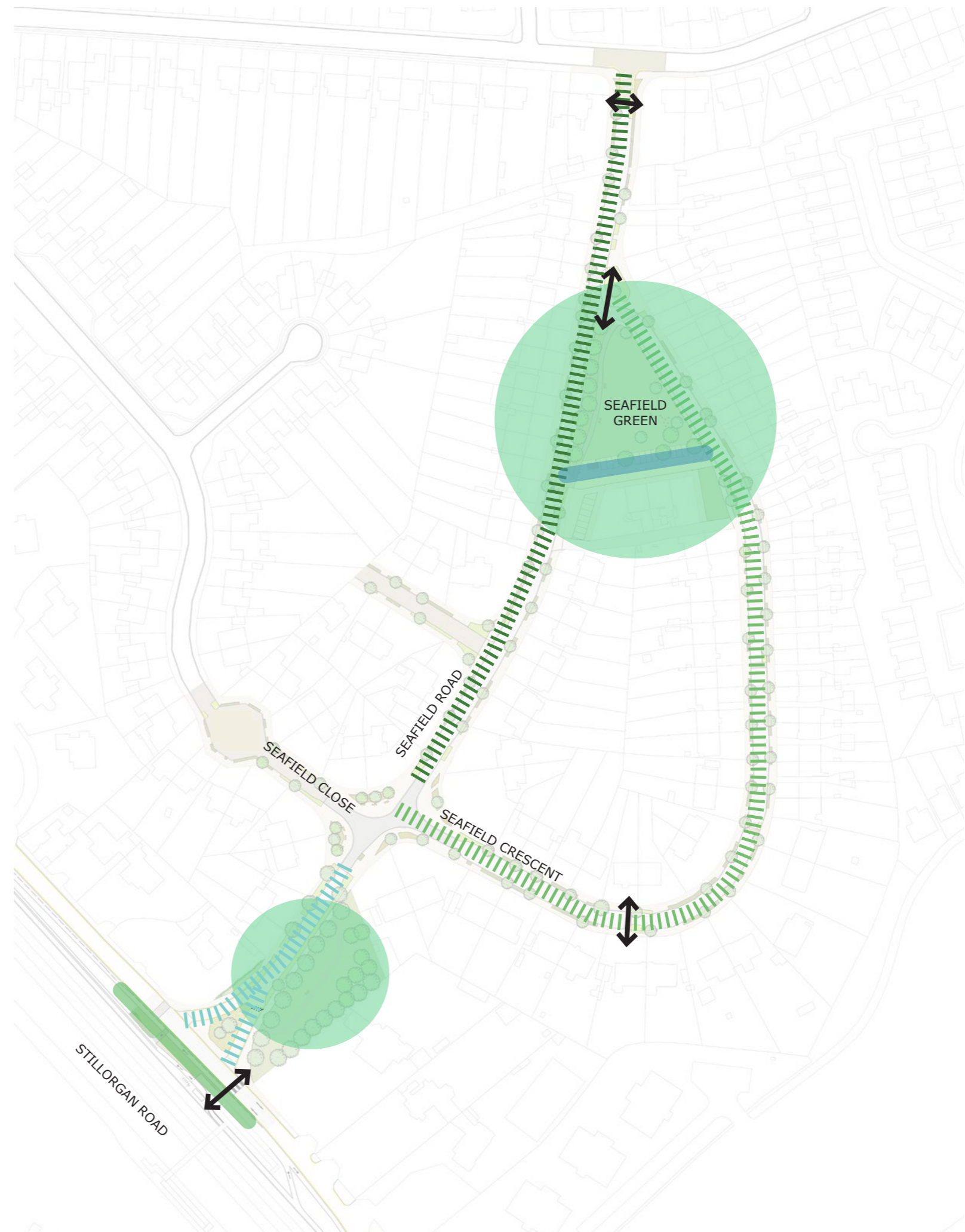
However, to facilitate the 2 carriageway entrances no additional informal crossing is proposed at the southern end of Seafield Road and the proposed cycle access from Seafield Road to Stillorgan Road is only one way.

The design proposes buildouts between Glenomena Park and Seafield Close. to slow traffic speeds.

Seafield Park has been identified as a focal point for the Seafield Estate, with a shared space proposed along the current road connection between Seafield Road and Seafield Crescent. Seating, play, amenity planting, a water source, an area to grow vegetation and parking have been designed to create a usable space for the community. The carriageway on Seafield Park will be raised to flush with the kerb edge to give pedestrian priority.

Raised tables and continuous footways at junctions will increase the priority for pedestrians, as stipulated in the ammended 2020 Design Manual for Urban Roads and Streets. The design proposes planting to increase visual amenity and biodiversity is proposed in existing green spaces and verges.

- Legend
- Key green space interventions
 - ||||| Traffic calming using build outs and informal pedestrian crossings
 - ||||| Road narrowing, build out and informal crossing
 - ||||| Road narrowing and planting
 - New pedestrian connections
 - Screening planting
 - Shared space



FOCUS AREAS



SEAFIELD ROAD ENTRANCE FROM STILLORGAN ROAD

Seafield Road is the main road currently being used by vehicular traffic as a rat run to reach Stillorgan Road. To combat this, the carriageway between the existing traffic island and the Seafield Close raised table junction has been narrowed to reduce vehicle speeds.

The two carriageways at the entrance of Seafield Road along with the existing traffic island has been retained in the design. The existing traffic island will implement a new rain garden and feature continuous footways to connect Seafield Road to Stillorgan Road. These measures will act as a visual gateway as well as further reducing vehicular dominance and prioritising pedestrian accessibility. No build outs or informal crossings are proposed as space is needed to facilitate services for the 2 carriageway entrance.

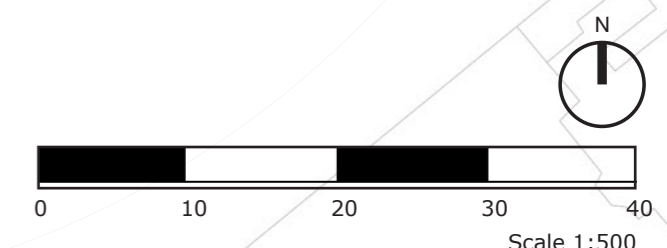
The landscape proposals include a path through the 'Top Green' creating an inviting entrance. A wild-flower grass mix can be incorporated into the existing grass sward to provide habitat for invertebrates and act as a visual buffer between the park and the fence. As this area is not central to the site and is close to the main road but with links to the wider green infrastructure it is recommended that it becomes an accessible wildlife area.

On the western side of the road, climbers are proposed for the private plant bed, further screening the property and fence and strengthening the green links.

A new pedestrian crossing is proposed to link to the bus stop and a speed ramp to slow vehicles and allow for a proposed one way cycle crossing to a new dropped kerb. In the proposed design as the 2 carriageway entrance is retained, the cycle crossing is only one way to facilitate the two existing vehicle entrances.

Legend

Existing meadow planting		Proposed water source	
Existing verge/green space that can have additional planting		Proposed retractable bollard	
Existing raised table		Proposed planting area	
Existing tree		Proposed cycle parking	
Proposed tree		Proposed car parking space	
Proposed verge/green space that can have additional planting		Proposed informal pedestrian crossing	
Proposed rain garden		Proposed formal pedestrian crossing	
Proposed planting		Proposed speed ramp	
Proposed build out with planting		Existing electricity pole	
Proposed bench		Existing street lighting	
Proposed bin		Existing street pole/signage	
Proposed informal play		Proposed 2 way cycle entrance	
Proposed homezone treatment		Proposed 1 way cycle entrance	
Proposed raised table		Proposed continuous footway	
Proposed community zone treatment			
Pedestrian footway			



Concept drawing design, will be subject to a topographical survey prior to detailed stage design

SEAFIELD CLOSE AND JUNCTION WITH SEAFIELD CRESCENT

The design at the junction of Seafield Close and Seafield Crescent proposes a raised table that lifts the level of the road to the kerb and pavement.

The proposed verges at the junction of Seafield Close and Seafield Crescent will have enhanced planting and additional trees implemented. This aims to provide a visual cue to drivers to slow down as they are approaching a pedestrian zone where children may be playing.

Additional build outs are proposed to slow traffic in Seafield Close from Glenomena Park.

Additional planting has been proposed to the existing verges along Seafield Close and Seafield Crescent to provide visual amenity and increase biodiversity. Both streets incorporate the planting palette which uses soft pinks and purple plants, shrubs and grasses.

On-street parking is retained. The raised table junction here has been narrowed to allow the passing of only 1 car and cyclist - subject to a short pilot at detailed design.

Legend

Existing meadow planting		Proposed water source	
Existing verge/green space that can have additional planting		Proposed retractable bollard	
Existing raised table		Proposed planting area	
Existing tree		Proposed cycle parking	
Proposed tree		Proposed car parking space	
Proposed verge/green space that can have additional planting		Proposed informal pedestrian crossing	
Proposed rain garden		Proposed formal pedestrian crossing	
Proposed planting		Proposed speed ramp	
Proposed build out with planting		Existing electricity pole	
Proposed bench		Existing street lighting	
Proposed bin		Existing street pole/signage	
Proposed informal play		Proposed 2 way cycle entrance	
Proposed homezone treatment		Proposed 1 way cycle entrance	
Proposed raised table		Proposed continuous footway	
Proposed community zone treatment			
Pedestrian footway			



Concept drawing design, will be subject to a topographical survey prior to detailed stage design

SEAFIELD DRIVE

A new build out is proposed at the east corner of Seafield Drive to slow traffic on Seafield Road along with a continuous footway, to emphasise pedestrian priority and slow down vehicular traffic. Street parking is retained.

Legend

Existing verge/green space that can have additional planting

Existing raised table

Existing tree

Proposed tree

Proposed verge/green space that can have additional planting

Proposed rain garden

Proposed planting

Proposed build out with planting

Proposed bench

Proposed bin

Proposed informal play

Proposed homezone treatment

Proposed raised table

Proposed community zone treatment

Pedestrian footway

Proposed continuous footway

-  Proposed water source
-  Proposed retractable bollard
-  Proposed planting area
-  Proposed cycle parking
-  Proposed car parking space
-  Proposed informal pedestrian crossing
-  Proposed formal pedestrian crossing
-  Proposed speed ramp
-  Existing electricity pole
-  Existing street lighting
-  Existing street pole/signage
-  Proposed 2 way cycle entrance
-  Proposed 1 way cycle entrance



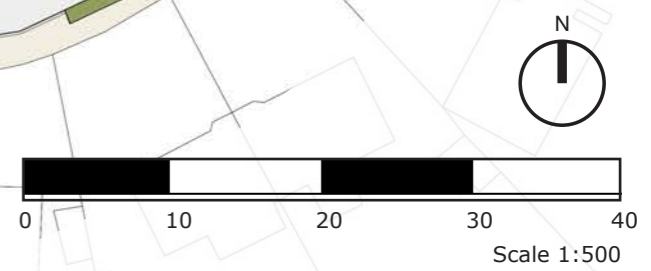
Concept drawing design, will be subject to a topographical survey prior to detailed stage design

SEAFIELD CRESCENT

As noted earlier, additional planting is being proposed in select verges along Seafield Crescent to provide for visual amenity and biodiversity. It is proposed to include one new informal pedestrian crossing point and a new build out with planting along it to further reduce traffic speeds and reinforce pedestrian priority along the road. The width between the new build out and to the kerb edge still allows for one car and a cyclist to pass through. On-street parking is retained.

Legend

- | | |
|--|---------------------------------------|
| Existing verge/green space that can have additional planting | Proposed water source |
| Existing raised table | Proposed retractable bollard |
| Existing tree | Proposed planting area |
| Proposed tree | Proposed cycle parking |
| Proposed verge/green space that can have additional planting | Proposed car parking space |
| Proposed rain garden | Proposed informal pedestrian crossing |
| Proposed planting | Proposed formal pedestrian crossing |
| Proposed build out with planting | Proposed speed ramp |
| Proposed bench | Existing electricity pole |
| Proposed bin | Existing street lighting |
| Proposed informal play | Existing street pole/signage |
| Proposed homezone treatment | Proposed 2 way cycle entrance |
| Proposed raised table | Proposed 1 way cycle entrance |
| Proposed community zone treatment | |
| Pedestrian footway | |
| Proposed continuous footway | |



Concept drawing design, will be subject to a topographical survey prior to detailed stage design

SEAFIELD PARK

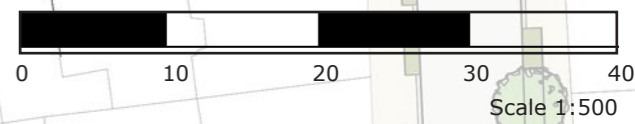
Seafield Park is proposed to act as a community focal point, with space to play, walk, gather and socialise. Trees and low level planting proposed along the western edge of the park to provide a opportunity to celebrate and engage with this planted element. Informal play is proposed in the green space including a landform, rocks and logs . Seating and a growing space have also been proposed to create a usable space for the community.

Parking provision is retained along the proposed shared area space along the current road connection between Seafield Road and Seafield Crescent. This new shared area space will still maintain vehicular access whilst providing a flexible setting for a range of uses and overflow parking when required. The carriageway along Seafield Park will be raised to meet the kerb edge and the existing raised table to further emphasise pedestrian priority and reduce vehicular dominance. A continuous footway is proposed to connect Seafield Crescent to Seafield Park.

Raised tables are considered at key crossing points around the park to encourage interaction, and ease pedestrian flow around this key community space.

Legend

- | | | | |
|--|--|---------------------------------------|--|
| Existing community garden | | Existing bicycle stands | |
| Existing verge/green space that can have additional planting | | Proposed water source | |
| Existing raised table | | Proposed retractable bollard | |
| Existing tree | | Proposed planting area | |
| Proposed tree | | Proposed cycle parking | |
| Proposed verge/green space that can have additional planting | | Proposed car parking space | |
| Proposed low maintenance planting | | Proposed informal pedestrian crossing | |
| Proposed planting | | Proposed formal pedestrian crossing | |
| Proposed build out with planting | | Proposed speed ramp | |
| Proposed bench | | Existing electricity pole | |
| Proposed bin | | Existing street lighting | |
| Proposed informal play | | Existing street pole/signage | |
| Proposed homezone treatment | | Proposed 2 way cycle entrance | |
| Proposed raised table | | Proposed 1 way cycle entrance | |
| Proposed community zone treatment | | | |
| Pedestrian footway | | | |
| Proposed continuous footway | | | |



Concept drawing design, will be subject to a topographical survey prior to detailed stage design



Visualisation looking through Seafield Park. The trees and planting act as a protective buffer from the road. Pathway through Seafield Park encourages pedestrian use of the park.

SEAFIELD ROAD ENTRANCE FROM WOODBINE PARK

The design proposes an extension to the raised table at the northern entrance to Seafield Road, to indicate a residential street and encourage slower vehicle speeds. Along with the rest of Seafield Road, build outs are proposed to slow traffic at this junction. An additional informal pedestrian crossing is implemented to further emphasise pedestrian priority within Seafield Estate. The addition of rain gardens at either side of Seafield entrance aim to address occasional flooding among other visual and environmental benefit.

Legend

- | | | | |
|--|--|---------------------------------------|--|
| Existing verge/green space that can have additional planting | | Proposed water source | |
| Existing raised table | | Proposed retractable bollard | |
| Existing tree | | Proposed planting area | |
| Proposed tree | | Proposed cycle parking | |
| Proposed verge/green space that can have additional planting | | Proposed car parking space | |
| Proposed rain garden | | Proposed informal pedestrian crossing | |
| Proposed planting | | Proposed formal pedestrian crossing | |
| Proposed build out with planting | | Proposed speed ramp | |
| Proposed bench | | Existing electricity pole | |
| Proposed bin | | Existing street lighting | |
| Proposed informal play | | Existing street pole/signage | |
| Proposed homezone treatment | | Proposed 2 way cycle entrance | |
| Proposed raised table | | Proposed 1 way cycle entrance | |
| Proposed community zone treatment | | | |
| Pedestrian footway | | | |
| Proposed continuous footway | | | |



Concept drawing design, will be subject to a topographical survey prior to detailed stage design



HARD LANDSCAPE STRATEGY

The hard landscape palette and informal play interventions draw inspiration from the wider landscape by using locally sourced stone and granite setts typically used in and around the surrounding area. The raised table areas indicated on the concept plans could use granite setts to give a greater emphasis to the space as a pedestrian friendly area and give an indication to drivers that they should slow down.

Logs and rock piles encourage interaction with the park and rain gardens and provide opportunity for informal play across Seafield Estate. Locally sourced timber and rock could emphasise the estates connection to the wider landscape.

Seafield Park provides an opportunity to create a social space that the community can use. Timber benches and land-form have been used to provide a series of usable and playful spaces around Seafield Park.

SURFACE TREATMENTS AND STREET FURNITURE PALETTE OPTIONS



Provision for light buff, red and green pigmented bound gravel in cycleways.



Gris Alvo2 granite setts 200x100



Sheffield cycle stand

Standard Sheffield cycle stand, as used across country currently. Consistent powder coated colour (tbc).



Gabion bench with timber top

Gabion bench filled with locally sourced stone.

PLAY/ EDUCATION ELEMENTS PALETTE



Natural play

Locally sourced logs and rocks for incidental play elements.



Log stepping stones

Log stepping stones with locally sourced timber.



Rock stepping stones

Locally sourced Wicklow stones used as play elements.



Bird boxes

Bespoke (community involvement)

Simple bird and bat boxes painted same colour as cycle stands.



Land form

Slope gradients, grass lengths and tree placement used to create a series of playful, structured spaces.

SOFT LANDSCAPE STRATEGY

The landscape design proposes to implement verge widening to reduce the dominance of cars at key priority areas in Seafield Estate. Where suitable, rain gardens have been proposed in the verges to deal with excess surface water run off, increase biodiversity and create a colourful amenity landscape. Larger rocks and boulders, along with smaller stones are thread throughout the rain garden surfaces to build a suitable drainage surface, along with adding visual interest.

Rain gardens topography usually forms a slight depression to hold the surface water run off before it dissipates through the free draining soil below. Planting within the rain garden has been selected to be able to deal with pollutants and provide some cleaning properties before the excess water soaks away.

The rain garden planting has a strong focus on biodiversity and habitat creation, with species selection tolerant of dealing with both dry and wet weather extremes. The landscape strategy has provided a rain garden palette to distinguish between the rain garden planting at top and bottom of Seafield Road and planting areas at the raised tables and existing and proposed verges.




The rain garden palette is built of lush purple and pink flowering perennials, ferns and hostas. This provides contrast to the existing and proposed verge/green space planting palette built of softer purple and pink flowering herbaceous bulb perennials. The varying palettes provide a distinction between the two areas, provides visual cues for way finding around the estate and enhances the built environment.

The street tree planting proposals takes cues from the species already found along the streets of Seafield including Rowan, Birch and flowering cherry species.

Screening planting along Stillorgan Road consists of longer species rich grass and scattered native trees to provide a soft visual barrier between the estate and the main road.

Images over the following pages suggest some species that could be incorporated into the mixes.

Existing verges and green spaces can be enhanced with herbaceous or bulb planting.

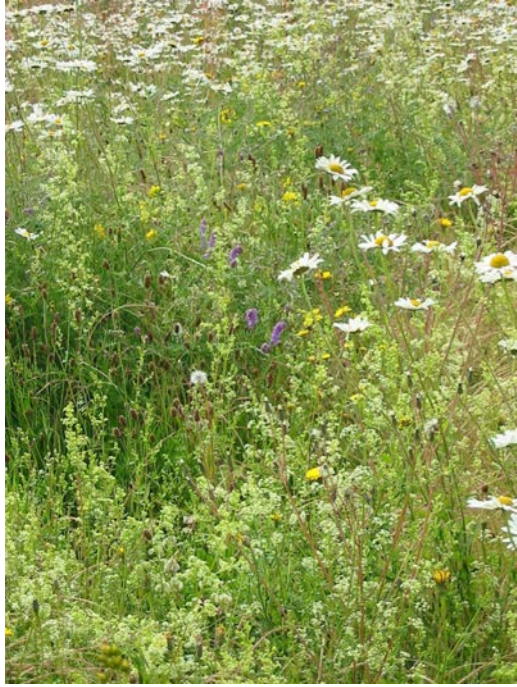
- Key:
-  Screening planting
 -  Rain garden and herbaceous planting
 -  Herbaceous planting



Concept drawing design above and will be subject to topographical survey prior to detailed stage design

SOFT LANDSCAPE PALETTE

SCREENING PLANTING



Grasses and wildflowers. Exact species chosen to suit site conditions.



Scattered trees provide screening and visual interest whilst linking into wider green infrastructure network.

TREE PLANTING



Rowan
Sorbus aucuparia



Birch
Betula pendula



Cherry
Prunus Spp.

RAIN GARDEN PLANTING



Clustered Bellflower
Campanula glomerata



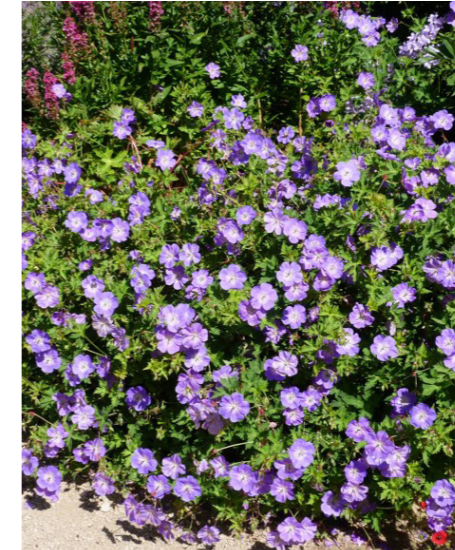
Foxglove
Digitalis purpurea



Siberian Flag Iris
Iris sibirica



Male Fern
Dryopteris filix-mas



Cranesbill
Geranium rozanne



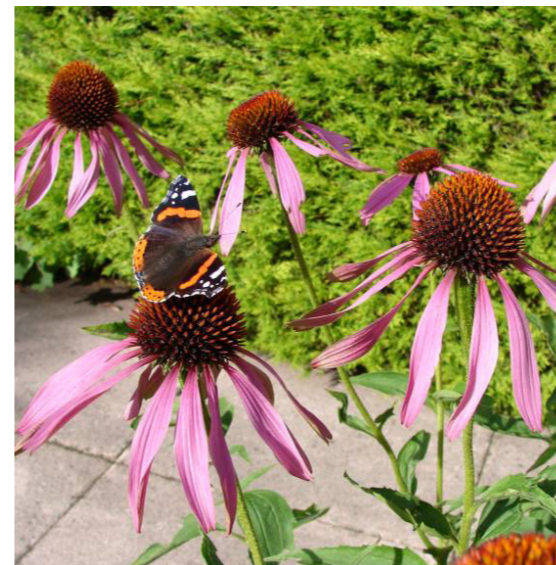
Granny's Bonnet
Aquilegia vulgaris



Stinking Helleborus
Helleborus foetidus



Hosta
Hosta 'Halcyon'



Purple Coneflower
Echinacea purpurea



Scabius
Knautia macedonica



Lady's Mantle
Alchemilla mollis

EXISTING VERGES/PROPOSED VERGES/GREEN SPACE - HERBACEOUS PLANTING



Perovskia "Blue Spire"



Epimedium x rubrum



Anemone x hybrida "Honorine Jobert"



Allium "Purple Sensation"



Geranium "Johnsons Blue"



Allium sphaerocephalon



Veronicastrum virginicum
"Album"



Echinacea purpurea "Magnus"



Crocsmia "Star of the East"

EXISTING/PROPOSED VERGES/GREEN SPACE - NATURALISING BULBS AND WILDFLOWER PLANTING



Galanthus nivalis



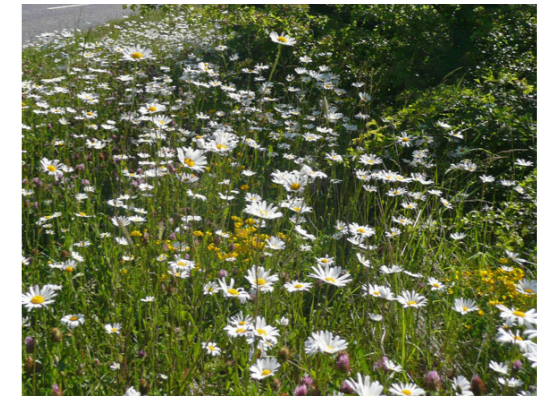
Fritillaria meleagris



Anemone blanda "Blue Shades"



Crocus chrysanthus "Snow Bunting"



Wildflower mix - wildseed.co.uk

EXISTING/PROPOSED VERGES/GREEN SPACE - GRASSES



Stipa_tenuissima



Calamagrostis x acutiflora Karl Foerster



Panicum virgatum - Matt Lavin, Flickr (cc)

RAIN GARDEN PRECEDENT

ALMA ROAD RAIN GARDENS, LONDON



