

**Item No. \_\_\_\_\_**

**Report to Chairperson and Members  
of the South East Area Committee**

**QUIETWAY FEASIBILITY REPORT - Review**

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## Quietway Feasibility Report - Review

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### Background

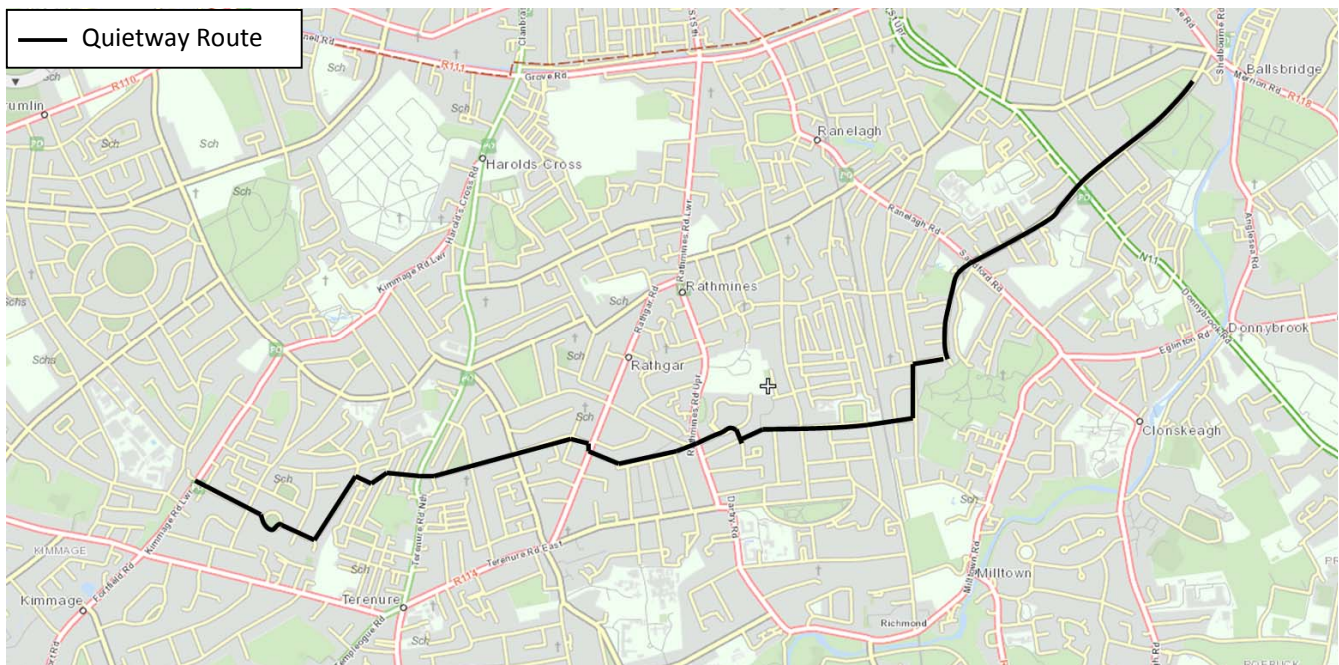
The members of the South East Area Committee (SEAC) at their meeting on the 8<sup>th</sup> February 2016 passed the following motion:

*This committee requests that approx €20,000 of the this year's increased Transportation Budget for the area be allocated to a feasibility study on using filtered permeability to achieve a "quiet-way" route across the constituency.*

*This is so that cyclists, school children and pedestrians who need to traverse the area but wish avoid commuting traffic can do so.*

*This would also be an effective means of significantly decreasing the number of "Rat-runs" through the area.*

This report has been prepared to inform the members of the SEAC of the outcome of the feasibility study. The feasibility report identifies a range of traffic management measures that would need to be implemented. These would require a budget of at least €1.4M. The measures are likely to have potential negative impacts on some residential areas. Further traffic impact assessments would be necessary to support the scheme. The Environment and Transportation Department recommends that the Project should not proceed for the reasons given here under.



## **Review of the Quietway Feasibility Report**

### **1. Potential Traffic Impacts**

- The proposed closure to through traffic at Palmerston Gardens would require a diversion for the existing frequent bus service operating along Cowper Road. Commercial public bus licensing is operated by the National Transport Authority (NTA) and discussions between Dublin Bus and the NTA would be required to address any changes to the existing routes.
- The Marlborough Road / Sandford Road junction design may require upgrading from the proposed ramp solution in the report to a signalised crossing point, given that the right turning movements exiting Marlborough Road conflict with the Quietway route at the point in which cyclists must cross Marlborough Road to access the Pedestrian Crossing on Sandford Road.
- As highlighted in the report there would be significant traffic impacts with the proposal to close Marlborough Road to through traffic. The adjoining road network is already suffering capacity issues at both am/pm and additional traffic will have serious implications on traffic flows for the area.
- At the Sandford Road/Marlborough Road junction, the largest volumes occur for the side-road during the evening peak. The average volumes at this time would be about 150 vehicles per hour and the maximum would be over 160 vehicles per hour. At the Morehampton Road/Marlborough Road junction, the largest volumes occur for the side-road during the morning peak. The average volumes at this time would be about 200 vehicles per hour and the maximum would be over 210 vehicles per hour

### **2. Potential Parking Impacts**

- There are approx. 198 spaces on Herbert Park and 100 permits issued to residents. These are concentrated at the residential areas on the northern end and southern end of Herbert Park. The majority of permit holders also have additional roads included on their permits, e.g. Arranmore Road, Morehampton Lane, Pembroke Place etc. The northern end is usually very busy due to its proximity to Ballsbridge and residents have no option other than parking on Herbert Park.
- Income generated from Pay and Display Parking per year is in the region of €110,000, 85% of which is from the two meters located alongside the park midway down Herbert Park and at the Ballsbridge end. Removal of bays along this section would impact income but would also adversely impact the Resident Permit holders parking at that end of the road. Additionally, removal of a large number of parking spaces alongside the park would likely displace parking to the Morehampton Road end of Herbert Park and adjoining roads causing problems for residents parking at that end of Herbert Park and the adjoining roads.

### 3. Feasibility Cost Estimate

The overall estimated cost of €1.2M does not include for a number of necessary studies to be undertaken as highlighted in the report, these include;

1. **Traffic Study** - to determine the impact of closing roads to through traffic. Estimated cost €35,000 (based on similar projects).
2. **Traffic Counts** - necessary for the whole study area. Estimated cost €12,000 (based on similar projects).
3. **Full Topographical Survey** - the drawings used in the feasibility are only indicative. A Topographical survey of the entire 6.5km scheme, this would cost as a minimum in the region of €25,000 - €30,000 (preliminary quotation received).
4. **Assessment of Existing Ramps** - as noted in the report a number of ramps (yet to be determined) may require replacing to cater for the less experienced cyclists, this associated cost has not been assessed as part of the feasibility study (allocated allowance of €10,000).
5. **Public Consultation** - given the local interest and active Residents Associations in the scheme area, some costs would need to be set aside to engage with public opinion. The proposal to open estate boundary walls would likely be met with opposition. Recent studies have cost in the region of €10k.
6. **Detailed Design Drawings (not noted in the report)** - the proposed route crosses 5 heavily traffic Regional roads that pose significant conflict points, these junctions would require detailed design drawings. The associated costs are estimated to be €60,000 (based on recent projects).

### 4. Conclusion

Prior to consideration for the implementation of the scheme, a considerable cost in the region of **€150k** would be needed to carry out the necessary studies including; a Traffic Study, Traffic Counts, Full Topographical Surveys, Assessment Study (Ramps), Public Consultation and Detailed Design Drawings. As concluded by the Quietways Report, the implementation of the scheme is estimated to cost **€1.2M**, therefore a total of circa **€1.4M** would be required to complete the scheme.

Given the nature of the scheme and the number of potential end users, it is recommended not to proceed with the scheme. This recommendation takes into account the current spending priorities in the development of the high quality primary cycle network set out in the NTA's Greater Dublin Area Cycle Network Plan.

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