

**ATKINS**

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# Adamstown Boulevard Phase 1

## Transport Statement

Adamstown Station & Boulevard Ltd.

Spring 2022



## Notice

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### Document history

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### Client signoff

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## 1. Introduction & Principles

This Transport Statement sets out the overall transport strategy and proposals for the proposed Phase 1 development of Adamstown Boulevard Tile. In this context the strategy is set out in terms of the following scenarios:

- The Phase1 application of itself;
- The masterplan for the full development of the Adamstown Boulevard Tile; and
- The coordination of the Adamstown Boulevard tile masterplan into the existing and developing transport infrastructure provision in the wider Adamstown SDZ.

### 1.1. Proposed Development Description

Phase 1 of the Adamstown Boulevard development seeks Permission for 257no. terraced and semi-detached housing units ranging from 2 to 3-storeys in height; open space is proposed including a Pocket Park, and also a Linear Park which stretches from Adamstown Way to Station Road; all associated ancillary site development and landscape works, including internal roads and services, ESB Sub-Stations, landscaping and boundary treatment works. Outline Permission is also being sought for 166no. apartment units in a block ranging from 6 to 9-storeys in height which will deliver a range of unit types. All on a site of c.9.76Ha (including lands for Outline Permission).

### 1.2. Transport Principles

Adamstown Boulevard Tile Masterplan and this Phase1 planning application has been designed to be in accordance with DMURS and NCM. The street layout accommodates high levels of permeability for pedestrians and cyclists throughout the masterplan lands as well as the provision of facilities on external linkages. The street layout has been developed to deliver a high place function wherein the streets and open spaces form part of the social fabric and are appropriately used for congregation and play. Achievement of this function can be greatly facilitated by developing a self-regulating residential street environment wherein vehicular movement function should be limited, as much as is practicable, and a desirable design speed of 20-30kph is achieved as set out in Atkins Roads Design Statement (5150924DG0084).

The Boulevard Tile and the Phase 1 application is located adjacent to the Station Tile where there are commercial and community facilities provided including retail, food and beverage, creche and health care. In addition to this Adamstown Rail Station is within walking distance of the site and bus services and bus routes are located both within the Boulevard Tile and on the Station Tile.

The design of the phase 1 lands therefore provides opportunities for future residents to utilise active and sustainable travel that can significantly mitigate the need to travel by car.

### 1.3. Traffic Impacts

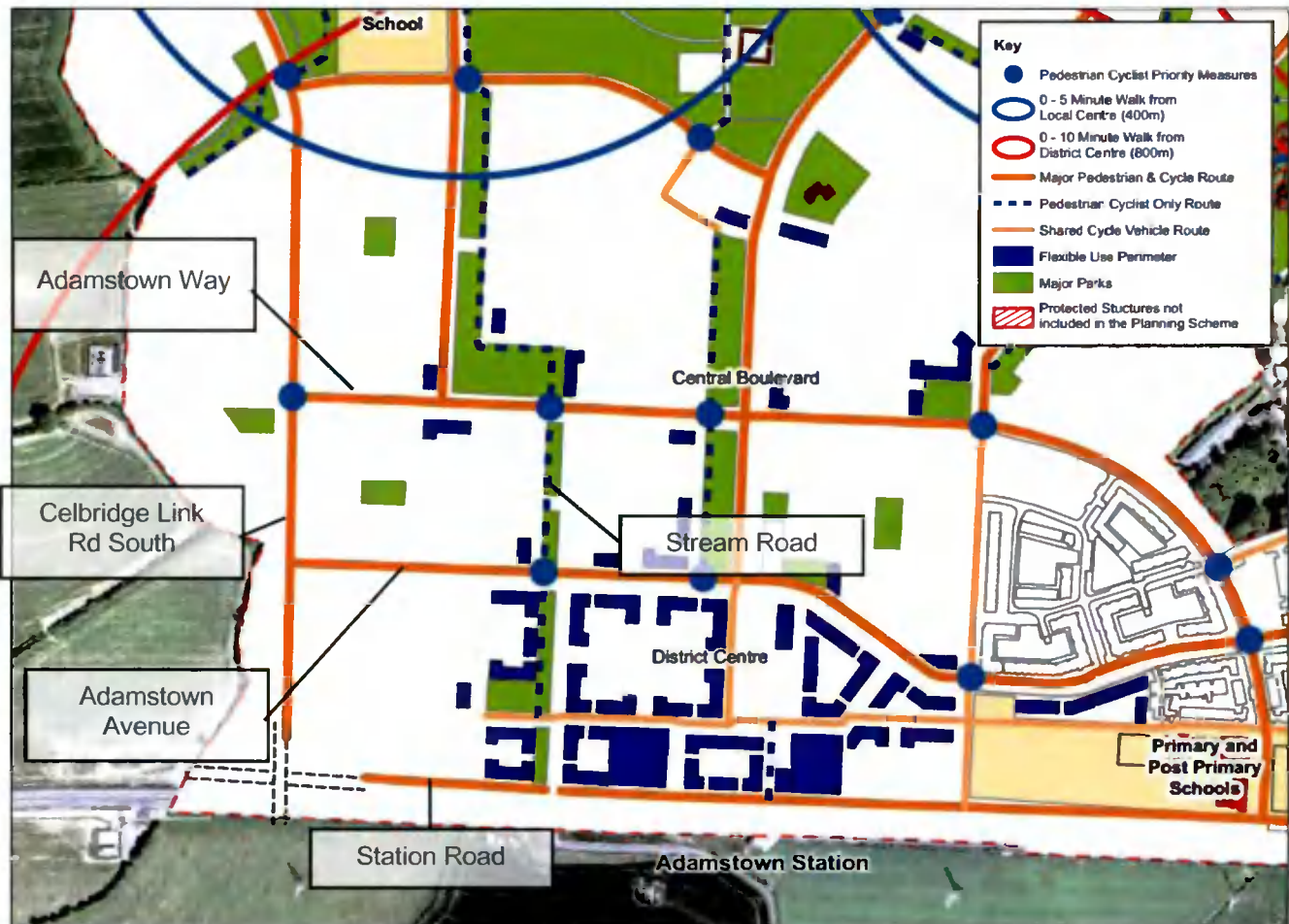
In the adoption of the Adamstown SDZ the traffic impacts of the entire SDZ were fully assessed in the Adamstown SDZ Strategic Environmental Assessment (SEA). Section 2.3 of the SEA specifically details the traffic impacts.

The proposed development is in accordance with the Adamstown SDZ masterplan and the facilitation of a development based on tangible and substantive opportunities for both active travel and public transport travel, combined with appropriate limitations on car parking provision will result in low dependency on car travel and car ownership. These conditions will further mitigate the traffic impact of the Adamstown Boulevard Phase1 over and above that envisaged in the adopted Adamstown SDZ.

## 2. Pedestrian and Cycle Provision

The Pedestrian and Cyclist Permeability Adamstown SDZ Planning Scheme outlines the key walking and cycling routes within the planning scheme. These are shown in Figure 2-1.

Figure 2-1 - Adamstown SDZ Pedestrian and Cyclist Permeability



The three pedestrian and cyclist provisions are outlined below.

- **Major Pedestrian and Cycle Routes:** These are the principal pedestrian and cyclist links through and within Adamstown. These routes are generally located along Avenues, such as Adamstown Way, Adamstown Avenue, Station Road etc. as they are the most direct and continuous routes through and within the SDZ area. Segregated pedestrian and cyclist facilities will be provided along these routes;
- **Pedestrian and Cycle Only Routes:** These supplement Major Routes by providing direct short cuts, and or alternative routes away from traffic. These routes will largely be provided though areas of open space and will be of a more recreational nature. The Linear Park Road is an example of such a route on this Tile ; and
- **Shared Routes:** These supplementary routes provide a number of links between nodes and/or other routes. The routes integrate vehicular and cyclist movement (and in some cases pedestrian movement) in a clearly marked and purpose designed shared surface environment. Accordingly, these streets will be highly traffic calmed with very low speeds of 30 km/h or less. Typically, most residential streets including Homezones are examples of shared routes.

The above cycle route types are consistent with Section 4.3 *Link Types* of the National Cycle Manual.

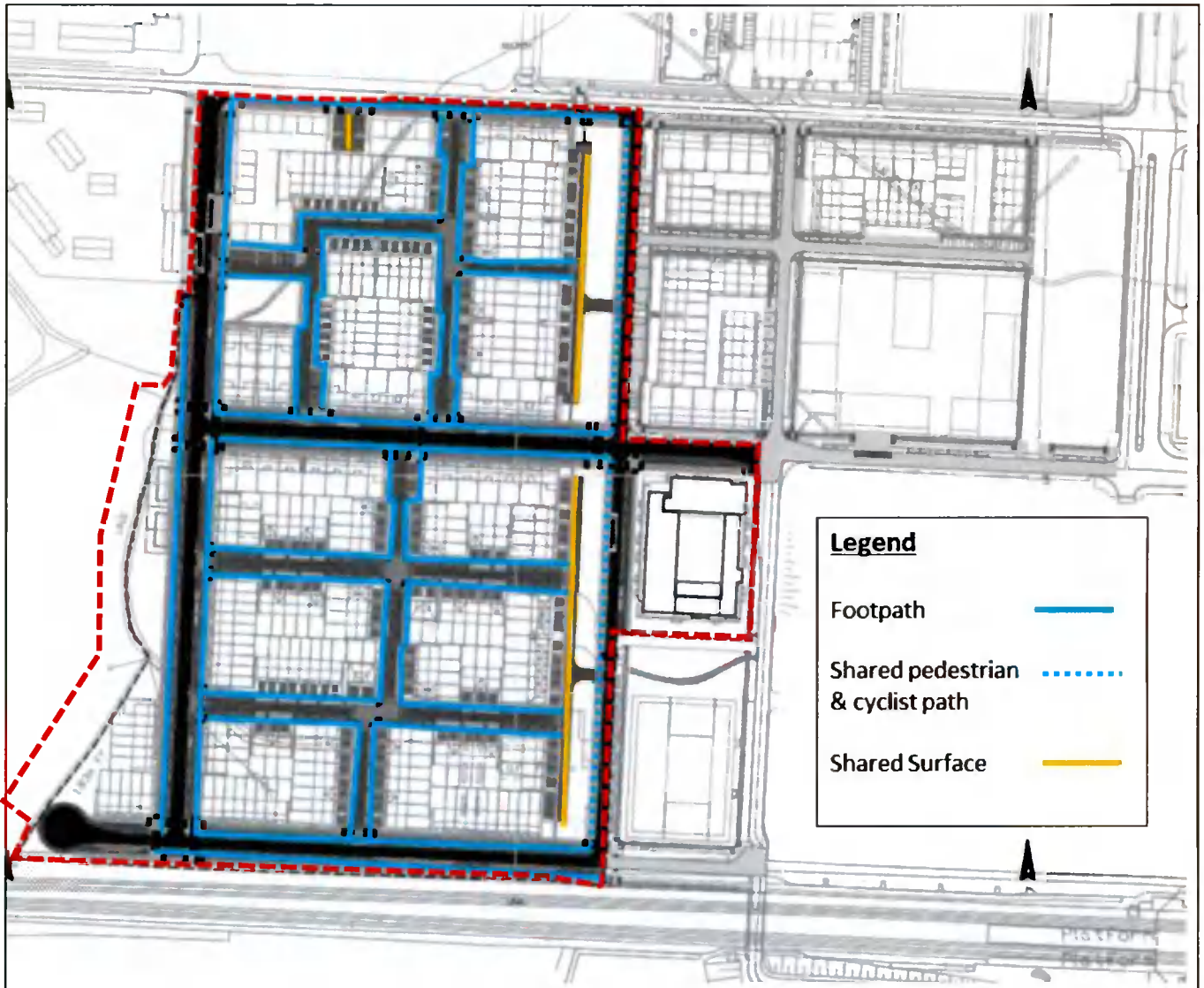
## 2.1 Pedestrian Provision

The proposed pedestrian provision for the Adamstown Boulevard Phase 1 application is detailed in Figure 2-2. This provides an overview of wider Boulevard Masterplan pedestrian and external connections in order to show that a comprehensive joined up pedestrian network has been provided that provides internal and external

connectivity. Areas within the wider Boulevard Tile that is not included in the Phase 1 application will be subject to further development and a future planning application.

As shown in Figure 2-2 the street network is highly permeable and overlooked with an attractive landscaped environment that will facilitate and encourage walking.

**Figure 2-2 - Adamstown Boulevard Phase 1 Pedestrian Provision**



*Note: Indicative red line boundary only*

## 2.2. Cyclist Provision

The proposed cyclist provision for the Adamstown Boulevard Phase 1 application is detailed in Figure 2-3. There are a number of east-west segregated cycle tracks through the Phase 1 planning application that coincides with Adamstown Way, Adamstown Avenue and Station Road. In addition to this there is a segregated cycle track at the western edge of the site that links with Celbridge Link Road provision. A shared cycle / pedestrian only link runs along the edge of the Linear Park Road that provides a link with Aderrig Phase 1 linear park and onward towards future primary school site that provides a safe cycle route for all user abilities.

**Figure 2-3 - Adamstown Boulevard Phase1 Cyclist Provision**



*Note: Indicative red line boundary only*

### 2.3. Pedestrian and Cycle Crossings

A wider range of crossing facilities are provided within the Phase1 development including:

- Signal controlled crossing;
- Uncontrolled informal crossing;
- Raised entry treatments (all junctions); and
- Raised tables.

Some of key crossing types and locations are shown in Figure 2-4. Full details are shown on Atkins drawings 5150924/HTR/10/DR/0105 TO 5150924/HTR/10/DR/0109

**Figure 2-4 - Crossing type and location**





As part of the Adamstown Boulevard Phase 1 Development raised crossings are proposed at all junctions in order to provide pedestrians and cyclists with priority at these locations as recommended by DMURS. Examples of this are shown in **Error! Reference source not found.** and **Error! Reference source not found.** above.

In addition to this raised table, a raised crossing is provided at a number of internal junctions. The use of raised pedestrian table crossing points will have the benefit of providing both a convenient crossing point and traffic calming effect. The raised table pedestrian crossing design is based on the recommendations in DMURS and the Traffic Management Guidelines with a height of 75mm. An example of this is shown in Figure 2-5.

**Figure 2-5 - Raised Table Treatment at internal junction**



## 2.4. Pedestrian & Cyclist Connection to School Sites

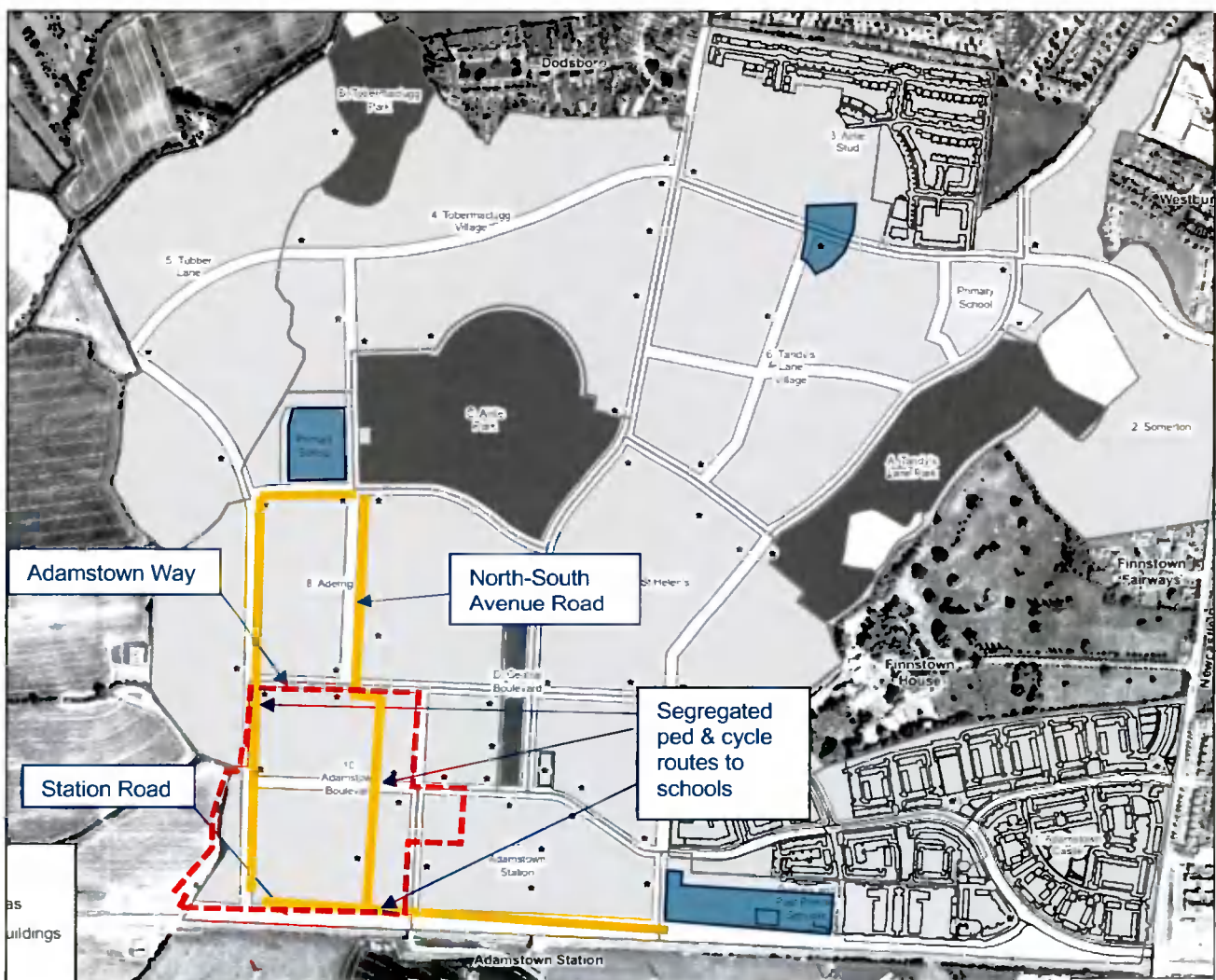
Figure 2-6 details the school sites locations in related to the proposed development. A primary school is located approximately (330m) to the north of Adamstown Way while a primary and post primary school complex is located at the eastern end of Station Road approximately (480m) from the eastern edge of the site.

As noted in Section 2.1 and 2.2 there are fully segregated cycle and pedestrian facilities on both sides of Station Road with appropriate crossing facilities proposed that will provide a direct safe route to the schools complex to be located at the eastern end of Station Road.

The primary school located to the north of Aderrig Phase 2 can be access via a fully segregated shared pedestrian and cycle track that runs along the Liner Park Road and along the edge of the North-South Avenue / park of Aderrig Phase 1. Where this route crosses over avenues signal controlled TOUCAN crossing are provide that creates a safe facility for all users to access the school.

While on the western side of the development there is a pedestrian and segregated cycle track running north south along West

**Figure 2-6 - Development Site and School Site Locations**



*Note: red line boundary is indicative only.*

### 3. Public Transport

Adamstown Boulevard is well connected to public transport with a range of bus and rail services available within a short walk from the site for future residents and visitors as detailed below.

#### 3.1.1. Current Bus Services

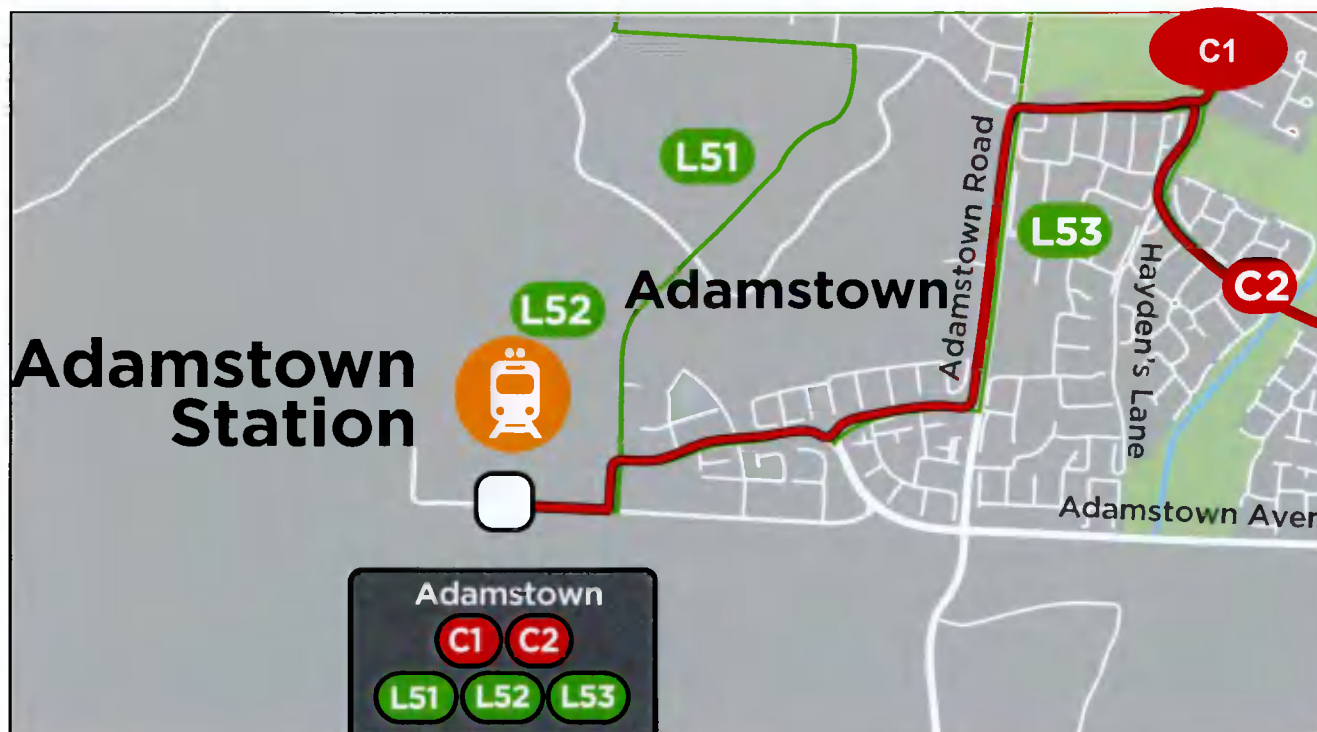
Adamstown District Centre is currently served by a number of bus services set out in Table 3-1

**Table 3-1 - Current Bus Services in Adamstown**

Route No	To and From	Frequency
C1	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
C2	Adamstown Station – City Centre - Sandymount	Peak every 20min, off peak every 30mins
L51	Adamstown Station – Lucan Village – Blanch. SC	Every hour
L52	Adamstown Station – Lucan Village – Liffey Valley	Every hour
L53	Adamstown Station – Balgaddy – Liffey Valley	Every 30 minutes

These routes are illustrated in Figure 3-1.

**Figure 3-1 -Bus Routes in Adamstown**



### 3.1.2. Future bus Services

Currently a temporary Park and Ride and bus turning facility is located on the Boulevard Tile. The existing facilities are shown on Figure 3-2.

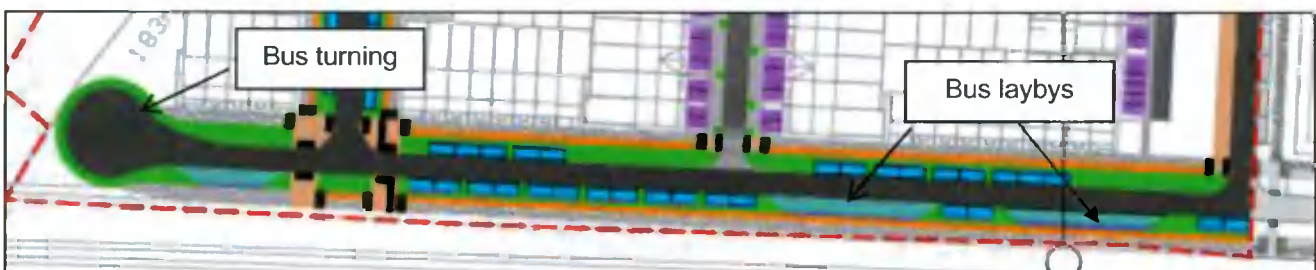
The relocation of the bus turning facility and removal of the Park & Ride facility were discussed with SDCC and the NTA during formal pre-application discussion on the Boulevard Tile. During formal pre-applications meetings with SDCC and the NTA.

**Figure 3-2 - Existing Temporary Bus Turning Facility & Park & Ride**



A bus turning facility of a similar size and scale is incorporated into Masterplanning of the Boulevard Tile and is located in the southwestern corner of the site at the end of Station Road. In addition to the bus turning facility, a number of bus laybys are also proposed on the southern side of Station Road that can accommodate up to 5 No. buses at any one time. These facilities are shown in Figure 3-3.

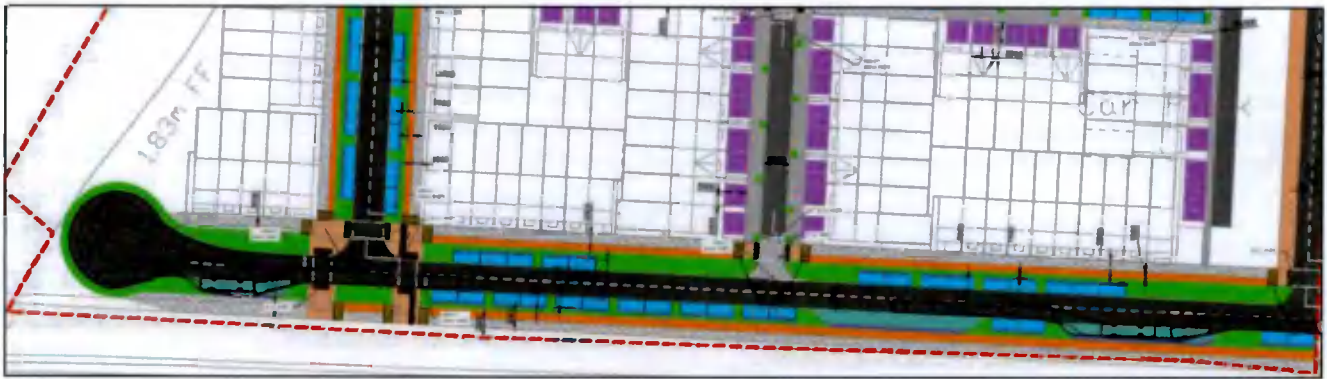
**Figure 3-3 - Proposed Bus Turning and Bus layby Facilities**



The design of the bus turning facility and bus laybys has been informed by vehicle tracking exercise to ensure that they can accommodate the requisite bus movements. Details showing the vehicle tracking is shown on Atkins Drawings 5150924/HTR/10/DR/0105 and 5150924/HTR/10/DR/0107. The proposed facility will provide turning for the Adamstown bus services including those envisioned as part of BusConnects.

Atkins drawings 5150924/HTR/10/DR/0129 shows bus tracking movements using the layby and turning facility, an extract is shown on Figure 3-4.

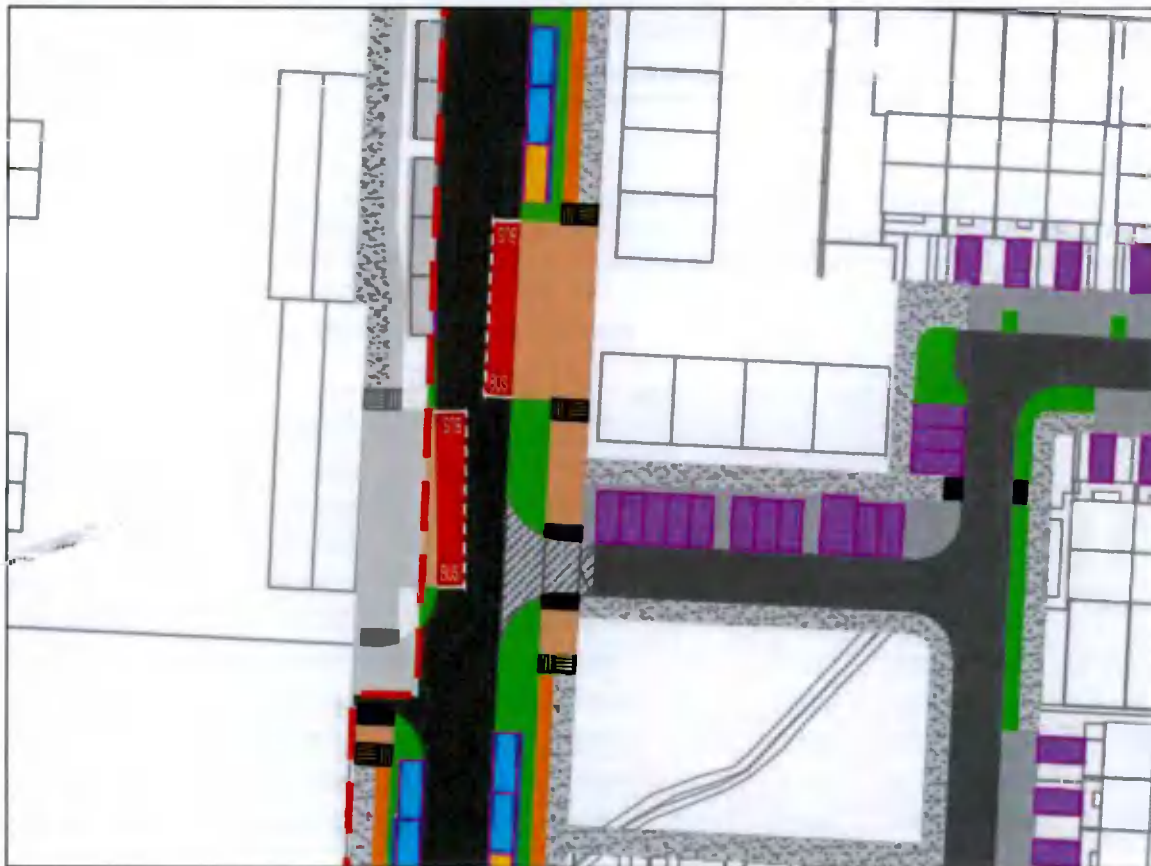
**Figure 3-4 - Bus Tracking using layby and turning facility**



As noted earlier the design and location of these facilities has been discussed and provisionally agreed with SDCC and the NTA.

In addition to the bus turning and layby facilities the phase 1 development provides bus stops to facilitate future bus service movements through the development that will allow future residents and users to easily access bus services. Figure 3-5 shows an example of two bus stops on North-South Avenue.

**Figure 3-5 - Bus Stops on North-South Avenue**



Peter Foley  
**WS Atkins Ireland Limited**  
Unit 2B  
2200 Cork Airport Business Park  
Cork  
T12 R279

Tel: +353 21 429 0300  
peter.foley@atkinsglobal.com

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