

All Weather Pitch at Oatlands College

Traffic & Parking Assessment

Dún Laoghaire Rathdown County Council

March 2023

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1. Introduction

1.1 Context for the Traffic & Parking Assessment

Managing Traffic and Parking Related Risks Associated with the All-Weather Pitch

Dún Laoghaire Rathdown County Council (referred to going forward as DLRCC) in partnership with the Edmund Rice Schools Trust, Oatlands College and Oatlands Primary School plan to develop a floodlit all-weather pitch at Oatlands College to accommodate a number of different sporting activities.

The existing grass pitch at Oatlands is currently used by pupils of Oatlands College and the adjoining Oatlands Primary School during school hours Monday-Friday.

During the summer months, the pitch is used after school hours as daylight permits. At the weekends the pitches are currently used primarily by Kilmacud Crokes for their Saturday and Sunday Nursery. Current weekend usage of the pitches does not incur traffic issues for surrounding streets and there is capacity for car parking to be accommodated within the grounds of the school.

Non-sports related traffic issues exist Monday – Friday during drop-off and collection times for the Primary and Secondary schools. This is particularly acute for Woodlands Avenue.

The use of a floodlit all-weather pitch by sports clubs and academies during weekday evenings is likely to change the way people access the facilities.

This could include a change in the number of users accessing the facilities, a change in the time that people access the facilities and also (in some instances) a change in how people will access the facilities.

This study has been designed to examine potential traffic and parking risks associated with the creation of the all-weather pitch. The study will also set out a suite of practical mitigation measures designed to manage any traffic and parking related risks identified.

1.2 Proposed All-Weather Pitch Development at Oatlands College

Addressing a Shortage of Public Open Space in DLRCC

The proposed development of the all-weather pitch at Oatlands College will include:

- A floodlit pitch measuring a total 135m x 86m
- A full-size GAA pitch included within the above measuring 130m x 80m
- A soccer pitch measuring 100m x 60m
- Cross-field play for younger players to participate in seven-a-side mini matches

Figure 1-1 Plan View of All Weather Pitch at Oatlands College (courtesy of DLRCC)



Actively Managed Use of All-Weather Pitch by Schools, Clubs & Academies

During term time, the all-weather pitch will be used by the schools during the day.

In non-school hours (which will include weekday evenings and weekends), local sports clubs and academies will be facilitated on the all-weather pitch.

Figure 1-2 General Arrangement All Weather Pitch Facilities (courtesy of DLRCC)



Key Benefits Associated with the All-Weather Pitch

The all-weather pitch aims to offer the following opportunities:

- Provides all-weather playing and training facilities that are not weather-dependent
- Increases the number of children who can use the facility through extended hours (not constrained by daylight)
- Significant improvements to the pitch for school users who will use the facilities during the normal school day
- Provides an attractive opportunity for children and adults in the area to become more active
- Reduces the need to fence off areas in existing public parks for use exclusively by clubs
- Delivery of a cost-effective and sustainable solution due to the use of an existing sports field, existing access facilities and existing parking facilities.

1.3 Initial Public Consultation Undertaken

All-Weather Pitch at Oatlands College – Residents Meeting 26th October 2022

An initial residents meeting to discuss the proposed pitch project was held on the 26th October 2022 in the Oatlands College. Local residents attended the meeting in significant numbers, which was noted to be indicative of the amount of interest that the proposal had generated.

Consultation Feedback Centred on Traffic & Parking Impacts on Woodlands Avenue

Important feedback from the residents meeting centred on concerns relating to traffic management, including the impact of vehicle access via Woodlands Avenue, the impact of drop-off activity on Woodlands Avenue and the impact of additional parking on Woodlands Avenue that may result from the project.

1.4 Examining the Traffic Related Concerns in Greater Detail

In response to concerns raised by local residents and local interest groups, this study has been commissioned by DLRCoCo to examine the traffic management related risks in greater detail and to develop a suite of practical measures aimed at mitigating each of the key risks identified.

Responding Proactively to Local Concerns Relating to Traffic & Parking

From a traffic management perspective, learning all we possibly can from local residents and local interest groups can be extremely important; because investigating concerns raised by them can highlight otherwise overlooked hazards or risks present within the local streets which serve the schools site.

Using constructive and specific feedback from the public consultation process can often help to change a Local Authority's approach to traffic management from reactive to proactive.

1.5 Overview of the Structured Assessment Process

The following methodology has been adopted for this assessment:

1. The study commenced with an informative briefing workshop between key members from DLRCO Parks Department, DLRCO Transportation Department, DLRCO Pitch Operator and Traffico. The briefing meeting was designed to focus on the traffic related concerns raised by the Local Residents.
2. A desktop examination was then undertaken to inspect open-source satellite mapping, the topographical survey and various design drawings.

3. The Desktop examination was followed up by a targeted site inspection designed to capture an understanding of how the pitch site and local streets are being used and also to pinpoint any potential traffic management related risks.
4. Any traffic management issues identified as part of the desktop study and targeted site inspection were then catalogued, along with their contributing factors and resulting risks identified.
5. The study culminates with a summary of traffic management related risks identified along with any associated countermeasures proposed.

2. Desktop Study

2.1 Overview of Desktop Study

The desktop study is important, as it forms the cornerstone of the assessment process which follows.

The main data sources subjected to the scrutiny of the desktop study have been listed following:

- Satellite imagery courtesy of Google Earth
- Bus Connects Bray to City Centre Core Bus Corridor – Route 13
- DLRCC design drawings
- Various DLRCC data sources including the Road Safety Plan 2022 – 2030, the active travel school map and the Parks Plans and Polices web page.
- Stillorgan Local Area Plan 2018-2024

2.2 Examination Oatlands College Access and Parking Facilities

Review of Access and Parking Opportunities Using Satellite Imagery

Satellite imagery was interrogated to establish the main access points, and areas which are likely to attract footfall, cycling and parking activity.

Figure 2-1 Aerial View of Oatlands College & Access Points (Image courtesy of Google Earth)



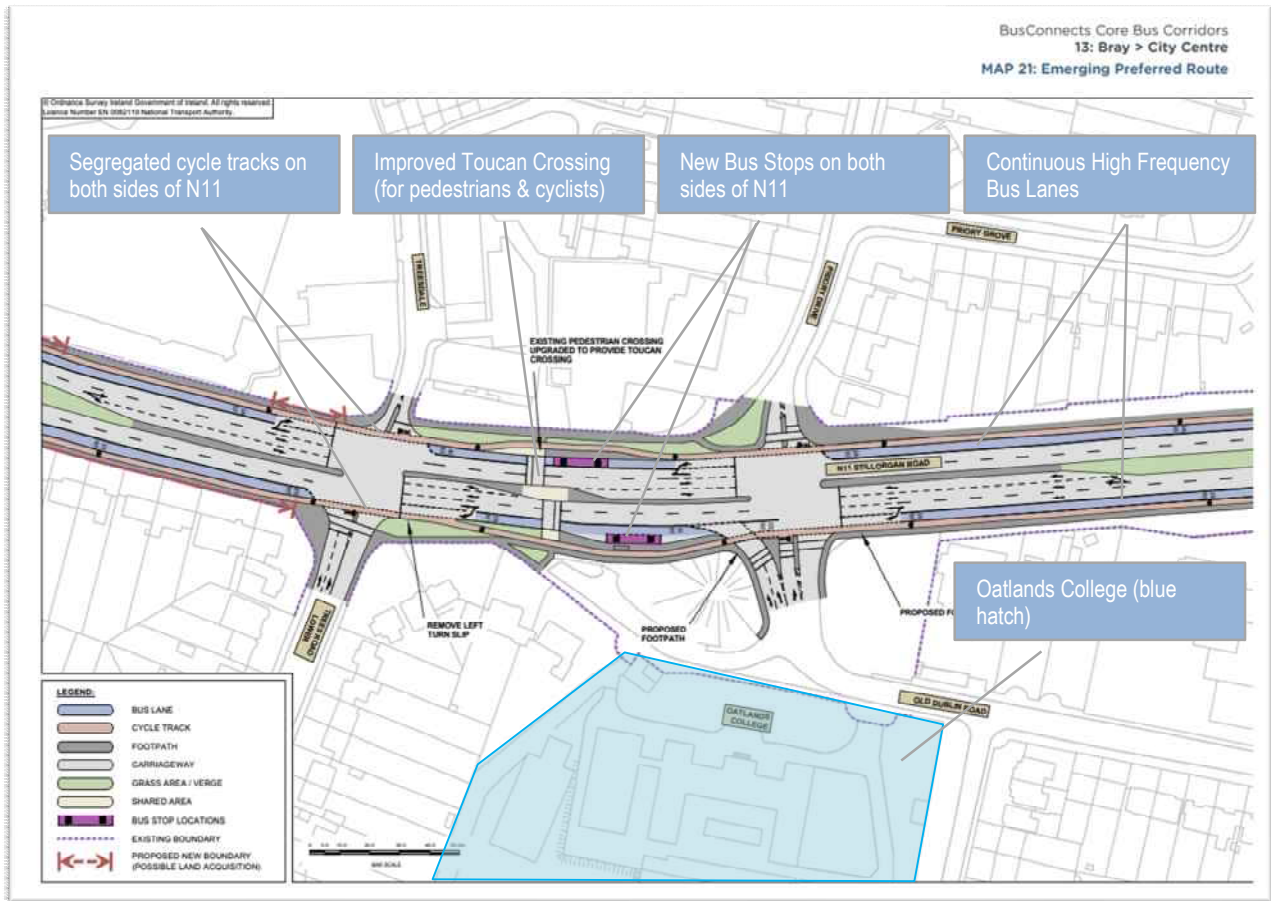
The main vehicle access to the pitch will continue to be via Oatlands College main entrance on the Old Dublin Road. It was noted that due to its proximity, Woodlands Avenue could offer an attractive opportunity for access and also parking.

2.3 Bus Connects Proposal

Bray to the City Centre Core Bus Corridor 13

The following figure illustrates the enhanced bus, cycle and pedestrian improvements proposed by the Bray > City Centre Bus Connects for N11 Stillorgan Road as it passes Oatlands College.

Figure 2-2 Bus Connects Route 13, Bray > City Centre Map 21



Bus Connects Centre Core Bus Corridor 13 - Likely Impact on Travel Choices

The Bus Connects proposals are likely to make it more attractive for certain patrons to travel to the Oatlands College facility by Bus, for some trips.

The provision of improved segregated walking and cycling infrastructure which will serve the pitch facilities directly and are likely to encourage a number of local patrons to walk or cycle to the pitch for some trips, instead of travelling by car.

Connections to Stillorgan Luas Station and BlackRock Train Station

The Stillorgan LUAS station and the Blackrock Train Station are both in excess of 2 kilometres from Oatlands College. For this reason, they have been discounted as viable travel alternatives for travel to and from the pitch facilities.

2.4 Overview of Feedback Received from Public Consultation

The following list provides a (non-exhaustive) snapshot of the main issues raised during the public consultation evening related to traffic:

1. Impact of car trips used for travel to and from the pitch facilities on Woodlands Avenue
2. Disruption associated with drop-off and pick-up activity on Woodlands Avenue
3. Impact of on street parking on Woodlands Avenue & Trees Road Lower, associated with car trips used for travel to and from the pitch facilities on Woodlands Avenue

2.5 Estimated Usage Numbers During Weekday Evenings

The all-weather pitch at Colaiste Eoin is similar in size to the all-weather pitch proposed for Oatlands College. The pitch operator who manages the all-weather pitch at Colaiste Eoin will also manage the proposed pitch at Oatlands College.

Based on the pitch operator's experience at Colaiste Eoin, the following arrival and departure profile is anticipated at Oatlands College:

Table 2.1 – Anticipated Weekday Collections and Drop-Off's

Weekday Time Period	Estimated Number of Children
6.00pm – 7.00pm	80 – 100
7.00pm – 8.00pm	60 - 70
8.00pm – 9.00pm	50 - 60
9.00pm – 10.00pm	50 - 60

The following points were also noted by the pitch operator for Colaiste Eoin:

1. The 7pm change over time is known to be the busiest point in the evening, with up to 150 children either accessing or leaving the pitch.
2. Colaiste Eoin manages the pick-up and drop-off activity with 70 parking spaces on site without issue.
3. All drop-offs and collections, must come in/out the front gate as there is no parking allowed on the N11 and no access from surrounding estates/apartments. This would indicate that pitch traffic could be prevented from accessing Woodlands Avenue and this could be managed on site effectively.

2.6 Parking Provision – Oatlands College & Oatlands Primary School

The total existing parking provision available to the all-weather pitch will be as follows:

- **47 spaces** (Oatlands College) + **29 spaces** (Oatlands Primary School) = **76 parking spaces**

For comparison purposes, the Oatlands College facility is likely to attract a similar level of traffic to the all-weather pitch at Colaiste Eoin.

There are a total of 70 parking spaces at Colaiste Eoin (6 less than Oatlands College), which has proven sufficient to cater for the all-weather pitch parking demand there.

2.7 Summary Findings of the Desktop Study

Existing Access & Parking Facilities for Oatlands College

The main access onto the Old Dublin Road serving Oatlands Collage is well defined and offers segregation for pedestrians. The access is well located to connect safely with the walking, cycling and bus facilities on the N11 Stillorgan Road.

Figure 2-3 Oatlands College Main Access onto Old Dublin Road



Pedestrian facilities between the main College entrance and the pitches are somewhat inconsistent, and the absence of direct line of site between the entrance and the pitches may be confusing for some pitch users.

There are in the order of 47 marked car parking spaces which surround the college, and the school has an agreement in place for students and parents to use the parking facilities in front of the adjacent row of shops to the south on the Old Dublin Road. These shops and parking facilities are conveniently linked to the school via an existing segregated pedestrian path connecting to Woodlands Drive.

Existing Access & Parking Facilities for Oatlands Primary School

Oatlands Primary School connects onto Woodlands Avenue via a gated vehicular access which provides segregated entry and connection for pedestrians. This electric gate opens by sensor for cars exiting the school grounds only.

Figure 2-4 Oatlands Primary School Main Access onto Woodlands Avenue



A dedicated parking area is provided immediately to the east of the access on entry. The parking area remains well defined and offers parking for 29 vehicles (see Figure below).

Figure 2-5 Oatlands Primary School – Parking Area for 29 Vehicles (Courtesy of Google Earth)



Traffic and Parking on Woodlands Avenue

The northern edge of Woodlands Avenue flanks the boundary of Oatlands College, separated by a landscaped verge. There is no footpath on this side of the street and no parking opportunities here.

The southern edge of Woodlands Avenue provides direct access to approximately 19 residential units. Each of these residential units has a direct vehicle access which crosses the footpath and can accommodate off street parking ranging from 1 to 3 vehicles.

There are limited on-street parking opportunities along the southern edge of Woodlands Avenue, dispersed in groups of 1 to 2 vehicles, positioned in between the direct vehicle access to the houses.

As raised in the consultation with residents, and highlighted in the Stillorgn Local Area Plan which states that 'Inconsiderate parking at Oatlands School and other areas causing difficulty', there are ongoing traffic issues related to drop-off and collection of students during the morning and afternoon opening and closing times for the school. This activity takes place over a c.20 minute period in the morning and the afternoon. This traffic does not appear to be related to sports activities on the existing school pitches.

Future Public Transport Improvements

It is likely that the rolling out of the Bus Connects Bray > City Centre scheme will provide some local residents with attractive non-car opportunities for travel to and from the school, college and pitch facilities.

Future Traffic impacts of proposed all-weather Pitch

The intensification of use associated with the improved facilities is likely to attract more visitors to the pitches at certain times outside the regular Monday-Friday morning/afternoon drop off/collection. Some of these visitors will include away teams travelling by car to the new sports facilities. Additional visitor trips will include local children who live within walking or cycling distance of the pitches.

The most significant travel impact imposed upon the surrounding street network will be associated with visitors travelling to the pitches by car (often in single occupancy vehicles).

Based on the pitch operator's experience at Colaiste Eoin, changeover times have proven to be the busiest, with up to 150 collections and drop-offs being accommodated either side of 7pm during the week.

As it will be impossible to accurately predict the proportion of new car trips bound for the pitches with any degree of certainty, the risk mitigation plan should adopt practical measures to limit the impact of any potential additional car trips.

Encourage Non-Car Travel to the Pitches for Some Trips

The plan should focus on measures which might encourage the use of non-car travel modes for some trips, and then make provision for car-trips which are unavoidable. For example, by providing safe and convenient drop-off facilities in tandem with improved amenities for car access to accommodate away teams.

3. Traffic & Parking Related Risks

3.1 Using a Targeted Site Inspection to Identify Key Risks

Following on from the detailed desktop study the pitch proposals and various data sources listed in the preceding chapter, a targeted site inspection was undertaken to identify any specific local factors which might impact upon the safety or the capacity of the local streets which serve the park. Details of the site inspection have been listed in the following table.

Date / Comments	Daylight / Darkness	Weather & Road Conditions
Friday 13 th January 2023	Daylight	Clear skies, frosty, damp roads

Table 3.1 – Site Inspection Details

3.2 Development of Operational Risks and Contributory Factors

Gaining a comprehensive understanding of the traffic & parking related risks associated with the proposals (along with their supporting contributory factors), will facilitate the development of a practical action plan designed to remove or mitigate any risks identified.

Based on the findings of the desktop study and subsequent targeted site inspection, a list of key operational risks has been generated and ranked in order of priority, along with a suite of contributory factors which have been developed and summarised in the following table.

Table 3.2 – Key Operational Risks Identified with Supporting Contributory Factors

ID	Identified Traffic & Parking Risk	Likely Contributory Factors
1.	Additional vehicle trips associated with access to the pitches via Woodlands Avenue exacerbating congestion and delays experienced during school time.	<ul style="list-style-type: none"> Alignment of pitch access with school drop-off and pick-up activity. Constrained nature of street and limited parking opportunity on Woodlands Avenue
2.	Disruption associated with drop-off and pick-up activity on Woodlands Avenue associated with pitch use leading to conflict, congestion and delays.	<ul style="list-style-type: none"> Alignment of pitch access with school drop-off and pick-up activity. Awareness and availability of suitable drop-off and collection locations.
3.	Inconsiderate parking behaviour on Woodlands Avenue associated with pitch use leading to lane blocking, obstruction to house accesses and delays to all road users.	<ul style="list-style-type: none"> Limited availability of on-street parking. Capacity and use of existing parking facilities within Oatlands College. Alignment of pitch access with school drop-off and pick-up activity.
4.	Risk of conflict for pedestrians walking in traffic lanes between the Oatlands College Main Access and the pitches.	<ul style="list-style-type: none"> Absence of specific way finding signage Continuity of footpath facilities

4. Traffic & Parking Countermeasures

4.1 Countermeasures to Mitigate Traffic & Parking Risks

A suite of traffic & parking related risks have been developed in a methodical manner, starting with a desk top study and followed on by a targeted site inspection.

These traffic & parking related risks have been summarised in the preceding chapter, supported by an accompanying collection of contributory factors which have helped the assessment team to distil and better quantify each risk identified.

Development of Practical Countermeasures to Remove or Mitigate Operational Risks

The objective of the following table is to:

1. Summarise the traffic & parking related risks identified in the preceding chapter.
2. To set out a suite of practical countermeasures which have been carefully developed and ranked by the assessment team to either remove or mitigate each of the key traffic & parking risks identified.

Table 4.1 – Ranked Countermeasures Designed to Mitigate or Remove Traffic Management Risks

ID	Summary Traffic & Parking Risk	Traffic & Parking Risk Reduction Countermeasures
1.	Access to the pitches via Woodland's Avenue leading to congestion and delays during school time.	<ul style="list-style-type: none"> a) All pitch access by vehicle should be directed via the Oatlands College main access onto Old Dublin Road. Access to the pitches via Woodlands Avenue should be expressly prohibited. b) The Oatlands Primary School access gates should remain closed when the pitches are operational to deter access to the pitch from this location. c) Formal (and planned) lines of communication should be established and maintained between the Pitch Operator, Oatlands College and Oatlands School, with the single aim of co-ordinating events rigorously to minimise overlap and to limit the impact of vehicle access on local streets. d) A concise and practical travel plan should be developed for Oatlands College Pitches to inform patrons of the availability of non-car travel modes and approved parking protocols. The travel plan could be broadcast as a dedicated webpage on the DLRCC website. This approach would facilitate forwarding of the web page by email (or WhatsApp) to Local Clubs, Academies and away teams.
2.	Drop-off and pick-up activity on Woodlands Avenue associated with pitch use leading to conflict, congestion and delays.	<ul style="list-style-type: none"> a) Drop-off and pick-up activity via Woodlands Avenue should be expressly prohibited. b) Alternative (and suitable) drop-off and pick-up locations both within the school and on local streets should be investigated to spread the load. This should be undertaken on a trial basis until a sustainable balance has been reached. c) Broadcast the location of the drop-off facilities and how they are to be used by pitch patrons within the travel plan described in the Traffic Management Countermeasures 1. d) above.

ID	Summary Traffic & Parking Risk	Traffic & Parking Risk Reduction Countermeasures
3.	Inconsiderate parking behaviour on Woodlands Avenue and Trees Road Lower leading to obstruction and delays.	<p>a) To limit demand for parking on local streets, investigate opportunities for additional resilience or overflow parking within the College Grounds. This might include the construction of a temporary car park, or the use of existing paved areas which can be utilised and managed when required. Again, this should be undertaken on a trial basis until a sustainable balance has been reached.</p> <p>b) Refer also to Traffic Management Countermeasures 1. a), 1. b), 1. C) and 1. d) above.</p>
4.	Risk of conflict for pedestrians walking in traffic lanes between the Oatlands College Main Access and the pitches.	<p>a) Provide appropriate and conspicuous way find signage and road markings to guide pedestrians and cyclists between the Oatlands College Main Gate and the bike parking areas, dressing rooms and pitches.</p> <p>b) Investigate opportunities to engineer an improved connection between the main access and the pitches which might afford advantage to pedestrians over vehicles accessing the pitches.</p>

4.2 Next Steps to Manage Traffic Management Related Risks

The countermeasures proposed in the previous Table 4.1 should be used to guide the development and commissioning of appropriate traffic related risk reduction measures for the pitch facilities at Oatlands College.



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