Monkstown Village

Traffic Management Improvement Scheme, 2016

Background:

In 2012, DLR prepared a scheme for Monkstown Village to improve road safety for all road users including mobility impaired and disabled (MID). The photos below highlight some of the issues the scheme addressed:

It was also identified that the speed of vehicles through the village was inappropriate and that vulnerable road users were at risk. This was also addressed in the scheme.
In summary, the scheme included:

- Raised signalised and uncontrolled crossing points
- A raised area in the centre of the village
- Two way section in front of the church
- One way (and left only) in front of Goggins
- One way on Clifton Avenue (towards the sea)
- Build outs to slow vehicle turning movements
- Narrowing of the carriageway through the village
- Additional parking on Clifton Avenue

Monkstown Traffic Management Scheme 2012

The scheme was placed on public consultation during August and September 2012 and a total of 78 submissions were received. A meeting was held with the residents and businesses of the area in January 2013. A report on the scheme and the public consultation was presented to the Dun Laoghaire Area Committee in March 2013 and the report was noted and the scheme proceeded to detailed design.
**Additional opportunities:**

Monkstown Village is an architectural conservation area and has a significant number of attractive (and protected) structures. The traffic management scheme presented an opportunity to develop and enhance the public realm of the village while still achieving the road safety improvements.

Examples of protected structures / buildings in Monkstown

Protected structures in Monkstown (in yellow)
The Transportation Department in conjunction with the Architects Department proceeded to develop the scheme into a traffic management, road safety and public realm improvement scheme. This was presented to the Elected Members in April 2015. The drawing below shows this scheme with the notable additions of high quality materials (granite / planting etc) and more space being provided for pedestrians e.g. seating in the central area.
A technical consultant was appointed in December 2015 to progress the detailed design. To facilitate the design topographical and underground utility surveys were carried out. Gathering this level of information provided an opportunity to review the area in front of the restaurants on Monkstown Crescent. It is generally accepted that the area is very poor for pedestrians with a narrow existing path and a significant level difference between the path and road. If possible it should be improved.

Current layout along Monkstown Crescent

Following a number of design iterations a safer, more pedestrian friendly solution for this area has been achieved. This is discussed in more detail below.
Monkstown Village Scheme 2016:

The general layout of the current scheme is shown on DWG 5146353 SK 003_RevB and various elements of this drawing are shown below (the majority of the design is unchanged from the previous versions of the scheme)

Some additional elements of the scheme include:

- The pedestrian surfacing around the village will be granite paving (rather than concrete)
- Parking bays will be indented and surfaced with cobble sets (similar to those on Marine Road, Dun Laoghaire)
- The grass area around the central planting area is being replaced with more hard standing area (paved in granite). This will allow for increased seating as well as opportunities for mini markets, Christmas tree etc. There will be raised flower beds and tree planting which will be more attractive than a grassed area
Monkstown Crescent

- The existing carriageway on Monkstown Crescent is being narrowed to 6m (allowing 3m traffic lanes in both directions). This allows for an additional 1.5m to be allocated to the path adjacent to the restaurants
- The parking bays are being indented allowing for an increased cross fall (reducing the level difference between the path and road)
- Raised flower beds are being provided to provide separation from the road and to provide planting in the area (which is currently all hard materials)
- The existing path adjacent to the restaurants is being widened significantly
- A crossing point is being added at Avoca which will incorporate seating and planting
- The existing overhead cables will be removed and the poles relocated
- Street furniture will be rationalised
- Decretive lighting will be added
- Loading bays will be reduced in size
Existing and Proposed Cross Sections

Red line shows the extent of the proposed path (at Ch 80)

Existing Section (Ch:80.00)

Proposed Section (Ch:80.00)
Existing situation at Ch 60

Existing Section (Ch:60.00)

Proposed Section (Ch:60.00)
The area adjacent to Avoca is the narrowest point on Monkstown Crescent and there is not the same opportunity to improve the gradients (and maintain parking). A strip of planting will be provided around the area and the level difference will be addressed in this area. The area will have decorative bollards and chains to avoid pedestrians entering the area and a step will be provided at the crossing point. This will allow for a pedestrian area that is approximately 3.5m wide at Avoca where seating will be provided.

Proposed crossing at Avoca
Impact on parking in the area:

The proposed scheme will allow for an additional 10no. parking spaces within the Monkstown Area. These are shown below:

Clifton Avenue (existing spaces in red)

The provision of a one way system on Clifton Avenue will allow for an additional 9 spaces.
Monkstown Crescent (existing spaces in red)

- The loading bays on Monkstown Crescent area being reduced in size
- 1 no. space is being remove adjacent to Avoca (to facilitate the seating area)
- 2 no. spaces are being removed opposite Avoca (to facilitate the crossing point)
- 3 no. spaces are being added east of Link Road

Centre of Monkstown Village

There is an increase from 6no. to 7no. spaces plus 1no. disabled bay.

Overall, there will be an additional 10 no. spaces in the Village.
Give that there are additional spaces being provided in the village (+10) it has been suggested that the 4no. spaces adjacent to the centre of the Village (in red above) could be removed. This area could then be totally given over to public realm and pedestrians. DLR is considering this option and the views of the public are being sought in relation to this.