

## PHOENIX PARK

### TRANSPORT AND MOBILITY OPTIONS STUDY

OPW Briefing: South Central Area Committee 17<sup>th</sup> February 2021

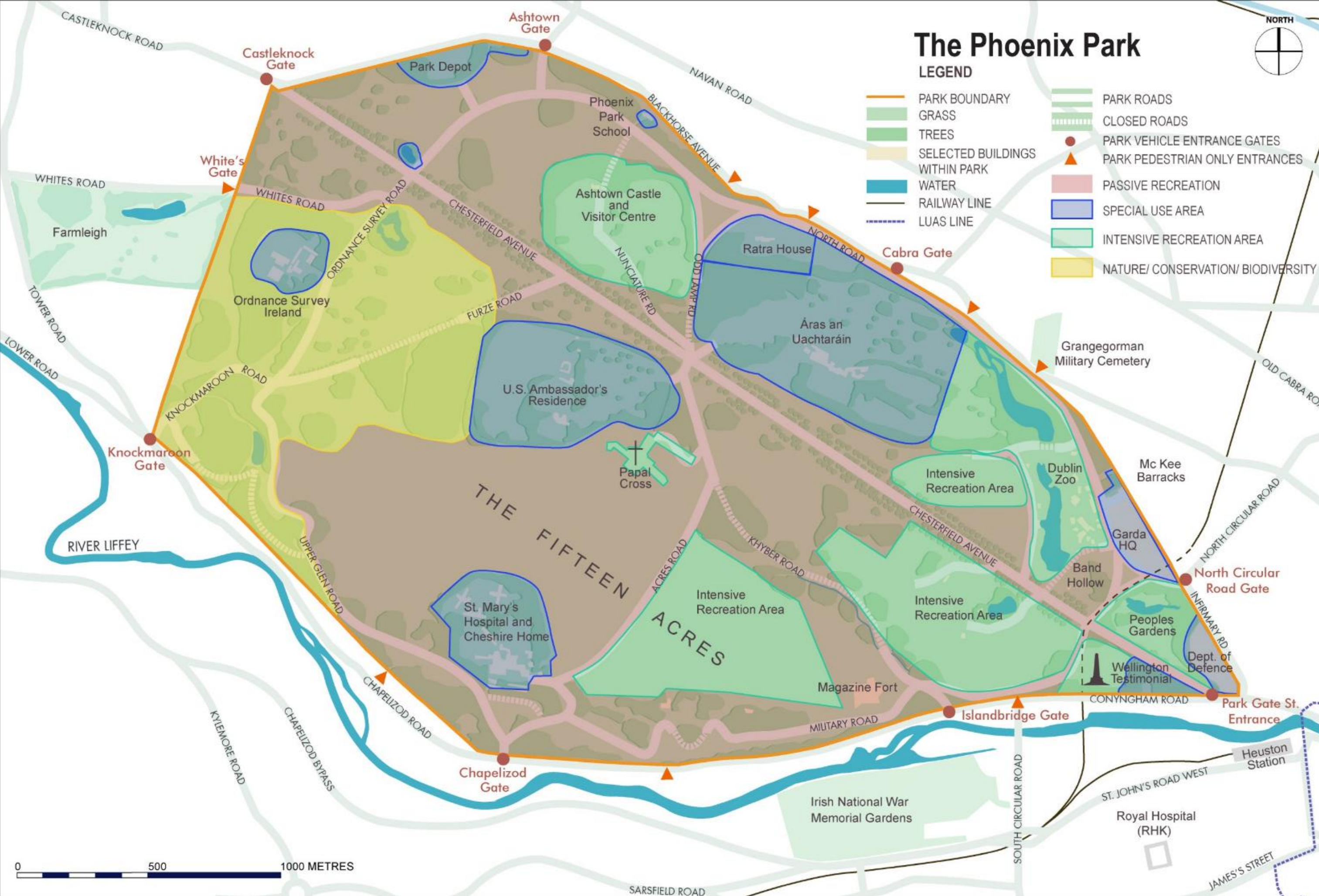


# Facts & Figures

- ✓ Area 1752 acres
- ✓ Over 500 acres of woodland
- ✓ 25 Kms of roads
- ✓ 17 Kms Cycle lanes
- ✓ 27 Kms Footpaths
- ✓ 11km of perimeter wall
- ✓ 500-600 wild Fallow deer herd
- ✓ Over 260 major public & sporting events
- ✓ Over 2000 Pitch Sports
- ✓ 10 million car journeys per year
- ✓ Average of 40k visitors/ month to Victorian Wall Garden







## Land Use within Phoenix Park

- ✓ 31% Woodland & tree cover
- ✓ 56% Grassland
- ✓ 7% Buildings & roads
- ✓ 6% Water & other
- ✓ 50% of all mammals found in the Park
- ✓ 40% of all bird species found in the Park
- ✓ 25 different habitats
- ✓ 6 types of woodlands
- ✓ 5 types of grasslands



White House of Public





# Conservation & Presentation Skills



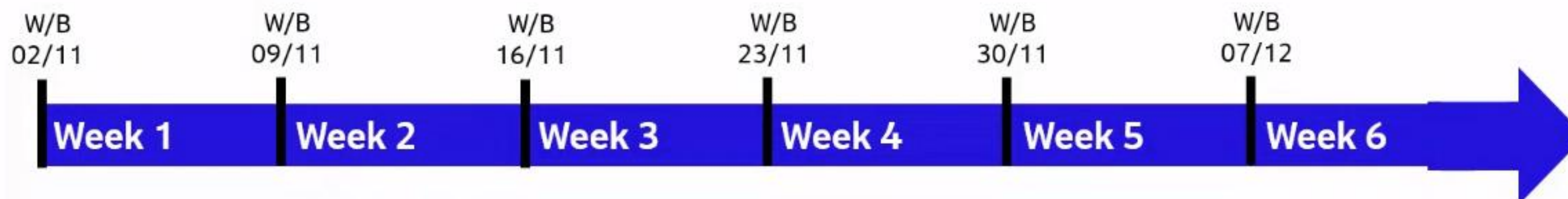




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- Week 1: Baseline Assessment (Part 1)
- Week 2: Establish Context for ABTA (Part 2)
- Week 3: ABTA Process and Options Assessment (Part 3)
- Week 4: Refinement and Sense Check of Proposals (Part 4)
- Week 5: Finalisation of the Plan including Summary Report (Part 5)
- Week 6 +: Working Group Review and Plan Adoption





## Steering Group Movement Principles



### We will protect and conserve the Biodiversity and historic landscape fabric of the Phoenix Park

We must be sensitive to the heritage, character, archaeology, architecture, biodiversity, wildlife and landscapes of the Park with no net loss of trees or green spaces.



### The Park is for People

The Park is a place that people come for relaxation, recreations or to visit the various institutions within it. We will prioritise walking and cycling.



### We will encourage the use of more sustainable ways to access the Park

How visitors arrive at the Park plays a significant role in how they experience it. We will promote and encourage visitors to use active and sustainable modes of transport for park visits, wherever they can.



### We will liaise and consult with interested and relevant parties and organisations in the achievement of these principles

The impact of the transport and movement decisions of our visitors does not end at the Park boundary. We will liaise and consult with key partners both within and external to the Park, to achieve the best possible outcomes for all.



### We will seek to reduce commuter through traffic

Park roads are primarily for the use of Park visitors and those working within the Park. We need to manage the levels of traffic within the Park. The roads should not be for commuters merely passing through. Over time, we should discourage the through movement of vehicles within the Park.



### We will make evidence based decisions

To assist the decision-making process we will use all relevant evidence and data where available. The future of transport is changing quickly and we must keep abreast of the new technology available so as to improve the visitor expectations in line with our vision and strategic objectives enshrined in the Phoenix Park Conservation Management Plan.

## Mobility Study Sustainable Objectives

Provide access for all to institutions, visitor attractions and amenities within the park.

Facilitate walking and cycling within and through the Phoenix Park linking to external networks and desirable linkages with appropriate infrastructure.

Reduce the impact of vehicles on Phoenix Park and surrounding areas while contributing to improving the amenity of the park.

Provide improved alternatives to the private car for access to the Phoenix Park from a wider metropolitan, regional and national catchment while acknowledging that private cars have a role in accessing the Park.

Improve sustainable transport mode share for all employers located within the park.

Prioritise sustainable transport modes in accessing Phoenix Park.

## Alignment with the Movement Principle





Table 1 Options Assessment Criteria

Theme	Assessment Criteria
<b>Environment</b>	The historic setting of the Phoenix Park including its archaeological, architectural and sensitive landscapes are enhanced through these measures.
	Minimise the impact on surrounding residential areas and road network.
	Reduce traffic volumes in the Phoenix Park resulting in a reduction of associated environmental impacts e.g. noise and air pollutants.
	The biodiversity, ecosystem services and habitats of the Park are not negatively impacted by these measures.
	Any proposals to be sustainable and resilient to climate change impacts.
	The preserved views, vistas and protected structures within historic landscape setting of the Phoenix Park is not negatively impacted.
	No net loss of trees or green areas as a result of proposed interventions.
<b>Accessibility and Social Inclusion</b>	Enhance access to the Phoenix Park institutions, key attractions and amenities providing for pedestrians, cyclists and other sustainable modes of transport.
	Improve quality of visitor experience through reduced traffic volumes.
	Facilitate attendance at events at the Phoenix Park through the provision of sustainable modes of travel to access the Park.
<b>Safety</b>	Improved safety for cyclists and pedestrians using the Park.
	Reduced traffic volumes will improve safety for the public and deer herd within the Park.
	Ensure gate closure at night to minimise impacts of the deer and vehicles.
	Prioritise sustainable transport modes in accessing the Phoenix Park.
<b>Physical Activity</b>	Enhance opportunities to experience recreation and tranquillity within the Phoenix Park.
	Facilitate walking and cycling within and through the Phoenix Park.
	The proposals have minimal impact on events traditional to the phoenix park including on road running and cycling events and other third party large events such as Bloom and concerts.
<b>Economy</b>	Provide sustainable travel options for accessing visitor attractions, key institutions and the amenities of the Phoenix Park.
	Provide improved alternatives to private car for access to the Phoenix Park from a wider metropolitan, regional and national catchment.
	Improve sustainable transport mode share for employers located within the Phoenix Park.
<b>Integration</b>	Facilitate walking and cycling within and through the Phoenix Park linking to existing and proposed public transport services.
	Enable National, Regional and Local policy outcomes to be realized.



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## Some Key Recommendations:

- Prioritise pedestrian infrastructure including the upgrade of over **7km** of footpaths along with strategic pedestrian crossing points on Chesterfield Avenue and other key locations throughout the Park, including the Gate entrances.
- Expand and upgrade the cycle network within the Park and linkages to the external networks to facilitate all cycling users. This will involve the creation of **14km** of new cycle lanes and the upgrade of over **17kms** of existing cycle lanes within the Park and at Park entrances.
- Traffic will be reduced on the North Road and the Upper Glen Road so as to improve the amenities in these areas. In the medium to long term, vehicular restriction will be introduced at Cabra, Ashtown and Knockmaroon Gates.
- In the short to medium term, a bus service will be introduced for Dublin Zoo and the Phoenix Park Visitor Centre, serving all areas along this route and linking to Heuston Station and Broombridge Luas Station.
- The speed limit will be set at **30kph** with a review of parking and byelaws being recommended.
- It is recommended that the traffic restrictions proposed for the upper Glen Road and the North Road be piloted along with traffic data collection in the short term.



## PROJECT TIMELINE

A three phased implementation strategy is recommended over a seven year period. This is outlined in the Project Roadmap along with details of the project planning.

PROJECT PLANNING		PROJECT PHASING		
 2020	 2021	 Phase 01 Years 00 - 02	 Phase 02 Years 01 - 03	 Phase 03 Years 03 - 07
Options Development 10 Road Options Assessed.	Preferred Route Identification.	Implement Walking and Cycling Strategies in line with agreed set of Design Principles.	Full implementation of cul-de-sacs North Road east of Ratra House and west of Spa Road and Glen Road past Cara Cheshire Home and at the car park on Upper Glen Road.	Ashtown Gate converted to entry only.
Emerging Preferred Route Identification.	Draft Transport Mobility Options Study published.	Implement 9-month pilot study in Q2, 2021 of cul-de-sacs on North Road and Upper Glen Road with simultaneous data collection and monitoring programme.	Cabra Gate converted to bus-only gate.	Cul-de-sac on Knockmaroon Road.
	Public Consultation on Preferred Route.	Implement interim bus service as a pilot study linking the Park to Heuston and Broombridge Stations.	Introduce bus service and associated traffic management / bus priority measures.	Undertake review and update of the Transport and Mobility Strategy.
	Final Transport Mobility Options Study published.	Introduction of 30kph speed limit;	Implementation of the recommendations of the Parking Strategy.	
		Undertake Parking Strategy and review of bylaws.		







# PROPOSED CYCLING NETWORK





## PROPOSED ACCESS AND ROADS NETWORK











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## Consultation Timeline:

- Publication of Study and issuing of Press Release: 11<sup>th</sup> January
- Contact with Phoenix Park Stakeholders: 12<sup>th</sup> January
- Commencement of Public Consultation: 29<sup>th</sup> January. The public consultation phase commenced on the 29<sup>th</sup> January and will remain open for six weeks. Due to COVID-19 restrictions, the consultation will be online and comprises a virtual room where members of the public can fully engage with the process through a series of information boards, maps, a brochure, FAQs, the study itself and a survey. It closes on 12<sup>th</sup> March and at the end of this consultation period, an analysis of the submissions received will take place with the aim of publishing a final report in April 2021.
- Engagement
  - *Dublin City Council Area Committees: 9<sup>th</sup> and 17<sup>th</sup> February*
  - *Fingal County Council Area Committee: 25<sup>th</sup> February*
  - *Engagement with other interested bodies: Ongoing*





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# Thank You