PROPOSALS FOR TRAFFIC SOLUTIONS FOR RATHDOWN AVENUE AND VICINITY OF BUSHY PARK

DUBLIN 6W
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11.0 SUMMARY OF REVISED PARKING AFTER SCHEME IS IMPLEMENTED
1.0 BACKGROUND TO RESIDENTS CONCERNS WITH RATHDOWN AVENUE AND VICINITY OF BUSHY PARK

The residents of Rathdown Avenue contacted Dublin City Council (DCC) via the south east area councillors in relation to issues of traffic congestion on Rathdown Avenue, Dublin 6. The residents have voiced concern road traffic congestion was caused by high demand for parking by visitors accessing Bushy Park by private vehicles.

A number of incidents on Rathdown Avenue have been raised by the residents as a result of congestion on Rathdown Avenue especially at the weekends (Farmers Market on Saturdays from 10.00 to 16.00). Attracts additional visitors to Bushy Park:

- An ambulance was prevented from travelling to Templeogue Road from Rathdown Avenue due to vehicles parking on double yellow lines.
- Altercation involving two drivers confronting each other due to one driver refusing to give way to the other.
- Vehicles parking illegally on double yellow lines and vehicles blocking residents’ driveways.
- Vehicles parking on both sides of Rathdown Avenue where it meets Rathdown Park (mini roundabout). Causing traffic congestion.
- The junction of Rathdown Avenue and Rathdown Drive vehicles are causing a bottleneck. As there is little room for drivers to “give and take” to allow traffic to move freely at this location.

The residents are keen to see the current situation on Rathdown Avenue resolved to free up road space in the event of emergency services being called while being able to access their properties.

2.0 SITE VISIT ON 11th SEPTEMBER, 2021 (SATURDAY)

The area engineer observed that visitors wished to park as close to Bushy Park gates as possible, where the tennis club, skateboard park, pitches (GAA and soccer), Sportsworld Terenure Athletics Club and the farmers market are located. Causing congestion on Rathdown Avenue as demand is very high for available free parking on Rathdown Avenue and Rathdown Drive.

The area engineer noted that there was available parking on Rathdown Crescent towards the roundabout with Rathdown Avenue. These parking spaces are not as attractive to drivers as they must walk along Rathdown Avenue to access Bushy Park’s must popular amenities (approximately 285m to tennis courts).

Vehicles were observed parking on the west side (grassed area) on Rathdown Drive and parking on the bend where Rathdown Drive meets Rathdown Avenue. The area engineer observed more parking was available on Rathdown Park but the available parking is not desirable to motorists as these parking spaces are further away Bushy Park.
Photograph 1: Rathdown Avenue - Parking on both sides of Rathdown Avenue looking towards Rathdown Crescent. Restricted sight lines for drivers on both sides of this road causes driver hesitation.

Photograph 2: Rathdown Avenue looking towards Templeogue Road - Parked vehicles causing a bottleneck. Vehicles parking on both sides of Rathdown Avenue no room for “give and take”. Potential for traffic to queue back onto the mini roundabout issues for vehicles trying to turn from Templeogue Road onto Rathdown Avenue. This was a cause of concern to the area engineer.
Photograph 3: Rathdown Crescent - Residents use available parking spaces leaving limited parking spaces for visitors to Bushy Park.

Photograph 4: Parking available on Rathdown Park close to roundabout at Rathdown Crescent - Most visitors wish to the park as close to Bushy Park gates (opposite Rathdown Drive) as possible. The main issue with congestion on Rathdown Avenue drivers will “cruise around” Rathdown Avenue until a parking space becomes available

The area engineer noted the following issues on site visit:

1. Vehicles illegally parking on the grassed area on Rathdown Drive close to Rathdown Avenue need to be cleared.
2. Illegal parking was apparent on Rathdown Avenue on double yellow lines and across the gates of DCC Bushy Park Depot. The area engineer witnessed plant machinery unable to access the depot due to inconsiderate drivers parking in front of the depot’s gates.
3. Vehicles parked on both sides of Rathdown Avenue from the mini roundabout with Rathdown Park to the junction with Rathdown Drive causing a bottleneck to traffic flow.
4. The “S” geometry of Rathdown Avenue from house No. 46 to house No. 64 Rathdown Avenue causes restrictions in sight lines for drivers. Thus hesitation for drivers on both sides of Rathdown Avenue due to vehicles parking on both sides. Rathdown Avenue.

5. Parking opposite property No. 3 to property No. 73 Rathdown Crescent need to be cleared to allow traffic flow across the roundabout with Rathdown Avenue.

6. “Clear area required” on the east section on the bend of Rathdown Drive close to Rathdown Avenue. This will need to be addressed to prevent any vehicles queueing on Templeogue Road which could lead to a future road collision.

7. There are No. 6 resident parking permits issued by DCC’s Parking Section to residents on Rathdown Avenue. To park on the existing Pay and Display and Permit Parking (P&D/PP) Scheme on Rathdown Avenue.

3.0 RECOMMENDATIONS

3.1 RATHDOWN AVENUE

The area engineer recommends locating a P&D/PP scheme on the south side (park side) of Rathdown Avenue. This new P&D/PP scheme will run from 09.00 – 21.00 Monday to Sunday (these times can be changed in the future) on the south side mirroring the existing P&D/PP scheme operating currently on the north side (residents’ side) of Rathdown Avenue.

Between these new P&D/PP bays the area engineer recommends introducing double yellow lines this will allow parking enforcement to monitor this area more efficiently. The double yellow lines will give drivers an opportunity to “give and take”. Thereby reducing congestion.

The only free parking that will be facilitated on the south side of Rathdown Avenue will be disabled parking. One disabled parking bay will remain in its current location at the park gates opposite Rathdown Drive. One disabled parking bay will remain on Rathdown Avenue east of the entrance/exit to tennis court. An additional disabled parking bay will be located west of the entrance/exit to the tennis. The existing disabled parking pay on south side of Rathdown Avenue at the roundabout with Rathdown Crescent will be rescinded as disabled visitors to Bushy Park expressed issues ingress/exiting the staggered gates at this location.

PROS:

- Less congestion around park gates on Rathdown Avenue at junction with Rathdown Drive.
- Reduction of any traffic build up on Templeogue Road for vehicles wishing to enter Rathdown Avenue.
- Allow vehicles better “give and take” on Rathdown Avenue easing congestion.
- Dublin Street Parking Services (DSPS) will be able to enforce illegal parking on Rathdown Avenue more efficiently.
CONS:

- More traffic volumes on Rathdown Drive, Rathdown Park and Rathdown Crescent seeking available free parking.
- Less available parking will mean complaints from visitors to Bushy Park. Visitors to the park may still illegally park on Rathdown Avenue.
- Adoption of this scheme may cause traffic congestion on Rathdown Avenue. This means residents will need to allow a period of weeks for this scheme to settle in.
- The scheme may take a number of months to be installed due to ongoing work load with Dublin City Council’s Traffic Section.
4.0 SCHEMATIC RECOMMENDATION FOR RATHDOWN AVENUE
EXISTING DOUBLE YELLOW LINES TO PREVENT CONGESTION AT RATHDOWN DRIVE/RATHDOWN AVENUE

POSSIBLE LOCATION
NEW PLANTERS TO PREVENT PARKING ON GRASSED AREA ON RATHDOWN DRIVE

EXISTING DOUBLE YELLOW LINES TO REMAIN

DISABLE PARKING BAY TO REMAIN

EXISTING DOUBLE YELLOW LINES TO BE REPAINTED

P&D/PP FOR 14.50m - (09.00 – 21.00 MONDAY TO SUNDAY)

EXISTING P&D/PP TO REMAIN ON NORTH SIDE OF RATHDOWN AVENUE

EXISTING DOUBLE YELLOW LINES TO BE REPAINTED
NEW DOUBLE YELLOW LINES REPAINTED AT INDENTED PARKING BAY

EXISTING DOUBLE YELLOW LINES TO REMAIN

EXISTING P&D/PP PARKING BAYS TO REMAIN

P&D/PP FOR 22.40 m - (09.00 – 21.00 MONDAY TO SUNDAY)

DOUBLE YELLOW LINES

P&D/PP FOR 21.40m - (09.00 – 21.00 MONDAY TO SUNDAY)

P&D/PP FOR 9.88m - (09.00 – 21.00 MONDAY TO SUNDAY)
EXISTING DOUBLE YELLOW LINES TO BE REPAINTED

EXISTING P&D/PP BAYS TO REMAIN

NEW DISABLED PARKING BAY

DOUBLE YELLOW LINES

P&D/PP FOR 25.90m - (09.00 – 21.00 MONDAY TO SUNDAY)

EXISTING DISABLED PARKING BAY TO REMAIN
DOUBLE YELLOW LINES TO GIVE BETTER SIGHT LINES TO DRIVERS

EXISTING P&D/PP BAYS TO REMAIN

P&D/PP FOR 30.48m - (09.00 – 21.00 MONDAY TO SUNDAY)

P&D/PP FOR 23.48m - (09.00 – 21.00 MONDAY TO SUNDAY)
RELINE DOUBLE YELLOW LINES ON ROUNDABOUT AT RATHDOWN AVENUE AND RATHDOWN CRESCENT

RELINE EXISTING DOUBLE YELLOW LINES

RESCIND DISABLED PARKING BAY REPLACE WITH DOUBLE YELLOW LINES. DISABLED PARKING BAY RELOACTED ADJACENT TO TENNIS COURTS

DOUBLE YELLOW LINES

P&D/PP FOR 18.21m - (09.00 – 21.00 MONDAY TO SUNDAY)

DOUBLE YELLOW LINES

DOUBLE YELLOW LINES
5.0 BACKGROUND ISSUES TO RATHDOWN DRIVE
Vehicles are using the grassed area on Rathdown Drive to park as close to Bushy Park as possible. Parking enforcement have maintained a presence on Rathdown Drive throughout the summer. Vehicles are parking on the bend on east side of Rathdown Drive where it meets Rathdown Avenue.

There are very few areas where drivers can “give and take” this causes congestion at the weekends.

There is parking available on Rathdown Drive the further from Bushy Park a driver travels. These parking spaces are not sought after by these drivers who wish to park closer to Bushy Park.

Photograph 5: Illegally parked vehicles on grassed area on Rathdown Drive - observed near the junction with Rathdown Avenue.
Photograph 6: Rathdown Drive looking north east - limited space for drivers to “give and take”.

6.0 RECOMMENDATIONS
6.1 RATHDOWN DRIVE
Double yellow lines to be introduced on the bend of Rathdown Drive (residential side) where Rathdown Drive meets Rathdown Avenue. Double yellow lines will be introduced from existing P&D/PP bays opposite driveway of No. 2 Rathdown Avenue to end at driveway of property No.50 Rathdown Drive.

Vehicles will be able to park on Rathdown Drive except where new double yellow lines are introduced to allow drivers to “give and take” to ease congestion. The area engineer recommends the possibility of locating planters on west side (grassed area) to curb illegal parking. This will be discussed with DCC’s T Parks Department.

PROS:

- Allow traffic to flow better with less congestion.
- Removal of illegally parked vehicles (at junction with Rathdown Avenue and parking on the pavement/grassed area on Rathdown Drive).
- Encourage visitors to consider using sustainable transport (walking, public transport or cycling) to Bushy Park.
- Possible location of planters to mitigate against illegal parking on grassed area of Rathdown Drive.
CONS:

- Objections by visitors to Bushy Park who want to use their vehicles.
- Objections by residents on Rathdown Drive due to possible increases in traffic volumes.
- Possible issues with rat running and speeding.
7.0 SCHEMATIC RECOMMENDATIONS FOR RATHDOWN DRIVE
EXISTING DOUBLE YELLOW LINES TO REMAIN

PLANTER(S) TO STOP VEHICLES PARKING ON THE GRASSED AREA

DOUBLE YELLOW LINES TO PREVENT ILLEGAL PARKING
DOUBLE YELLOW LINES TO ALLOW FOR BETTER TRAFFIC FLOWS AT THESE LOCATIONS (GIVE AND TAKE)

EXISTING DOUBLE YELLOW LINES TO REMAIN. TO ALLOW FOR BETTER SIGHT LINES FOR DRIVERS
DOUBLE YELLOW LINES TO REMAIN
NEW DOUBLE YELLOW LINES
AVAILABLE PARKING
AVAILABLE PARKING

DOUBLe YELLOW LINES FOR DRivers TO “GIVE AND TAKE” TO EASE CONGESTION
EXISTING DOUBLE YELLOW LINES TO REMAIN

NEW DOUBLE YELLOW LINES TO ALLOW “GIVE AND TAKE”

MORE AVAILABLE PARKING FURTHER AWAY FROM RATHDOWN AVENUE
NEW DOUBLE YELLOW LINES ON ROUNDABOUT

AVAILABLE PARKING FURTHER AWAY FROM RATHDOWN AVENUE
8.0 RECOMMENDATIONS

8.1 RATHDOWN CRESCENT

Rathdown Crescent is the least desirable of all the roads to park within Rathdown Estate to access Bushy Park. Due to the distance visitors have to walk to access the amenities close to Rathdown Avenue and Rathdown Drive.

The area engineer recommends introducing double yellow lines on the approaches to the roundabouts between the two sections of Rathdown Crescent. Available parking will be accessible on the middle sections of Rathdown Crescent, between Rathdown Drive and Rathdown Park and between Rathdown Park and Rathdown Avenue.

PROS:

- Vehicles can use available parking spaces on Rathdown Crescent instead of Rathdown Avenue.
- Using alternative parking on Rathdown Crescent will mitigate against ongoing congestion on Rathdown Avenue.
- Visitors living in the vicinity of Bushy Park may seek alternative ways to travel to Bushy Park (public transport, cycling or walking).

CONS:

- Residents on Rathdown Crescent may object to loss of parking/congestion especially at the weekends.
- Issues raised by residents on Rathdown Avenue may be raised with the residents of Rathdown Crescent (illegal parking, and parking across resident’s driveways).
- Visitors wishing to drive to Bushy Park maybe unhappy about lack of parking close to Bushy Park. Especially those with young children, dogs and elderly/disabled relatives.
9.0 SCHEMATIC RECOMMENDATION FOR RATHDOWN CRESCENT
NEW DOUBLE YELLOW LINES

AVAILABLE PARKING

NEW DOUBLE YELLOW LINES
NEW DOUBLE YELLOW LINES

NEW DOUBLE YELLOW LINES ON ROUNDABOUT

NEW DOUBLE YELLOW LINES ON ROUNDABOUT
10.0 RECOMMENDATIONS

10.1 RATHDOWN PARK
The only changes to this road will be at the roundabout where Rathdown Park meets Rathdown Crescent. Double yellow lines will be introduced here to allow traffic to move freely across the roundabout. No changes will be made to the rest of Rathdown Park in terms of available parking.

PROS:

- Locate double yellow lines on Rathdown Park where this road meets Rathdown Crescent. Allowing vehicles to circulate easily on the roundabout.

CONS:

- Residents on Rathdown Park may complain about increases in traffic volumes.
- Residents may object to loss of available parking on Rathdown Park.
### 11.0 SUMMARY OF REVISED PARKING AFTER SCHEME IS IMPLEMENTED

<table>
<thead>
<tr>
<th>EXISTING AVAILABLE PARKING SPACES</th>
<th>RATHDOWN AVENUE (INCLUDING EXISTING P&amp;D/PP SCHEME)</th>
<th>RATHDOWN DRIVE</th>
<th>RATHDOWN CRESCENT</th>
<th>RATHDOWN PARK</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH SIDE 57 PARKING SPACES</td>
<td>NORTH SIDE 57 PARKING SPACES</td>
<td>EAST SIDE (RESIDENTIAL) 65 PARKING SPACES</td>
<td>NORTH SIDE 27 PARKING SPACES</td>
<td>WEST SIDE 47 PARKING SPACES</td>
</tr>
<tr>
<td>SOUTH SIDE (PARKSIDE) 76 PARKING SPACES</td>
<td>SOUTH SIDE (PARKSIDE) 76 PARKING SPACES</td>
<td>NO PARKING AVAILABLE ON WEST SIDE</td>
<td>SOUTH SIDE 24 PARKING SPACES</td>
<td>EAST SIDE 42 PARKING SPACES</td>
</tr>
<tr>
<td>AVAILABLE PARKING SPACES AFTER RECOMMENDATIONS</td>
<td>NORTH SIDE 57 PARKING SPACES</td>
<td>EAST SIDE (RESIDENTIAL) 31 PARKING</td>
<td>NORTH SIDE 21 PARKING SPACES</td>
<td>WEST SIDE 44 PARKING SPACES</td>
</tr>
<tr>
<td>SOUTH SIDE 37 PARKING SPACES</td>
<td>SOUTH SIDE 37 PARKING SPACES</td>
<td>NO PARKING AVAILABLE ON WEST SIDE</td>
<td>SOUTH SIDE 19 PARKING SPACES</td>
<td>EAST SIDE 39 PARKING SPACES</td>
</tr>
<tr>
<td>TOTAL LOSS OF PARKING SPACES</td>
<td>39 PARKING SPACES</td>
<td>34 PARKING SPACES</td>
<td>14 PARKING SPACES</td>
<td>6 PARKING SPACES</td>
</tr>
</tbody>
</table>
Are you a resident of Rathdown Avenue?

☐ YES
☐ NO

Are you in favour of the proposed scheme to alleviate the ongoing congestion issues on Rathdown Avenue?

☐ YES
☐ NO
☐ UNSURE

Do you have any comments you would like to submit in respect of the proposed scheme?