Tallaght Stadium, North Stand Development Whitestown Way, Oldbawn, Co. Dublin

Report Title

TRAFFIC AND TRANSPORT ASSESSMENT REPORT

Client

South Dublin County Council





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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 DBFL Consulting Engineers (DBFL) have been commissioned by South Dublin County Council (SDCC) to compile a Traffic and Transport Assessment (TTA) for a Part 8 planning application for the proposed development of a new North Stand at Tallaght Stadium, Whitestown Way, Tallaght, Dublin 24.
- 1.1.2 The proposed new North Stand will have a proposed capacity of 2,500 to include covered universal accessible seating above pitch level, with an overall footprint area of 1,700 sq.m, and all associated enclosed ancillary floor area of 860 sq.m, comprising: ground floor undercroft units 564 sq.m, concessions, toilets and plant / service areas at ground and first floor levels 296 sq.m.
- 1.1.3 The overall site area being 41,221sq.m, and the footprint area relating to this application being 3,896sq.m with the Stadium capacity to increase from Circa 8,000 to 10,000. Site development works also include new/altered turnstile access provision and exit gates to new North stand, no alterations to car parking, provision of 50 no. cycle parking spaces, hard surfaced area to new North Stand and associated public lighting. No alterations to existing stadium floodlighting.
- 1.1.4 The development also incorporates, alterations to boundary treatments including associated demolitions and adjustments to ground levels, mainly at proposed new North Stand location, all associated signage, hard and soft landscaping, services above and below ground, including new foul connection and all ancillary associated site development works.

1.2 SCOPE

- 1.2.1 The purpose of this TTA is to quantify the existing transport environment and to detail the results of assessment work undertaken to identify the potential level of any transport impact generated as a result of the proposed North Stand development.
- 1.2.2 The scope of the assessment covers transport and related sustainability issues including means of vehicular access, pedestrian, cyclist and local public transport connections. Recommendations contained within this report are based on existing and proposed site layout plans, site visits and on-site traffic observations.

1.2.3 This report has been produced to address any potential concerns that the planning authority may have pertaining to the level of influence the proposed development may have upon the local transportation system.

1.3 METHODOLOGY

- 1.3.1 Our approach to the study accords with policy and guidance both at a national and local level. Accordingly, the adopted methodology responds to best practices, current and emerging guidance, exemplified by a series of publications, all of which advocate this method of analysis. Key publications consulted include;
 - 'Traffic and Transport Assessment Guidelines' (May 2014) National Road Authority;
 - 'Traffic Management Guidelines' Dublin Transportation Office & Department of the Environment and Local Government (May 2003);
 - 'Guidelines for Traffic Impact Assessments' The Institution of Highways and Transportation;
 - Tallaght Town Centre Local Area Plan 2020-2026; and
 - South Dublin County Council Development Plan 2016-2022.
- 1.3.2 Our methodology incorporated a number of key inter-related stages, including;
 - **Site Audit**: A site audit was undertaken on 4 March 2020 to quantify existing road network issues and identify local infrastructure characteristics, in addition to establishing the level of accessibility to the site in terms of walking, cycling and public transport. An inventory of the local road network was also developed during this stage of the assessment.
 - **Trip Generation**: A trip generation exercise has been carried out to establish the potential level of person trips and subsequently vehicle trips generated by the proposed North Stand development.
 - Traffic Management & Crowd Control: Existing traffic management and crowd control arrangements currently implemented for match fixtures held at the stadium were evaluated in the context of the proposed increased Stadium capacity to determine if changes to the current traffic management regime may be required.

1.4 REPORT STRUCTURE

- 1.4.1 As introduced above, this TTA seeks to clarify the potential level of influence generated by the proposed North Stand development upon the local road network and subsequently ascertain the existing and future operational performance of the local transport system. The structure of the report responds to the various stages of this exercise including the key tasks summarised below:
 - **Chapter 2** of this report describes the existing conditions at the proposed development location and surrounding area.
 - **Chapter 3** provides a summary of the relevant transport policies that influence the design and appraisal of the subject stadium proposals.
 - Chapter 4 provides a summary of the proposed development itself.
 - **Chapter 5** outlines the trip generation exercise carried out for match fixtures.
 - Chapter 6 provides a detailed evaluation of the traffic management and crowd control arrangements implemented for current and future match fixtures at Tallaght Stadium.
 - **Chapter 7** summarises the main conclusions and recommendations derived from the assessment.

2.0 RECEIVING ENVIRONMENT

2.1 LAND USE

- 2.1.1 The subject site is bound by the N81 dual carriageway to the north, Whitestown Way to the west and Sean Walsh Park Depot and Memorial Park to the south. The eastern boundary is formed by Old Bawn Community School and Central Tallaght Football Field. The surrounding area is predominantly a mix of existing residential and commercial development including key commercial areas such as The Square Tallaght Shopping Centre (located north of the subject site) and Tallaght Business Park (located southwest of the subject site).
- 2.1.2 To the west of the subject site lies a mixed-use development comprising Woodies retail store, Lidl supermarket, Bank of Ireland, The Maldron Hotel and residential apartments. To the south-east of the subject site lies the established Old Bawn residential area, while to the northwest is the established Springfield residential area.

2.2 LOCATION

2.2.1 The general location of the subject site in relation to the surrounding road network is illustrated in **Figure 2.1** below, whilst **Figure 2.2** indicatively shows the extent of the subject site boundary and neighbouring lands. The subject site is located in Tallaght, approximately 12.5km southwest of Dublin City Centre.



Figure 2.1: Site Location (Source Google Maps)



Figure 2.2: Indicative Site Boundary and Surrounding Land (Source Google Maps)

2.3 EXISTING TRANSPORTATION INFRASTRUCTURE

Road Network

2.3.1 To the north of the subject site, the N81 dual carriageway runs in an east-west direction. Travelling in an easterly direction on the N81 approximately 3km from the subject site is the interchange with the M50 (Junction 11) and the R137. The M50 provides strategic links to the north and south. Travelling in a westerly direction, the N81 provides connections towards Citywest and transitions to a single carriageway approximately 1.3km west of the subject site. The general layout of the N81 adjacent the existing stadium is shown in **Figure 2.3**.



Figure 2.3: General Layout of N81 Adjacent Tallaght Stadium

2.3.2 To the north-west corner of the subject site is the four-arm N81/Whitestown Way/Cookstown Way signalised junction, shown in **Figure 2.4**. All approach arms have separate left, straight ahead and right turn lanes (the N81 having two ahead lanes in both directions) and controlled pedestrian crossings provided across all arms.

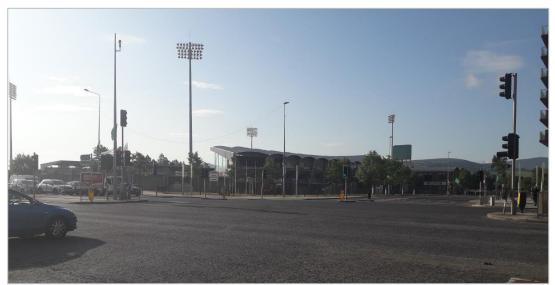


Figure 2.4: Four-Arm Signalished Junction Adjacent Tallaght Stadium

- 2.3.3 To the west of the subject site Whitestown Way runs in a north-south direction. Whitestown Way terminates at the four-arm signalised junction with the N81, while to the south it terminates at a four-arm roundabout with Bóthar Theach Na Giúise Thiar, Kiltipper Way and Killinarden Road approximately 800m from the subject site.
- 2.3.4 In the vicinity of the site, Whitestown Way is a two-way single lane carriageway, which widens on approach to the N81 junction facilitating separate left, ahead and right turn lanes. The general layout of Whitestown Way is shown in **Figure 2.5**.



Figure 2.5: General Layout of Whitestown Way Adjacent Tallaght Stadium

2.3.5 To the northwest of the subject site is Cookstown Way which is a two-way single lane carriageway, which runs in a north-south direction. Cookstown Way terminates approximately 2.7km from the subject site where it joins the R113 which provides onwards connections to the N7.

Existing Cycling and Pedestrian Facilities

2.3.6 There are existing high-quality cycling and pedestrian facilities in the immediate vicinity of the subject site. A segregated cycle track is provided along the southern side of the N81 in the vicinity of the stadium (see **Figure 2.6**). Along the northern side of the N81 is a cycle track immediately adjacent the road, with the exception of a 200m section being on road on the approach to the N81 signalised junction (see **Figure 2.7**).



Figure 2.6: Segregated Cycleway N81 Westbound



Figure 2.7: Cycle Track Adjacent N81 Eastbound

- 2.3.7 On Whitestown Way, approximately 90m south of the N81 junction, is a Toucan crossing. The Toucan crossing is situated adjacent the Tallaght Stadium plaza area. Between the N81 junction and the Toucan crossing, an on-road cycle lane is provided on the eastern side of Whitestown Way and an on-road cycle track provided on the western side. Advanced stop lines (ASLs) are provided on the Whitestown Way approach of the N81 junction.
- 2.3.8 South of the Toucan crossing, a shared area is provided on the western side of Whitestown Way up to the Arena car park entrance. A two-way cycle track commences at this point extending south to Kiltipper Way. On the eastern side of Whitestown Way is a pedestrian footpath. The general layout of Whitestown Way in the vicinity of Tallaght Stadium is shown in **Figure 2.8**.



Figure 2.8: Footpath and Two-Way Cycleway on Whitestown Way

2.3.9 The existing cycle infrastructure provision in the vicinity of the subject site is illustrated in **Figure 2.9.**



Figure 2.9: Existing Cycle Facilities (Source: Extract of Map N6 GDA Cycle Network Plan)

2.3.10 The N81 signalised junction provides wide controlled pedestrian crossings on all arms. On Whitestown Way, directly adjacent Tallaght Stadium, a footpath is located in the eastern side and a shared area on the western side along the Arena frontage. Approximately 300m east of the subject site is a pedestrian footbridge spanning the N81 providing a direct link to The Square shopping centre to the north of the N81 as shown in **Figure 2.10**.



Figure 2.10: Pedestrian Footbridge over the N81 Dual Carriageway

Public Transport - Bus

- 2.3.11 The subject site benefits from excellent bus-based public transport services. Dublin Bus operates six routes that serve the subject site providing links to the city centre via various routes and serving a wide catchment area, these include the following:
 - Dublin Bus Route 27 (Clarehall Crumlin Jobstown),
 - Dublin Bus Route 49 (Pearse Street Terenure Tallaght (The Square)),
 - Dublin Bus Route 54a (Pearse Street Firhouse Kiltiper Way),
 - Dublin Bus Route 56a (Ringsend Drimnagh Tallaght),
 - Dublin Bus Route 65 (Poolbeg Street Rathmines Blessington); and
 - Dublin Bus Route 77a (Ringsend Citywest).
- 2.3.12 Go-Ahead Ireland also operate three routes serving the subject site, these include:
 - Go-Ahead Route 75 (Dún Laoghaire Dundrum The Square, Tallaght),
 - 76 (Chapelizod Liffey Valley Tallaght); and
 - 76a (Blanchardstown Liffey Valley Tallaght).
- 2.3.13 The above-mentioned routes run Monday to Sunday at frequent time intervals. A summary of the bus service frequencies is presented in **Table 2.1**.

	Weeko	lays	Saturo	lays	Sundays & Bank Holidays	
Bus Route	From Tallaght	To Tallaght	From Tallaght	To Tallaght	From Tallaght	To Tallaght
DB 27	97	97	82	81	53	52
DB 49	37	37	27	29	15	14
DB 54a	34	33	25	26	15	14
DB 56a	15	15	15	15	11	12
DB 65	15	14	12	12	10	10
DB 77a	56	52	46	46	32	34
GA 75	37	39	34	34	30	29
GA 76	46	45	50	49	42	42
GA 76a	7	7	0	0	0	0
DB = Dublin Bus, G	A = Go-Ahead Bus					

Table 2.1: Bus Service Frequency (No. of Services per Day)

2.3.14 All of the above-mentioned bus routes stop on Belgard Square and at The Square Shopping Centre situated approximately 300m north of the subject site, as indicated in **Figure 2.11**. Dublin Bus Route 49 stop on Whitestown Way at the stops located directly adjacent Tallaght Stadium, as shown in **Figure 2.12**.

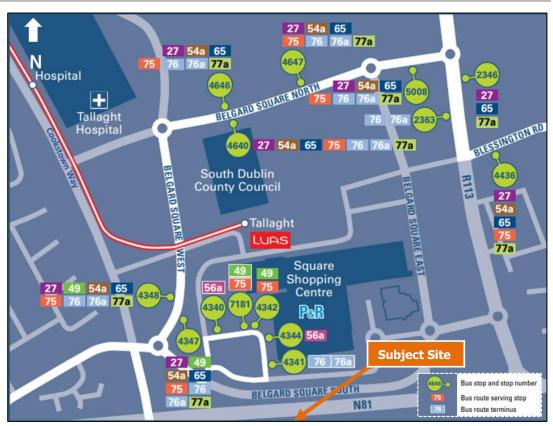


Figure 2.11: Bus Stop Locations (Source: Transport for Ireland)



Figure 2.12: Bus Stop Locations on Whitestown Way

Public Transport - LUAS Services

2.3.15 The subject site is situated approximately 400m south of The Square Red Line LUAS stop. This is final stop on the LUAS Red Line which operates between Tallaght Belgard and The Point. At the Belgard interchange, the LUAS Red Line branches in two directions; to Saggart and to Tallaght. This provides a highly convenient and

sustainable mode of transport to and from Tallaght via Heuston Station, City Centre, Busaras and Connolly Station amongst other destinations. **Figure 2.13** below illustrates the location of the nearest LUAS stop serving the subject site.

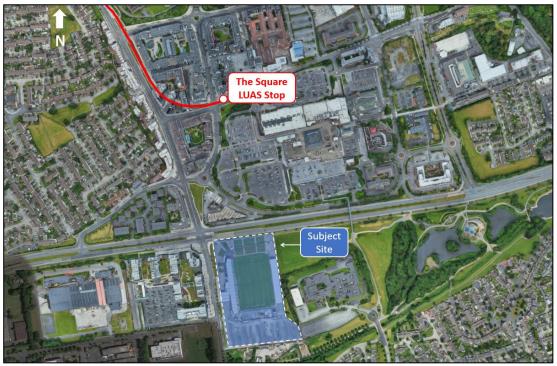


Figure 2.13: Red Line LUAS Stop

2.3.16 Since the completion of the LUAS Cross City, the catchment of the service has been greatly enhanced along with an improvement of accessibility to the LUAS Green Line. Furthermore, interconnectivity is now more conveniently achievable between destinations located along the both the Red and Green LUAS Lines greatly expanding the catchment area of the service. **Table 2.2** below lists the frequency at which the Tallaght LUAS Red Line service operates.

Link	Weekdays		Saturdays		Sundays & Bank Holidays	
LIIIK	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak
The Point / Connolly — Tallaght	3 – 10	5 – 18	6 – 13	6 – 20	9 – 12	9 – 20
Tallaght — The Point / Connolly	3 – 10	6 – 20	10 – 13	12 – 20	10 – 11	10 – 20

Table 2.2: LUAS Service Frequency (minutes)

2.4 PROPOSED TRANSPORT INFRASTRUCTURE

Cycle Network Proposals

2.4.1 The subject site lies within the "Dublin South West Sector" as outlined in the Greater Dublin Area Cycle Network Plan (2013). **Figure 2.14** below illustrates the cycle network proposals in the vicinity of the subject site as outlined in the GDA Cycle Network Plan.

2.4.2 The Dublin South West Sector "extends outward from the twin corridors of Camden Street and Clanbrassil Street in the city centre, through the inner suburbs of Rathmines and Harold's Cross, to serve the areas of Terenure, Kimmage, Walkinstown, Tallaght, Firhouse and Rathfarnham."

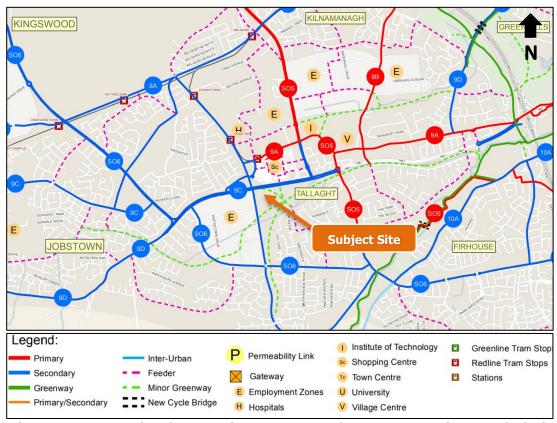


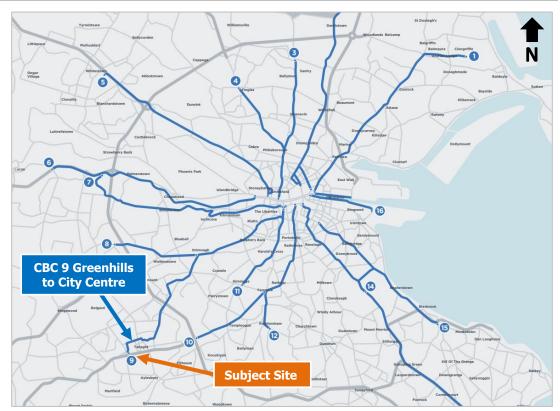
Figure 2.14: Proposed Cycle Routes (Source: Extract of Map N6 GDA Cycle Network Plan)

- 2.4.3 The subject site will be served by several routes (as shown in **Figure 2.13**) which include the following:
 - Route SO5: This route runs south from Liffey Valley shopping centre through Clondalkin to Tallaght and then heads east to Dún Laoghaire via Knocklyon and Dundrum.
 - Route SO6: This route runs from Lucan to Tallaght via Jobstown and then heads east out of Tallaght.
 - Route 9A: This route follows Kimmage Road to the Kimmage Cross Roads, then Fortfield Road and Wainsfort Road to join the N81 Templeogue Road and onward west to Tallaght town centre
 - Route 9C: Route 9C runs on Stannaway Road west of Kimmage and then along Wellington Lane to join Route 9A at Spawell to connect to Tallaght. It also provides a continuation from Route 9A west of Tallaght via Fortunestown and Citywest to Saggart.

2.4.4 Figure 2.14 also show that there are proposed feeder routes to the main cycle routes and minor greenway in the vicinity of the subject site.

Public Transport Proposals

- 2.4.5 The emerging BusConnects project aims to overhaul the current bus system in the Dublin region by:
 - Building a network of 'next generation' bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
 - Completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers;
 - Developing a state-of-the-art ticketing system;
 - Implementing a cashless payment system;
 - Revamping the fare system to provide a simpler fare structure;
 - Implementing a new bus livery providing a modern look and feel to the new bus system;
 - Rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
 - Transitioning to a new bus fleet using low emission vehicle technologies.
- 2.4.6 The focus of the BusConnects Dublin Core Bus Corridor aspect of the initiative is the delivery of the core bus network and associated bus infrastructure that are needed to make the bus system operate efficiently reliably and punctually. The intention of BusConnects is to develop the bus corridors so that each will have continuous bus priority in other words, a continuous bus lane in each direction, along with segregated cycle lanes where practicable.
- 2.4.7 The network will consist of 16 Radial Core Bus Corridors (CBC's), which will be supplemented at a later stage with a network of orbital corridors. **Figure 2.15** below illustrates the sites proximity to emerging Core Bus Corridor 9 (Greenhills to City Centre) that will begin on Belgard Square South adjacent The Square shopping centre which is in close proximity and convenient walking distance of the subject site. **Figure 2.16** also presents the revised bus network proposals in the vicinity of the subject site.



<u>Figure 2.15: Core Bus Corridor 9 – Greenhills to City Centre</u>
(Extract BusCOnnects COre Bus Corridor Project Preferred Route Options)



Figure 2.16: Dublin Bus Network Redesign (Source: Extract from Map 2 of Bus Connects)

2.4.8 **Table 2.3** shows the network redesign bus routes and destinations. The frequency of the services is also shown. It should be noted that peak hour frequency will be higher on routes A3, D5, F1 and 20 to ensure enough service is available to satisfy all

passengers. The network redesign introduces various type of bus routes, these include Spine, Orbital, Radial, Local and Peak-time Routes.

- Spine Routes are very frequent routes (all via City Centre) made up of individual bus services timetabled to work together along a specific corridor.
- Orbital Routes operate around the city providing connections between suburbs and town centres without having to travel into the city centre. They also provide connections to Rail, LUAS and other bus routes.
- Radial Routes are city bound routes that operate as a separate service to the Spine routes.
- **Local Routes** provide connections within local areas, linking to local retail centres and onwards to further transport connections.
- Peak-time Routes operate on weekdays during peak travel periods.

						Fre	equency	(minutes)	
	BusConnects Route Frequencies						Satu	days	Sundays & Bank Holidays	
Route Type	Route No.	From	То	Via	Peak	Off Peak	Peak	Off Peak	Peak	Off Peak
Spine	A3	Tallaght	DCU	City Centre	10	15	15	20	20	30
Spine	D5	Tallaght	Edenmore	City Centre	30	30	30	40	40	60
Spine	F1	Tallaght	Charlestown	City Centre	10	15	15	20	20	30
Orbital	S6	Tallaght	Blackrock	Dundrum	15	15	15	20	20	30
Orbital	S8	Citywest	Dún Laoghaire	Tallaght	15	20	30	30	30	30
Orbital	W2	Tallaght	Liffey Valley	Clondalkin	15	15	15	20	20	30
Orbital	W4	Tallaght	Blanchardstown	Citywest	15	30	30	30	30	60
Orbital	W8	Tallaght	Maynooth	Citywest	30	30	30	30	30	60
Radial	16	Tallaght	Parnell Square	Terenure	10	15	15	20	20	30
Radial	20	Tallaght	East Wall	City Centre	15	30	30	30	30	60
Local	244	Ballymore Eustace	Tallaght	Blessington	60	60	60	60	60	60
Peak	347	Kiltipper	City Centre	Aylesbury	7am & 5 pm	-	-	-	-	-

Table 2.3:Propopsed BusConnects Service Frequency (minutes)

2.4.9 The main difference between the existing and proposed network is the inclusion of more routes to and from the surrounding area of the subject site. The bus network redesign aims to increase the efficiency and connectivity of the bus network, thereby increasing the connectivity between Tallaght and the City Centre.

2.5 LOCAL AMENITIES

2.5.1 As illustrated in **Figure 2.17**, the subject site is located in a suburban area with many surrounding amenities. There are several primary and secondary school within 2km of the subject site as well as retail stores, a hospital, a business park and an industrial estate.



Figure 2.17: Local Amenities

- 2.5.2 The Square Shopping Centre is located across the N81 to the north of the subject site. An Aldi supermarket is located on Belgard Square West to the north-west of the subject site. Located to the west of the subject site is The Arena Complex which comprises mixed-use commercial/retail activity, residential apartments and a hotel.
- 2.5.3 There are several primary schools within 2km including the Scared Heart Senior National School, Scoil Maelruain National School, St. Dominic's National School, St. Mary's National School, Belgard Heights National School and St. Mark's Junior National School. There are three secondary schools including Old Bawn Community School and St. Mark's Community School and Technological University (TU) Dublin (Tallaght Campus) is located 1.5km north of the subject site.
- 2.5.4 Tallaght Hospital is located 1km north of the subject site. There are several public parks located within the surrounding area including Bancroft Park and Sean Walsh Memorial Park. Tallaght Leisure Centre is located to the west of the subject site, with Leisureplex Tallaght to the north-east.

2.6 ROAD SAFETY REVIEW

- 2.6.1 With the objective of ascertaining the road safety record of the immediate routes leading to and from the subject site, the collision statistics as detailed on the Road Safety Authority's (RSA) website (www.rsa.ie) have been examined. The RSA website includes basic information relating to reported collisions over the most recent twelve-year period, from 2005 to 2016 inclusive.
- 2.6.2 The RSA database records details where collision events have been officially recorded such as when the Garda were present to formally record details of the incident. According to the RSA website there were 33 no. reported incidents within the immediate vicinity of the stadium on Whitestown Way and at the N81 signalised junction.
- 2.6.3 Of the 33 no. recorded collisions, four resulted in serious severity casualties and the remaining 29 resulted in minor severity casualties as shown in **Figure 2.18**, with specific RSA information relating to each recorded incident summarised in **Table 2.4** summarises the RSA Collision Data in the vicinity of the proposed development.

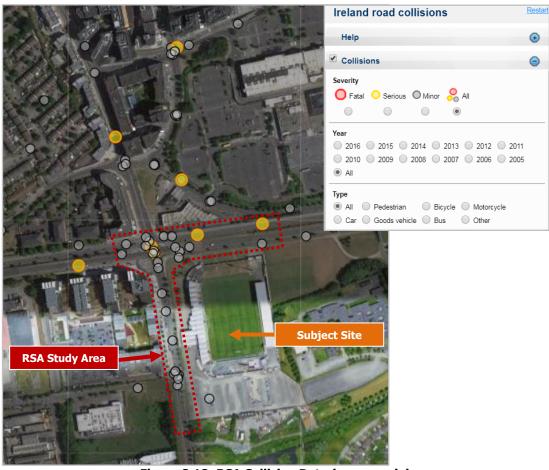


Figure 2.18: RSA Collision Data (www.rsa.ie)

Ref	Severity	Year	Vehicle	Circumstances	Day	Time	Casualty
1	Minor	2016	Car	Rear end, straight	Mon	1000 - 1600	2
2	Minor	2016	Car	Head on, right turn	Wed	0700 - 1000	1
3	Minor	2016	Car	Rear end, right turn	Sun	2300 - 0300	1
4	Minor	2016	Motorcycle	Rear end, straight	Sun	0300 - 0700	1
5	Minor	2015	Motorcycle	Rear end, right turn	Sat	0700 - 1000	1
6	Minor	2015	Bicycle	Other	Wed	1000 - 1600	1
7	Minor	2015	Car	Rear end, straight	Thurs	1600 - 1900	1
8	Minor	2015	Car	Pedestrian	Tues	1000 - 1600	1
9	Serious	2015	Car	Pedestrian	Sat	1600 - 1900	1
10	Minor	2014	Bicycle	Other	Tues	1600 - 1900	1
11	Minor	2013	Car	Head-on conflict	Sat	1600 - 1900	1
12	Minor	2013	Goods	Other	Sat	1000 - 1600	1
13	Minor	2013	Bus	Other	Mon	1600 - 1900	1
14	Minor	2013	Car	Pedestrian	Mon	1900 - 2300	2
15	Minor	2013	Car	Rear end, straight	Mon	1900 - 2300	1
16	Minor	2013	Car	Single vehicle only	Sat	0300 - 0700	1
17	Minor	2013	Car	Pedestrian	Fri	1900 - 2300	1
18	Serious	2011	Car	Pedestrian	Thurs	1900 -2300	1
19	Serious	2011	Car	Pedestrian	Sat	0300 - 0700	1
20	Minor	2009	Car	Rear end, straight	Mon	0700 - 1000	1
21	Minor	2009	Bus	Single vehicle only	Sun	2300- 0300	1
22	Minor	2009	Car	Rear end, left turn	Tues	0700 - 1000	1
23	Minor	2009	Car	Rear end, straight	Sun	1000 - 1600	3
24	Minor	2009	Car	Rear end, straight	Fri	1600 - 1900	2
25	Minor	2008	Car	Rear end, straight	Thurs	1000 - 1600	1
26	Minor	2007	Car	Angle, right turn	Sat	1000 - 1600	4
27	Minor	2007	Car	Other	Wed	2300 - 0300	1
28	Minor	2007	Car	Pedestrian	Wed	1600 - 1900	1
29	Serious	2007	Bus	Pedestrian	Sat	2300 - 0300	1
30	Minor	2006	Car	Angle, right turn	Tues	1900 - 2300	2
31	Minor	2006	Car	Angle, right turn	Wed	1900 - 2300	3
32	Minor	2005	Car	Angle, both straight	Thurs	2300 - 0300	1
33	Minor	2005	Car	Rear end, straight	Wed	1000 - 1600	1

Table 2.4: RSA Collision Data (Source: www.rsa.ie)

2.6.4 The review of the RSA data reveals that the local road network exhibits a good safety record considering the volume of traffic using the road network. In summary the review confirms that no significant incident trends or significant safety concerns evident across the local road network which could be exacerbated by the proposed North Stand development.

3.0 POLICY FRAMEWORK

3.1 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2016-2022

3.1.1 The South Dublin County Development Plan 2016-2022 sets the broad development framework for the county and the development areas within its administrative boundary. In the context of the proposed stadium upgrade, the following are the relevant transport and development objectives set out in the plan: -

Community Infrastructure Policy

"Policy 7 – Sports Facilities & Centres: It is the policy of the Council to ensure that all communities are supported by a range of sporting facilities that are fit for purpose, accessible and adaptable."

Community Infrastructure Objective

"C7 Objective 1: To support the provision of new or improved sports and leisure facilities in the County."

C7 Objective 3: To support and provide a framework for the improvement, maintenance, upgrade and refurbishment of existing community based facilities, within the County, to meet current and future needs."

Transport & Mobility Policies

"Policy 1 – Overarching: It is the policy of the Council to promote the sustainable development of the County through the creation of an integrated transport network that services the needs of communities and businesses."

"Policy 2 – Public Transport: It is the policy of the Council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.

"Policy 3 – Walking and Cycling: It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment."

"Policy 6 – Road and Street Design: It is the policy of the Council to ensure that streets and roads within the County are designed to balance the needs of place and

movement, to provide a safe traffic-calmed street environment, particularly in sensitive areas and where vulnerable users are present."

Transport & Mobility Objectives

"TM1 Objective 2: To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services."

"TM1 Objective 6: To support the delivery of sufficient public transport and road capacity to facilitate sustainable development in the county."

"TM2 Objective 4: To create an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes."

"TM3 Objective 3: To ensure that all street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.

"TM6 Objective 2: To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self regulating street environment."

3.1.2 The subject site lands are zoned "Objective OS – To preserve and provide for open space and recreational amenities" within the South Dublin County Development Plan 2016-2022 as shown in **Figure 3.1**.

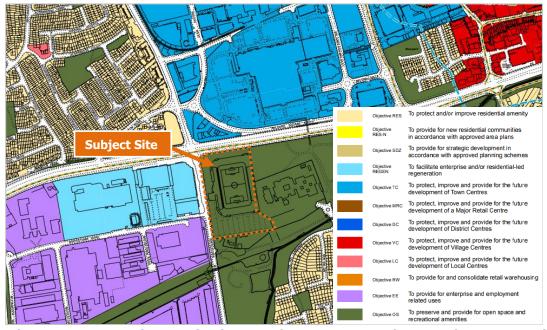


Figure 3.1: SDCC Land Use Zoning (Extract of Map 9 SDCC Development Plan 2016-2022)

3.2 TALLAGHT TOWN CENTRE LOCAL AREA PAN 2020 – 2026

3.2.1 The subject site lies within the Tallaght Town Centre Local Area Plan 2020 - 2026 as shown in **Figure 3.2** and as such is governed by the specific policies and objectives outlined within the Tallaght Town Centre Local Area Plan 2020 – 2026.

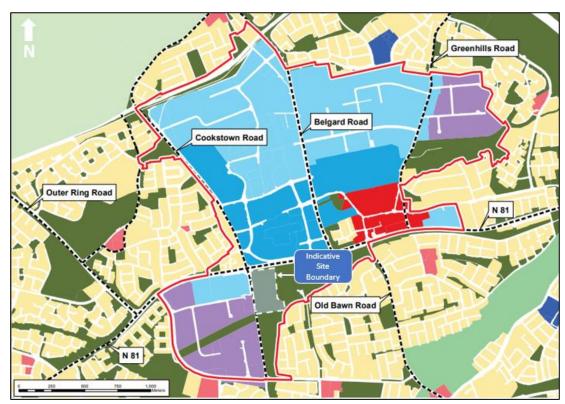


Figure 3.2: Tallaght Town Centre LAP Area (Extract of Fig 1.2 Tallaght Town Centre LAP)

3.2.2 In the context of the subject stadium upgrade, the following are the relevant transport and development objectives set out in the plan:

Local Area Plan Objective UF1

"To direct land uses and intensity of development in a manner that creates a sustainable urban form, based on the integration of land use and transport planning."

Local Area Plan Objective UF3

"To ensure that development is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated street."

Local Area Plan Objective UF6

"To provide attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public space and parks."

Local Area Plan: Access and Movement - 2.2.3 Public Transport

"It is a key objective of the Plan to maximise existing and proposed public transport opportunities, including high quality LUAS and bus services, and to support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling."

Local Area Plan: Economic Development and Tourism – 4.3 Tourism

"It is the policy of the Council to continue to build on the success of the stadium to date and to recognise and harness the potential that Tallaght Stadium can offer the town and county in terms of tourism and economic development."

Local Area Plan: Community Facilities - 5.3.5 Recreational Facilities

"It is policy of the Council to support and facilitate the expansion of Tallaght Stadium and encourage a wide range of users and events including the development of all-weather playing facilities and expansion of recreational facilities in Tallaght Town Centre."

3.3 DEVELOPMENT CONTROL

Car Parking Standards

- 3.3.1 In order to determine the appropriate quantum of vehicle parking for the proposed development, reference is made to Table 11.23 of the current South Dublin Council County (SDCC) Development Plan (2016-2022). The SDCC Development Plan 2016-2022 (Section 11.4.2, Table 11.23) states the following in relation to car parking:
 - 'It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.'
 - 'Tables 11.23 and 11.24 set out the Maximum Parking rates for non-residential and residential development. Parking rates are divided into two main categories:
 - Zone 1: General rate applicable throughout the County.
 - Zone 2 (Non Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction).

- Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service 5 (includes a train station, Luas station or bus stop with a high quality service)'.
- 3.3.2 Given the subject sites location approximately 400m south of the Luas Red Line Tallaght stop and high-quality bus services at The Square, the parking rates for Zone 2 (non-residential) have been adopted for the proposed development. The associated SDCC <u>Maximum</u> Zone 2 car parking requirements are outlined in **Table 3.1** below.

Category	Land Use	Development Standard (SDCC Zone 2)	Proposed Development (Seats)	Max. Car Parking (Spaces)
Venue	Stadium	1 per 15 seats	10,000	667

Table 3.1: Car Parking Standards (Maximum)

3.3.3 In response to the above local development management standards the scheme is permitted to provide up to a maximum of 667 on-site car parking spaces within the proposed development.

Cycle Parking Standards

3.3.4 Reference has been made to the SDCC Development Plan (2016-2022) which outlines the <u>minimum</u> cycle parking provision sought for <u>new</u> developments within the County. The applicable cycle parking standards are detailed in **Table 3.2** below.

Catagory	Land Use	SDCC Standard		No. of New	No. of New	SDCC Requirement	
Category	Lanu Use	Long Stay	Short Stay	Staff	Seats	Long Stay	Short Stay
Venue	Stadium	1 per 5 Staff	1 per 10 seats	-	2,416	-	242

Table 3.2: Cycle Parking Standards

3.3.5 In response to the above local development management standards the scheme is required to provide a minimum of 242 short stay cycle parking spaces on-site as part of the proposed development.

4.0 CHARACTERISTICS OF PROPOSALS

4.1 PLANNING HISTORY

- 4.1.1 In February 1997 South Dublin County Council passed a resolution to lease land comprising approximately 12.18 acres at Whitestown Way for the construction of a Stadium for Shamrock Rovers F.C. In January 1998 planning permission (Application Ref: D97A/0063) was granted for a 10,000-seat stadium with ancillary buildings/services.
- 4.1.2 Work on the new Stadium commenced in October 2000 and subsequently ceased on site in November 2001 with the Stadium at various stages of completion. Shamrock Rovers F.C. applied for and was granted permission to extend the duration of the existing planning permission to 31st October 2004 (Application Ref: D97A/0063/EP). Following a prolonged period where no building work was carried out, construction recommenced on the stadium in May 2008. The stadium was completed by March 2009 and had a capacity of approximate 6,000 spectators.
- 4.1.3 In October 2016, an application was made (Application Ref: SD168/0004) for the construction of a single tier 2,195 seat spectator stand, including associated ancillary and welfare facilities, to the south of the existing spectator stands and pitch. This stand, referred to as the South Stand, occupies an area of 1,004sqm with a roof height of 13.6m. A new access/egress was also proposed to be formed in the existing southern boundary wall. Construction of the South Stand was completed in October 2018, bringing capacity of the stadium up to approximately 8,000 spectators.

4.2 CURRENT PROPOSALS

North Stand Development

- 4.2.1 The subject development proposals seek permission for the construction of a single tier 2,518 seat spectator stand, within the curtilage of Tallaght Stadium to the north of the existing stands and pitches. The proposals, referred to as the North Stand Development, also include associated ancillary and welfare facilities.
- 4.2.2 The proposed development will ultimately increase capacity of the stadium from 8,131 spectators to 10,547 spectators. Minor alterations are required to the existing West Stand to accommodate the proposed North Stand, which will result in a loss of 102

seats in the West Stand. A comparison of the existing and proposed stadium capacity is shown in **Table 4.1**.

Stand	Current Capacity	Proposed Capacity
East	2893	2893
South	2160	2160
West	3078	2976
North	-	2518
Total	8,131	10,547

Table 4.1: Proposed Stadium Capacity

- 4.2.3 The North Stand will occupy an area of 3,896sq.m. The proposed stand will be constructed of specialist precast concrete frame and panel elements with a colour metal profile roof to match existing stands. Seats and other fittings will match the existing.
- 4.2.4 The subject development proposals are illustrated in **Figure 4.1** below. Further details of the development proposals including the site layout are illustrated in the architects' drawings as submitted with this planning application.

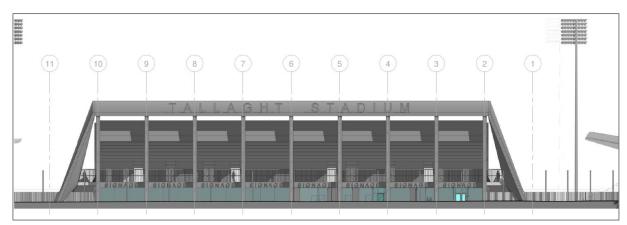


Figure 4.1: Proposed North Stand - North Elevation

Pedestrian & Cyclist Site Access

- 4.2.5 Dedicated pedestrian / cycle access points will remain unchanged from the existing arrangements. These include the following:
 - 1. **Car Park Entrance:** The main access point to the car park at the southwest corner of the site from Whitestown Way.
 - 2. **Opposite The Area Entrance**: Pedestrian / cyclist entrance point into the Tallaght Stadium car park located opposite The Area car park access.

- 3. **Tallaght Stadium Offices/Megastore:** Multiple entry point for pedestrians leading into the plaza area off Whitestown Way.
- 4. **N81 Signalised Junction:** Entry point located directly adjacent the N81 Signalised Junction.
- 5. **N81 Pedestrian Overbridge:** Access to the stadium is also possible via the N81 pedestrian overbridge which connects to The Square shopping centre.
- 4.2.6 The locations of the turnstiles within the stadium are highlighted in **Figure 4.2** below.



Figure 4.2: Pedestrian Access Points

Vehicle Site Access

4.2.7 All vehicular access to the stadium will be via the existing car park entrance located at the south west corner of the site. This will serve as the access for approved visitors/supporter vehicles and all servicing/delivery vehicles. The existing vehicular access point is shown in **Figure 4.3**.



Figure 4.2: Existing Site Vehicular Access

Cycle Parking Provision

4.2.8 The proposals include provision for 50 no. cycle parking spaces and will be located along the northern boundary of the stadium adjacent the current cycle path on the southern side of the N81, as shown in **Figure 4.3** and also in more detail in Drawing No. 19031-CA_box-ZZ-ZZ-DR-A-1-1002_A submitted as part of the planning application.

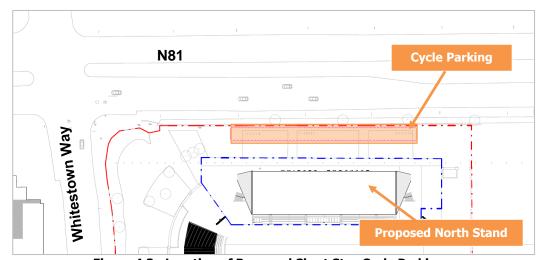


Figure 4.3: Location of Proposed Short Stay Cycle Parking

Car Parking Provision

4.2.9 The existing stadium car park comprises 417 no. car park spaces, including 14 no. accessible spaces. The existing car parking provision at the stadium will be unchanged by the proposed North Stand development. Therefore, the proposals are in accordance with the SDCC Development Plan which specifies a car parking <u>maximum</u> standard of 667 spaces. Further details on the existing and proposed car parking management regime at the stadium are provided in Section 5.

5.0 TRIP GENERATION AND MODAL SPLIT

5.1 NON-MATCH DAY TRIP GENERATION

- 5.1.1 On non-match days the number of trips generated by activity at the stadium is relatively low. Trips generated on non-match days typically arise from stadium management, employees and general servicing/delivery trips. Consequently, the impact of traffic generated by the Tallaght Stadium on non-match days on the surrounding road network is low.
- 5.1.2 The proposed development of North Stand is not anticipated to have any effect on the existing levels of trip generation on non-match days. Hence, the impact on the surrounding network will continue to be negligible.

5.2 MATCH DAY TRIP GENERATION & MODAL SPLIT

Proposed Development Trips

- 5.2.1 Given the particular nature of the development, a first principles approach has been taken in determining the potential trip generation of the proposed North Stand Development. Information was provided from both Tallaght Stadium management and The Square Shopping Centre regarding existing trip generation and parking demand associated with existing match day activities. This information has in turn been used to determine the likely typical activity anticipated to occur as a result of the North Stand development and resulting additional spectator capacity.
- 5.2.2 At present the level of activity or person trips generated for each match fixture is very much dependant on the type of match and/or teams playing. Information regarding the 16 most recent matches played at Tallaght Stadium is provided in **Table 5.1** below, including type of match fixture, attendance figures and stadium occupancy relative to current stadium capacity (i.e. 8,131 spectators).

Date	Teams	Match Fixture	Total Attendance	% Occupied
09/08/19	Rovers v Finn Harps	FAI Cup	1372	17%
13/08/19	Dundalk v Slovan Bratislava	Europa League	5000	63%
23/08/19	Rovers v Drogheda	FAI Cup	1805	23%
27/08/19	Rovers v Waterford	Premier Division	1824	23%
30/08/19	Rovers v Bohemians	SSE Airtricity League	7021	88%
03/09/19	Rep. Ireland Ladies v Montenegro	Euro 2021 Qualifier	3423	43%

Date	Teams	Match Fixture	Total Attendance	% Occupied
06/09/19	Rep. of Ireland v Armenia	UEFA U21 Championship Qualifier	3658	46%
20/09/19	Rovers v St Pats	League of Ireland	4423	55%
08/10/19	Rep. of Ireland Ladies v Ukraine	Euro 2021 Qualifier	5328	67%
10/10/19	Rep. of Ireland v Italy	UEFA U21 Championship Qualifier	7231	90%
11/10/19	Rovers v Finn Harps	League of Ireland	2000	25%
25/10/19	Rovers v Cork City	League of Ireland	2125	27%
19/11/19	Rep. of Ireland v Sweden	UEFA U21 Championship Qualifier	2760	35%
21/02/20	Shamrock Rovers v Cork City	SSE Airtricity Premier Division	5106	64%
28/02/20	Shamrock Rovers v Dundalk	Premier Division	7,522	94%
05/03/20	Rep. of Ireland Ladies v Greece	Euro 2021 Qualifier	4511	56%
		Average	4,069	50%

Table 5.1: Recent Match Fixtures at Tallaght Stadium

- **Table 5.1** indicates that the attendance figures at games can vary significantly, with an average attendance of 50% over the last 16 matches held at the stadium.
- 5.2.4 Car parking data was obtained from The Square shopping centre in relation to the number of match supporter vehicles parked at the shopping centre car park for these previous 16 matches. It is acknowledged that not all supporters travelling by car will necessarily park at The Square. However, given its proximity to the stadium, prepaid ticketing arrangements in place for supporters and stadium advice directing fans to park at the shopping centre, it is likely that the vast majority supporters travelling to match fixtures will park at The Square. Therefore, the data shown in **Table 5.2.** is considered to provide a robust indication of the car mode share for match fixtures at Tallaght Stadium.
- 5.2.5 Assuming an average car occupancy of two persons per vehicle, an overall average percentage of person trips taken by car was determined, as shown in **Table 5.2.** Consequently, it is estimated that approximately 26% of supporters attend matches by car, either as the driver or as a passenger. Accordingly, this means that approximately 74% of supporters travel to the stadium by other modes.

Date	Teams	Total Attendance	Car Parked	Person Trips by Car*	% by Car
09/08/19	Rovers v Finn Harps	1372	167	334	24%
13/08/19	Dundalk v Slovan Bratislava	5000	616	1,232	25%
23/08/19	Rovers v Drogheda	1805	308	616	34%
27/08/19	Rovers v Waterford	1824	299	598	33%
30/08/19	Rovers v Bohemians	7021	894	1,788	25%
03/09/19	Rep. Ireland Ladies v Montenegro	3423	355	710	21%
06/09/19	Rep. of Ireland v Armenia	3658	452	904	25%
20/09/19	Rovers v St Pats	4423	513	1,026	23%
08/10/19	Rep. of Ireland Ladies v Ukraine	5328	558	1,116	21%
10/10/19	Rep. of Ireland v Italy	7231	1126	2,252	31%
11/10/19	Rovers v Finn Harps	2000	276	552	28%
25/10/19	Rovers v Cork City	2125	386	772	36%
19/11/19	Rep. of Ireland v Sweden	2760	350	700	25%
21/02/20	Shamrock Rovers v Cork City	5106	600	1,200	24%
28/02/20	Shamrock Rovers v Dundalk	7,522	764	1,528	20%
05/03/20	Rep. of Ireland Ladies v Greece	4511	352	704	16%
Average 26%					

^{*} Assumed average of 2 supporters per vehicle

Table 5.2: Estimated Person Trips by Private Car

5.2.6 Based on an understanding of current travel habits, the breakdown of travel by other mode shares has been estimated and is shown in **Figure 5.1** below.

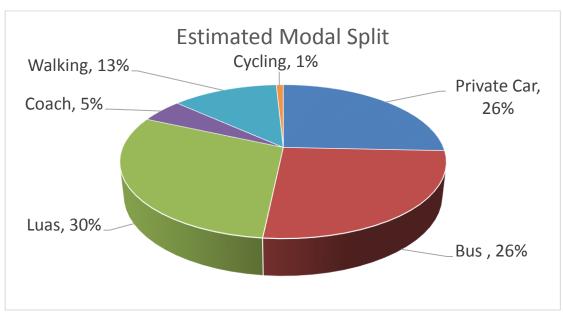


Figure 5.1: Estimated Typical Modal Split for Match Fixtures

5.2.7 Based on the above modal splits, the projected person trips by mode was able to be determined for a 'worst case' scenario, this being a full capacity match fixture for the proposed development (i.e. 10,547 capacity stadium). This is compared with the person trips by mode for the current stadium capacity (i.e. 8,131) if a full capacity event were to take place as shown in **Table 5.3**.

Mode	Estimated Modal Split	Current Capacity	Proposed Capacity	Difference
Private Car	26%	2088	2708	+620
Bus	23%	2114	2742	+628
Luas	26%	2439	3164	+725
Coach	12%	407	527	+120
Walking	13%	1016	1318	+302
Cycling	1%	67	88	+21
	Total	8,131	10,547	+2416

Table 5.3: Person Trips by Mode for Capacity Match Fixtures (Current v Proposed)

5.2.8 The changes in person trips by mode as a result of the increased stadium capacity, as detailed above in **Table 5.3**, are discussed as follows:

Private Car Mode Share

- 5.2.9 The increased stadium capacity could result in approximately an additional 620 person trips by car, either as driver or passenger. Based on the assumed average occupancy of two persons per vehicle, this corresponds to an increase in car parking demand of 310 vehicles. The Square shopping centre has in excess of 2,500 car parking spaces. Furthermore, there are additional off-street opportunities available in the Best Car Parks Tallaght Cross West located off Belgard Square West. This underground car park contains 1,600 spaces.
- 5.2.10 It is therefore considered that the additional car parking demand resulting from the increased stadium capacity can be satisfactorily accommodated within existing off-street parking areas. Further details on measures to prevent obstructive/hazardous on-street parking are detailed in Section 6.

Bus / Luas Mode Share

5.2.11 **Table 5.3** indicates that an additional 628 people could potentially travel to match fixtures by bus and an additional 725 people could travel by the Luas Red Line. The stadium management already engage with key stakeholders, such as the TII and bus operators, in advance of scheduled match fixtures to ensure adequate public transport

services are provided to accommodate supporters travelling to/from matches. This communication between key stakeholders will continue following the construction of the North Stand Development. Section 6 provides further detail on current and future traffic management arrangements implemented for match fixtures.

Coach / Minibus Mode Share

5.2.12 It is estimated that an additional 120 supporters could potentially arrive by coach or minibus to a full capacity match. Depending on the coach/minibus size, this could potentially equate to three to five additional coaches/minibuses. The number of coaches arriving for a match will be very much dependant on the teams that are playing. For example, away team supporters who have to travel lengthy distances may be more inclined to arrange travel by coach. Whereas, more local or Dublin based teams may not have as many supporters travelling by coach. Further detail on the arrangements for coaches and minibuses are provided in Section 6.

Walking & Cycling Mode Share

5.2.13 The increased number of supporters expected to travel to match fixtures either on foot or by bike is estimated to be 302 people and 21 people respectively. The existing high quality walking and cycling facilities surrounding and connecting to the Tallaght Stadium will continue to support the predicted increase travel by active modes. Furthermore, the creation of 50 no. cycle parking spaces on site will support and encourage travel to/from the stadium by bicycle.

5.3 SUMMARY

- 5.3.1 The preceding sections have sought to quantify the likely trip generation and consequently modal split projections for the additional stadium capacity as a result of the proposed North Stand Development. As evidenced by previous match data, the attendance numbers and subsequent demands on car parking and public transport can vary significantly depending on the teams playing and match type.
- 5.3.2 The assessment undertaken is based on a 'worst case' scenario whereby there is a full capacity attendance at the proposed 10,547-seater stadium. In reality, full capacity matches at the stadium are likely to occur relatively infrequently. Kick-off times for match fixtures are also generally at 19:30 or 20:00 and therefore outside of the PM peak hour of the surrounding road network. Therefore, the impact of the proposed North Stand Development is anticipated to have a negligible impact on the operational efficiency of the adjacent road network.

6.0 TRAFFIC MANAGEMENT & CROWD CONTROL MEASURES

6.1 OVERVIEW

- 6.1.1 Tallaght Stadium has been hosting matches since 2009 and the stadium management team and match officials are therefore well versed in preparing and implementing Traffic Management Plans and Crowd Control procedures to ensure both the safety of spectators arriving at and leaving matches as well as minimising disruption to the adjoining road network.
- 6.1.2 It is noted that Tallaght Stadium also currently caters for events other than sports matches which have their own unique traffic and transport characteristics. These include for example pre-season / pre-match training exercises or events hosted within the ancillary facilities of the stadium. These will continue as they have done so in the past, with the construction of the North Stand having a negligible impact on these activities.
- 6.1.3 Therefore, the following sections outline the existing plans and measures which are implemented specifically for sporting matches at Tallaght Stadium and how these will continue following the construction of the North Stand and subsequent increased spectator capacity at the stadium.

6.2 TRAFFIC MANAGEMENT PLANS (TMPs)

- 6.2.1 Traffic Management Plans (TMPs) are prepared and specifically tailored for each match held at Tallaght Stadium. The TMPs are developed by the stadium management in conjunction with key stakeholders such as An Garda Síochána and TII. The preparation of TMPs commence two to three weeks prior to a scheduled event. Stadium management liaise with stakeholders to discuss and agree the level of traffic management interventions required e.g. number of Gardaí required for traffic management, any additional bus / Luas services.
- 6.2.2 The traffic management interventions are influenced by the number of spectators forecast to attend the match and security risk which is largely determined by which teams are competing against each other. Category A matches require the highest level of security, with category B and C matches requiring lower levels of security. Security is provided through a mix of An Gardaí Síochána and stadium personnel.
- 6.2.3 Given that the Football League in Ireland is relatively small, the stadium management have noted that team supporters (both home and away) have become familiar with

the traffic management plans implemented for match days as they continue to return to more and more matches. The supporters growing familiarity with traffic management plans and how to access the stadium by public transport therefore helps increase the efficiency of movements on matchdays.

Public Transport Arrangements

6.2.4 The stadium management liaise with TII regarding all match fixtures. At the start of the season a list of fixtures is provided to TII. For larger matches the stadium management engage with TII as part of the TMP preparation and if it is considered necessary additional trams can be added to the LUAS Red Line to ensure sufficient capacity for supporters arriving / departing the matches.

Car Parking for Spectators

- On match day, traffic is generally managed by the Gardaí, while stadium stewards control and manage traffic within the stadium carpark. The stadium opens to the public approximately 90 minutes prior to kick-off. For those spectators who intend to travel to the stadium by car, all pre-match information makes it clear that there is no car parking available within the stadium itself. These spectators are instead directed to The Square shopping centre multi-story car park. Information and directions on how to access The Square shopping centre is also made available on the Shamrock Rovers F.C. website.
- 6.2.6 The FIFA Football Stadiums: Technical Recommendations and Requirements (4th Edition, 2007) states that "Where sufficient on-site public parking is not possible, parking should be provided no further than 1,500 metres from the stadium". As such, the car parking opportunities offered in The Square shopping centre located 200m from the stadium adhere to the guidance.
- 6.2.7 The Square shopping centre car park comprises over 2,500 spaces. The Square shopping centre also offer a pre-paid ticketing system to people attending matches in Tallaght Stadium. Pre-paid tickets can be collected in the days leading up to the matches. Spectators parking in The Square generally tend to park in the Level 3 carpark as it is closest to the stadium.

Car Parking for Teams, Match Officials and Stadium Staff

6.2.8 On match days the stadium car park is reserved for use by match officials, stadium staff and selected club members. The stadium car park is not open to the general

- public during events. This policy is strictly enforced by stewards situated at the car park entrance on Whitestown Way.
- 6.2.9 Access to the stadium car park is only granted to pass holders, this includes for example supporters who have mobility impairments. These supporters are advised to contact the stadium management in advance of the match day to pre-organise access to the accessible car parking spaces within the stadium car park. Coach parking is also made available with the stadium car park for team buses.
- 6.2.10 It is acknowledged that there have been issues experienced previously with regards to supporters parking cars on Whitestown Way on matchdays. At present there are double yellow lines prohibiting parking at any time on Whitestown Way which terminate approximately 100m south of the stadium car park entrance. For recent matches, the Gardaí have set out 'No Parking' cones along either side of Whitestown Way to prevent hazardous/obstructive on-street parking from taking place. However, it is acknowledged that this is not a sustainable long-term solution to this issue due to the Gardaí resourcing requirements for implementing this at each match.
- 6.2.11 It is understood, that at the time of writing this report, a request has been submitted to South Dublin County Council by An Garda Síochána and the stadium management to extend the current parking restrictions further south on Whitestown Way. Once these restrictions and be implemented it will assist in the enforcement and policing of on-street parking in the area.

Supporters Coach / Minibus Parking

- 6.2.12 Clubs and supporters may also arrange travel to the stadium by coach. In this instance, coach parking is available within The Square car park. Coaches are permitted to park within the Level 3 car park in The Square. Supporters can then conveniently access the stadium via the N81 pedestrian bridge.
- 6.2.13 If a large number of coaches are expected to travel to a match fixture, then additional coach parking could be made available within the stadium car park if necessary. This would mean limiting the number of officials/approved supporter vehicles allowed to park there on match day.
- 6.2.14 At present, where there is potential for conflict between home and away fans, coach and minibus parking in The Square car park is maintained strictly for away fans. This arrangement will continue and any coach / minibus parking for home fans will be accommodated within the stadium car park.

6.3 CROWD CONTROL MEASURES

- 6.3.1 The Gardaí are in place to undertake traffic management at the N81 / Whitestown Way / Cookstown Way junction for all match fixtures. Supporters tend to start arriving at the stadium during the 90 minutes prior to the match kick-off time.
- 6.3.2 The predominant direction from which supporters arrive at the stadium on foot is from the Cookstown Way arm to the entrance point at the northwest corner of the site. This dispersed arrival over 90 minutes means that supporters can wait and cross at the controlled crossing point.
- 6.3.3 Supporters can also arrive at the stadium via the footbridge, therefore avoiding the need to cross the N81. As noted previously this is particularly important during Category A matches when home and away fans are kept separate. For these matches, away supporters are directed to enter via the Level 3 car park and overbridge, straight into the East Stand and dedicated away fans section.
- 6.3.4 During these Category A matches, the Gardaí are on hand to maintain control of the crowd at all times. This is for the safety of all supporters but also minimises potential disruption to traffic on the adjacent road network, particularly the N81. Away fans are led out of the stadium directly after the match and directed across the footbridge to The Square carpark to the awaiting coaches.
- 6.3.5 When matches finish, supporters all generally try to leave the stadium at the same time. Therefore, as the match is coming to an end the stadium personnel/stewards communicate with the Gardaí to inform them when the stadium is staring to empty. The Gardaí are present on Whitestown Way and at the junction with the N81. The Gardaí will stop traffic on Whitestown Way and at the N81 junction to allow supporters to cross over to the north side of the N81 and access public transport and car parking in The Square as quickly as possible.
- 6.3.6 Depending on how many supporters there are and how long it is taking to clear the stadium this may be done in one or two waves i.e. there may be a short break where the Gardaí hold supporters back enabling queued traffic on the N81 to clear. Once the stadium has been largely cleared of supporters, the stewards communicate with the Gardaí to inform them of this and that normal traffic flow can resume on the N81.
- 6.3.7 These traffic management measures have been deployed numerous times at matches at the stadium and has resulted in successfully minimising any disruption to traffic on the surrounding network. As the vast majority of matches that are held at the stadium

are held during the late evening time (i.e. outside of the PM peak hour) and delays experienced by motorists and queueing on the N81 is generally minor and quickly disperses. The measures implemented also ensure the safe and efficient passage of supporters between the stadium and public transport / car parking facilities.

6.4 SUMMARY

- 6.4.1 The preceding sections highlight the robust traffic management and crowd control procedures in place at Tallaght Stadium which will continue following the construction of the North Stand and subsequent increased stadium capacity.
- 6.4.2 The traffic management and crowd control measures deployed over recent years at the stadium have been refined and tailored specifically to the particular needs and characteristics of matches played. Consequently, the stadium management along with key stakeholders and transport operators are well placed to understand the potential implications and travel needs of spectators and ensure these are controlled and catered for, whilst minimising the impact on the adjacent road network.
- 6.4.3 These management measures will continue to be implemented, monitored and revised as necessary following the completion and operation of the proposed North Stand development, ensuring match activity will not result in adverse impacts in the local road network and ensure safety of spectators travelling to/from the stadium.

7.0 SUMMARY AND CONCLUSION

7.1 OVERVIEW

- 7.1.1 DBFL Consulting Engineers (DBFL) has been commissioned by South Dublin County Council (SDCC) to compile a Traffic and Transport Assessment (TTA) for a Part 8 planning application for the proposed development of a new North Stand at Tallaght Stadium, Whitestown Way, Tallaght, Dublin 24.
- 7.1.2 The proposed new North Stand will have a proposed capacity of 2,500 to include covered universal accessible seating above pitch level, with an overall footprint area of 1,700 sq.m, and all associated enclosed ancillary floor area of 860 sq.m, comprising: ground floor undercroft units 564 sq.m, concessions, toilets and plant / service areas at ground and first floor levels 296 sq.m.
- 7.1.3 The overall site area being 41,221sq.m, and the footprint area relating to this application being 3,896sq.m with the Stadium capacity to increase from Circa 8,000 to 10,000. Site development works also include new/altered turnstile access provision and exit gates to new North stand, no alterations to car parking, provision of 50 no. cycle parking spaces, hard surfaced area to new North Stand and associated public lighting. No alterations to existing stadium floodlighting.
- 7.1.4 The development also incorporates, alterations to boundary treatments including associated demolitions and adjustments to ground levels, mainly at proposed new North Stand location, all associated signage, hard and soft landscaping, services above and below ground, including new foul connection and all ancillary associated site development works.
- 7.1.5 The purpose of this TTA is to quantify the existing transport environment and to detail the results of assessment work undertaken to identify the potential level of transport impact generated as a result of the proposed North Stand development.

7.2 SUMMARY

- 7.2.1 Based upon the information and analysis detailed within this Traffic and Transport
 Assessment it has been demonstrated that: -
 - The subject site benefits from excellent public transport accessibility levels
 including both light rail and bus-based services. Dublin Bus operates six routes
 that serve the subject site locale whilst Go-Ahead Bus operates three routes. The

- nearest interchange is located just 300m from the development site access on Belgard Square.
- The subject site benefits from being excellently positioned to benefit from LUAS Red Line services with the 'The Square' interchange located approximately 400m north of the subject site.
- An analysis of information regarding the previous 16 matches held at the stadium indicates that attendance figures can vary significantly, with an average attendance of 50% observed.
- An estimated 26% of person trips generated by matches are by car, either as
 driver or passenger. The vast majority of this car parking demand is
 accommodated within The Square shopping centre car park.
- The potential increase in car parking demand generated as a result of the increased stadium capacity is anticipated to be adequately catered for within the existing surrounding off street car parking facilities of The Square (2,500+ spaces) and also to Best Car Parks Tallaght Cross West located off Belgard Square West (1,600 spaces).
- Traffic Management Plans (TMPs) are prepared and specifically tailored for each match held at the stadium. These TMPs are developed in conjunction with key stakeholders such as An Garda Síochána and TII.
- The traffic management and crowd control measures deployed over recent years
 at the stadium have been refined and tailored specifically to the particular needs
 and characteristics of matches played. Consequently, the stadium management
 along with key stakeholders and transport operators are well placed to
 understand the potential future implications and travel needs of spectators
 following completion of the North Stand Development.
- These management measures will continue to be implemented, monitored and revised as necessary following the completion and operation of the proposed North Stand development, ensuring match activity will not result in adverse impacts in the local road network and ensure safety of spectators travelling to/from the stadium.

7.3 CONCLUSION

- 7.3.1 In conclusion, it is considered that the impact on the surrounding road network, as a result of the proposed North Stand development on the surrounding road network will be minimal. This is based on the anticipated levels of traffic generated by the proposed development, the level of mitigation achieved following the implementation of the traffic and crowd management plans, along with the information and analysis summarised in the above report.
- 7.3.2 It is concluded that the proposals represent a sustainable and practical approach to development on the subject lands and there are no traffic or transportation related reasons that should prevent the granting of planning permission for the proposed Tallaght Stadium North Stand development.