

SOUTH DUBLIN COUNTY COUNCIL



INTERNAL MEMORANDUM

Department: _____

Date: _____

REPORT ON ACCESS TO CHERRY ORCHARD INDUSTRIAL ESTATE

ROADS & TRAFFIC SECTION

PROPOSED EXTENSION OF 3-TONNE LIMIT AT KENNELSFORT ROAD.

1. Background.

- 1.1 In late 1994/1995, Dublin Corporation introduced a traffic calming scheme and a 3-tonne exclusion zone on Ballyfermot Road, which stopped short of its boundary with South Dublin Co. Co. The effect of these measures was to ban commercial traffic in excess of 3-tonnes from entering the exclusion zone other than for access to destinations within the zone itself. (The height and width of vertical traffic-calming features has also created problems for emergency vehicles.)
- 1.2 As a result of this exclusion, Clondalkin-bound heavy goods vehicles (HGVs) which had previously travelled from the city via Ballyfermot Road were now obliged to transfer onto Kennelsfort Road, and this in turn led to representations from Kennelsfort Road residents concerning the increase in the volumes of HGV through-traffic over what had previously been the case.
- 1.3 Following on this, in March 1996, South Dublin Co. Co. introduced a 3-tonne limit on Kennelsfort Road from the N4 junction as far as Palmerston Court, banning, other than for local access purposes, all HGVs other than public service vehicles. As this exclusion zone also stopped short of the county boundary, the result is that access by HGVs to premises in the stretch of route between Palmerston Court and Cleggan Park has been cut off at both ends, and is now only available via Coldcut Road.

2. Impact on Cherry Orchard Industrial Estate.

- 2.1 Cherry Orchard Industrial Estate has been the area most significantly affected by these measures. As both entrances to the estate are located between the boundaries of the two exclusion zones, all HGV traffic accessing what are, in effect, local premises, is now classed as through-traffic, and thus excluded from travelling via Kennelsfort or Ballyfermot Roads. Lengthy detours through routes having major delays at peak hours are now required for all HGVs accessing or exiting this "in-between" area.
- 2.2 Arising from this, strong representations have been received from the Cherry Orchard Business Persons Association on behalf of all the occupants in the Industrial Estate, and the very real fear has been expressed that a number of the major employers in the estate will remove their operations elsewhere, to more accessible locations outside the Dublin area.
- 2.3 The potential economic & social consequences for the Palmerston, Clondalkin and Ballyfermot areas of such a move are extremely serious, given that the Cherry Orchard Industrial Estate currently houses ninety (90) commercial/industrial units, eighty-eight (88) of which are Irish-owned, with c.1100 people employed, the majority of whom are from the immediate hinterland.
- 2.4 In addition, it can be argued undoubtedly that the measures introduced, while having the desirable aim of excluding HGV through-traffic from the Kennelsfort and Ballyfermot Roads, have inadvertently denied some local commercial/industrial premises in the area the same access rights that are available to others.

3

Extension of Existing 3-Tonne Exclusion Zones.

The present situation can be improved by extending the end-point of the 3-tonne exclusion zone on Kennelsfort Road beyond its present location at the entrance to Palmerston Court as far as the county boundary with Dublin Corporation, with the Corporation similarly extending its 3-tonne exclusion zone on Ballyfermot Road beyond its present end-point at Cleggan Park as far as the corporation boundary with South Dublin Co. Co. From discussion with the relevant Dublin Corporation officials, they are prepared to recommend this to the Corporation's Roads Committee.

- 3.2 Implementation of these measures would create a single continuous exclusion zone from the N4 through the entire length of Kennelsfort Road and Ballyfermot Road as far as Le Fanu Road, which at the same time would allow right of access to *all* local premises in the area. The effect of this would be to restore HGV access to premises in the Cherry Orchard Industrial Estate via both Kennelsfort Road and Ballyfermot Road, while still maintaining the ban on all HGV through-traffic to or from Clondalkin via both these routes

4. Impact of HGV Movements On & Off the Estate.

- 4.1 The impact of extending the 3-tonne exclusion zones, as proposed, can be examined with reference to existing HGV movements on & off the industrial estate, as well as the likely impact of short & long-term alterations & improvements to the roads network in the area.

- 4.2 A recent survey of HGV movements on & off the industrial estate shows the average total daily number of such movements to be 261 no. Analysis of these gives the following breakdown:

- (a) 91 no. (35%) travel to or from the Naas Road Southbound direction;
- (b) 65 no. (25%) travel to or from the Lucan Westbound direction;
- (c) 65 no. (25%) travel to or from the city centre or Northbound directions; and
- (d) 39 no. (15%) travel to or from the city south-side direction.

- 4.3 The most direct route for traffic travelling to or from the South in the short-term would be via the M50, turning either left to Fonthill Rd. or right to Kennelsfort Rd. at the M50/N4 Interchange. On completion of the Fonthill Rd., the bulk of this traffic could be expected to travel to & from the Naas Road via the Newlands-Fonthill & Coldcut Roads.

- 4.4 The most direct travel-route for traffic to or from the West would be via Fonthill Rd./Coldcut Rd. This will be reinforced when the Quarryvale Interchange is constructed.

- 4.5 The opening of the Northern Cross on 6th December will mean that traffic travelling to or from the North will relocate to the M50, with travel to or from the motorway being via either the Fonthill or Kennelsfort Roads. Traffic to or from the city centre/northside would continue to travel via Kennelsfort Rd. & Chapelizod, with possible part-relocation to the M50.

- 4.6 The bulk of traffic from the city centre/southside could be expected to travel via Ballyfermot Rd. with part-relocation to the Newlands-Fonthill Rd. when the latter is completed.

Accordingly, the maximum number of HGV movements to and from the Cherry Orchard Industrial Estate via the Kennelsfort & Ballyfermot Roads, in the event of extending the 3-tonne limit to form a continuous exclusion zone from the N4 to Le Fanu Road, would be 25-30% (65-78 no.) on completion of the Fonthill Road, with an anticipated 50:50 split over both routes, i.e. 30-40 HGV movements/route/day. This is relatively insignificant in terms of existing traffic movements in the area, and negligible in the context of the economic and social factors outlined above.

5. Introduction of Permit System.

5.1 As a further control measure, the Cherry Orchard Business Persons Association, which represents all commercial/industrial premises on the estate, has confirmed that is prepared to implement a permit system, whereby all HGVs picking up, or delivering to, the estate will be required to display a series of highly visible identity badges. The cost of this measure will be borne by COBPA members, and the main elements are as follows:

- (i) *Permanent Windscreen Badge, for display on all vehicles owned & operated by premises in the estate;*
- (ii) *Identity Badge or Sticker for display by outside HGVs picking up, or delivering to premises in the estate; and*
- (iii) *Identity Sticker for display by couriers picking up from premises on the estate.*

5.2 The introduction of the proposed permit system will assist the Gardai in the enforcement of the 3-tonne restriction on through-traffic, while at the same time facilitating direct access to local premises within the exclusion zone, be they domestic, commercial or industrial.

6. Recommendations & Conclusion.

6.1 Having regard to all of the above factors, it is **recommended** that the 3-tonne limit on Kennelsfort Road be extended beyond its existing boundary at Palmerston Court so as to provide a continuous exclusion zone between the N4 (Galway Road) and the county boundary in respect of all HGV traffic other than public service vehicles and traffic requiring access to local domestic, commercial and industrial premises within the zone.

6.2 **It is further recommended** that this Council request Dublin Corporation to confirm a similar extension of the 3-tonne limit on Ballyfermot Road as far as its boundary with South Dublin Co. Co., thus creating a continuous 3-tonne exclusion zone from the N4 (Galway Road) to the junction of the Ballyfermot Road with Le Fanu Road.

6.3 Implementation of these measures, including introduction of a permit system for the industrial estate, together with imminent road network improvements in the surrounding area, will ensure that additional traffic movements are kept to a minimum. Due regard for the needs of *all* local owners and occupiers will be ensured, while at the same time unwanted HGV through-traffic will continue to be excluded from the area. As such, the proposed measures can be regarded as a fair and equitable resolution which can only be of assistance in maintaining & improving the economic & social fabric of the area.