



Sandymount Green – Improvement of Pedestrian Facilities

Sandymount Green is a busy public open green space that is popular for recreational use by a wide variety of user groups. Currently the Green suffers from a lack of permeability from the adjacent Sandymount Village and there is limited crossing provision for pedestrians, cyclists, wheelchair users and other vulnerable road users to the Green from the surrounding road network.

This report outlines a number of improvement works proposed at Sandymount Green to improve the pedestrian facilities and permeability to and from the Green, and should be read in conjunction with the associated sketch drawing. The numbering of the proposals outlined in this report correspond to the numbering indicated on the sketch drawing.

The measures being proposed will significantly enhance the user experience of the Green and will make it a safer and more attractive recreational space. By improving provision for pedestrians, cyclists and vulnerable road users, this will create a pedestrian friendly environment and will enhance the village feeling and the permeability between the Green and the Village. It is expected that these measures will result in a corresponding increase in footfall which will be mutually beneficial for residents, visitors, and the businesses located around the perimeter of the Green.

Location 1: Western Side of Sandymount Green

A signalised pedestrian crossing will be provided on the western side of the Green. This will provide a safe formal crossing point for pedestrians to safely cross this relatively busy road.

The crossing will be 'push button on demand' meaning the signals will only activate when the push button unit is activated, thereby minimising the impact on traffic on the west side of Sandymount Green. The footway and kerbing will be adjusted at this location forming a 'build-out' reducing the crossing width and also providing for visibility requirements to and from the crossing for both drivers and pedestrians. Construction of the build-out and crossing will result in the removal of approximately 2 parking spaces.

Locations 2 & 3: North-east and south-east of Sandymount Green

Two raised 'Zebra Crossings' will be provided on the north-east and south-east sides of the Green. Zebra crossings promote greater levels of pedestrian priority as drivers must give way to pedestrians once they have commenced crossing the street. These crossings will be provided in proximity to the existing park gates, providing safe formal crossing points for road users wishing to cross to and from the Green.

The raised table will slow vehicle speeds reducing the risk of conflict between vulnerable road users and vehicles. The kerbs and footways at both locations will be adjusted forming 'build-outs' to provide for visibility requirements as per Location 1 above. Construction of the build-outs and raised zebra crossings will result in the removal of approximately 2 parking spaces at each location.



Location 4: Sandymount Green / Claremont Road Junction

The large radius curves and generous lane provision at the junction of Sandymount Green and Claremont Road results in difficulty for pedestrians in crossing Claremont Road due to the long crossing distance and ability of vehicles to navigate the junction at higher speeds.

The existing junction will be reduced in size by provision of new kerbing and footway, and a new uncontrolled pedestrian crossing will also be provided. These changes will reduce corner radii which will significantly improve pedestrian and cyclist safety by lowering the speed at which vehicles can turn corners and improving inter-visibility between users.

The reduced corner radii and provision of uncontrolled crossing will also assist in the creation of a more compact junction and will align the crossing point with pedestrian desire lines and reduce crossing distances thus making crossing of Claremont Avenue safer and easier.

The existing loading bay on the north side of the junction will be relocated accordingly on Claremont Road. New cycle parking in the form of Sheffield Stands will be provided on the new footway build-outs.

Location 5: Sandymount Green / Newgrove Avenue Junction

Similar to Location 4, the large radius curves and generous lane provision the the junction of Sandymount Green and Newgrove Avenue results in difficulty for pedestrians in crossing Newgrove Avenue.

The existing junction will be reduced in size by provision of new kerbing and footway on the east side, and a new uncontrolled pedestrian crossing will also be provided. This will result in the same benefits as outlined for Location 4.

Construction of the build-out will result in the removal of approximately 3 parking spaces. New cycle parking in the form of Sheffield Stands will be provided on the new footway build-out to offset this.

Location 6: Sandymount Green outside Ryans / Sandymount House

Pedestrian crossing facilities will be enhanced by provision of dropped kerbs and tactile paving for an uncontrolled pedestrian crossing, replacing and improving the limited existing provision that is currently in place at this location.

Sheffield Cycle Parking Stands

New sheffield cycle parking stands are to be provided in the vicinity of the Green. These will be located at Locations 4 and 5 where the footway build-outs are to be constructed. Provision of these facilities will make the Green a more attractive option for cyclists thus increasing the number of cyclists visiting the area, increasing footfall with a resulting benefit to local businesses.



Existing Parking Provision

Locations 1, 2, 3 and 5 where the new pedestrian crossing facilities and junction build-outs will be constructed will see a reduction in parking provision. At Locations 1, 2 and 3, the proposed improvements will result in the removal of two parking spaces at each location, while three spaces will be removed at Location 5. This will result in the removal of a total of 9 parking spaces for the entire scheme. It is anticipated that this reduction in parking will be offset by the increased number of users who are likely to choose to walk or cycle instead of drive to the Green as a result of the significant improvement to pedestrian and cycle facilities.