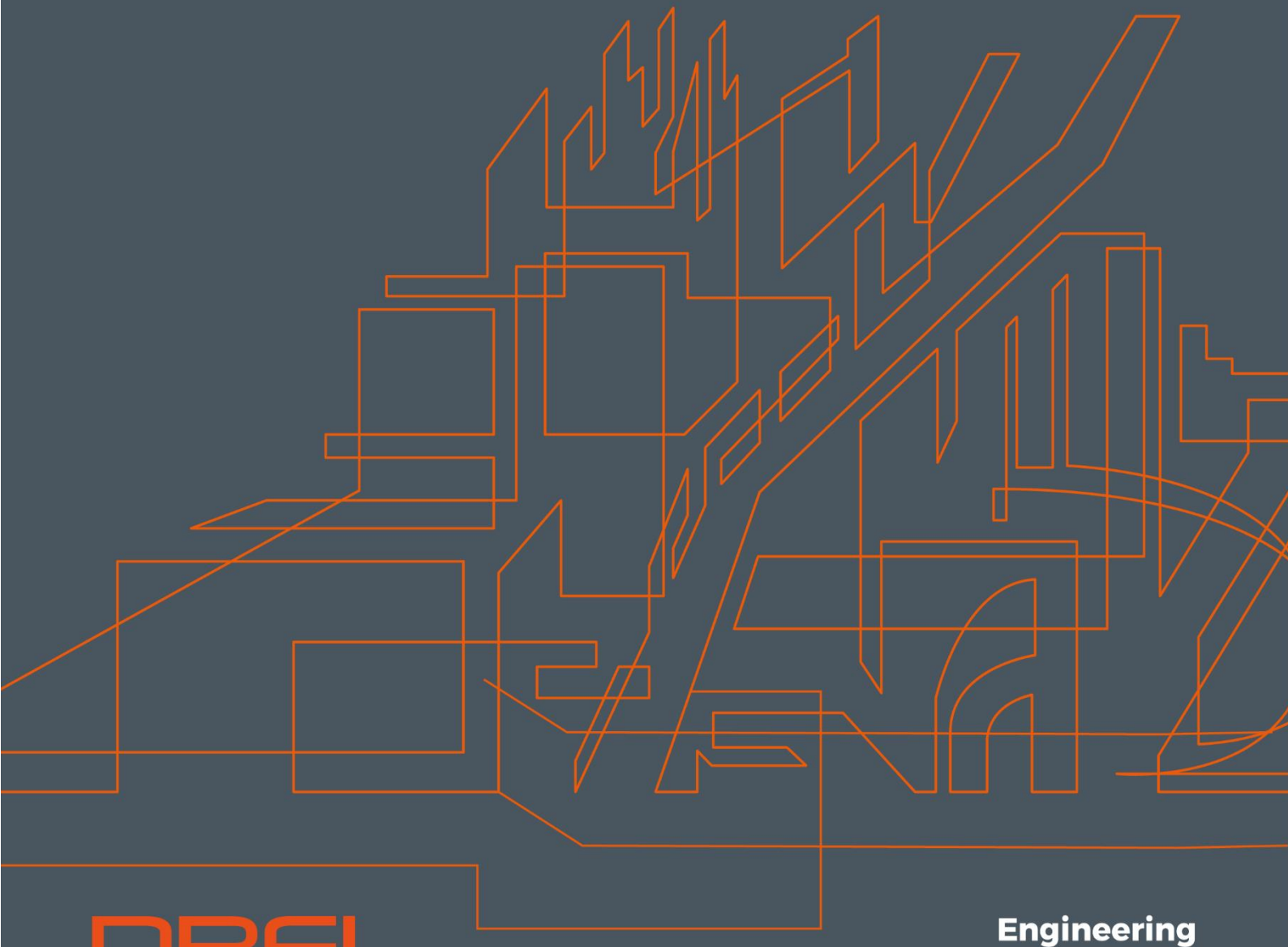
Cabinteely Greenway

Traffic Impact Assessment

230119-DBFL-X-X-XXX-RP-DBFL-CE-0003

Aug 2025



DBFL CONSULTING ENGINEERS

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1 Introduction

DBFL Consulting Engineers has been commissioned by Dún Laoghaire Rathdown County Council (DLRCC) to prepare a Traffic Impact Assessment as part of the Part 8 planning process for the Cabinteely Greenway scheme.

The proposed Cabinteely Greenway scheme seeks to provide a safe, high-quality route which improves connectivity for pedestrians and cyclists travelling between local schools, services, amenities and surrounding residential areas.

The proposed scheme area commences at the Bray Road / Cornelscourt Hill Road junction in Cornelscourt Village, then continues along Glen Lawn Drive, Cabinteely Park, Brennanstown Road and Cherrywood Green Routes.

Upgraded junction arrangements are proposed as part of the wider Cabinteely Greenway Active Travel Scheme. These proposed reconfigurations aim to improve facilities for pedestrians and cyclists, enhance crossing points, and provide a safer, higher-quality route, ultimately improving connectivity for pedestrians and cyclists.

The proposed upgrades also seek to maintain effective traffic management, therefore it is necessary to evaluate how these changes may affect existing traffic flows, particularly during peak hours.

This report provides an assessment of the impacts of the proposed upgraded junction arrangements in terms of traffic flow and travel times within the study area.

2 Existing Traffic Conditions

2.1 Introduction

The scheme, which has been identified as a strategic north-west / south-east link, commences at the Bray Road / Cornelscourt Hill Road signalised junction and extends approximately 2.3 km, passing through Cabinteely Park and ties into the Cherrywood Green Routes Network.

The scheme passes through predominantly residential areas, although there are also a number of local services and amenities, such as Cabinteely Park, adjacent to the route as well as a number of local schools.

The Junctions included in this assessment within the study area of Cabinteely Greenway route can be seen in **Figure 2-1**.

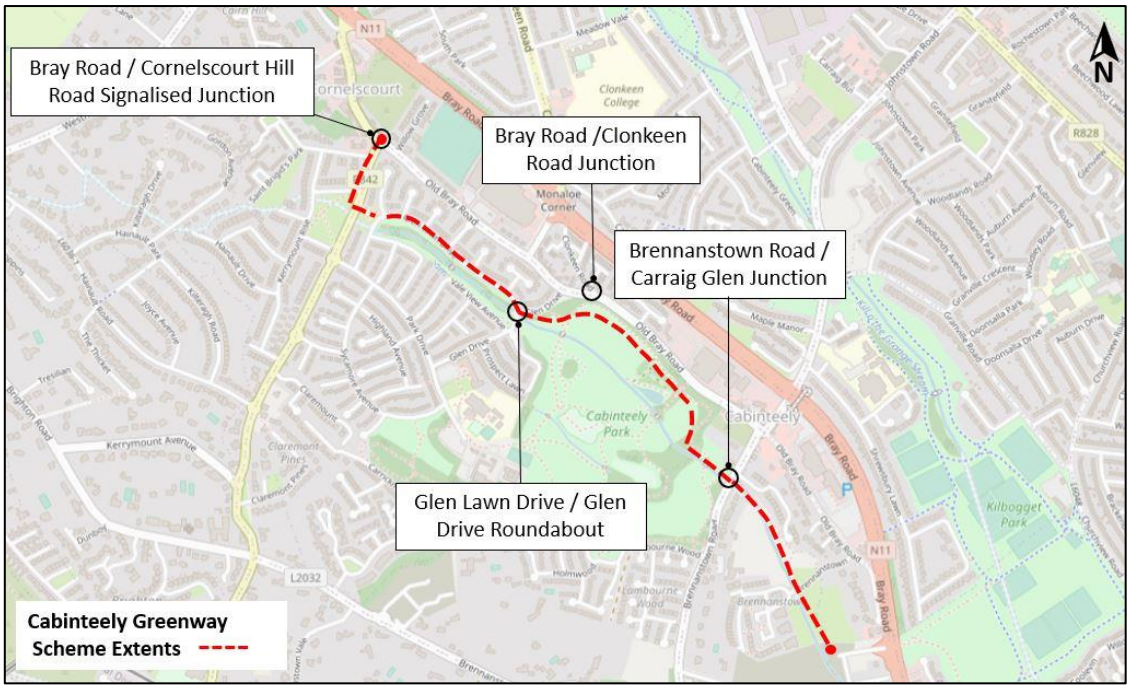

Figure 2-1: Junctions analysed within the Cabinteely Greenway study area

2.2 Traffic Survey

To quantify the existing traffic characteristics across the local road network and subsequently enable the identification of the potential impact of the proposed Cabinteely Greenway scheme, a range of traffic surveys were conducted in October 2023 and September 2024. These surveys were conducted within the accepted time range for undertaking traffic surveys in accordance with

best practice and the NTA Traffic Survey Specification and are therefore valid for use as part of the Traffic Impact Assessment.

The aforementioned traffic surveys were conducted by IDASO. In October 2023, both junction traffic counts (JTC) and automatic traffic counts (ATC) were carried out at the following locations:

Junction Turning Counts (JTC):

- Cornelscourt Hill Road / Bray Road Signalised Junction
- Glen Lawn Drive / Glen Drive Roundabout
- Glen Drive / Bray Road Junction

Automatic Traffic Counts (ATC):

- Glen Lawn Drive – Approximately 300m northwest of the Glen Lawn Drive / Glen Drive Roundabout
- Brennanstown Road – Approximately 15m south of the Brennanstown Road / Carraig Glen Junction
- Brennanstown Road – Approximately 160m west of the Brennanstown / Bray Road Junction

The JTC surveys were conducted over a 12-hour period from 07:00 to 19:00 on 17th October, and the ATC surveys were conducted over a 7-day period from Monday, 17th October to Sunday, 23rd October 2023.

In September 2024, junction traffic counts (JTC) were carried out at the following locations:

Junction Turning Counts (JTC):

- Bray Road / Clonkeen Road Junction
- Glen Drive / Bray Road Junction
- Park Drive / Glen Lawn Drive Junction

The JTC surveys were conducted over a 12-hour period, from 07:00 to 19:00, on 24th September 2024. The locations of the JTC and ATC surveys are shown in **Figure 2-2** and **Figure 2-3**.

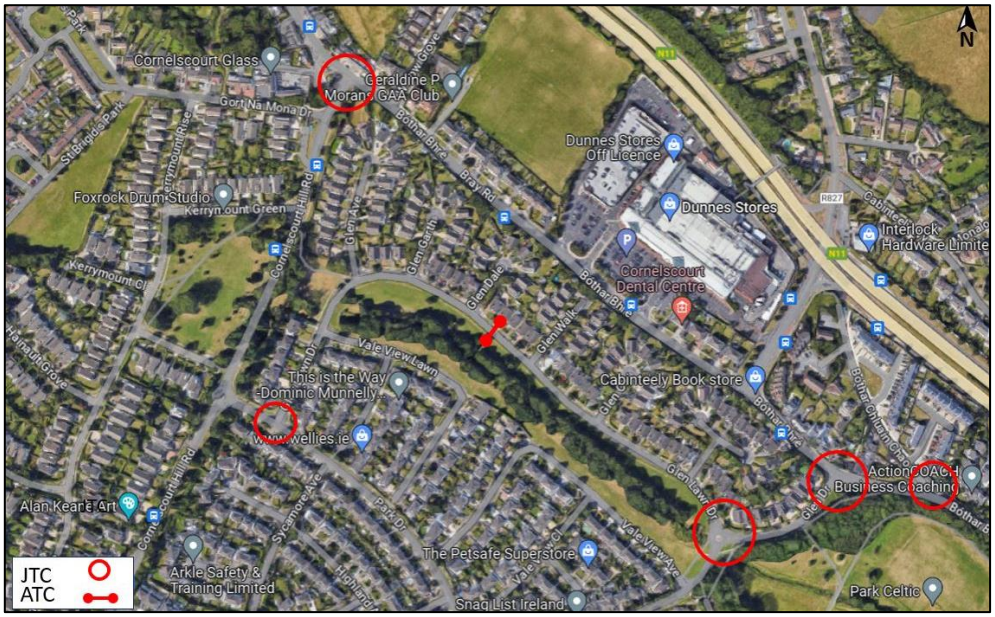

Figure 2-2: JTCs and ATCs surveys locations - A

Figure 2-3: JTCs and ATCs surveys locations - B

2.3 Traffic Survey Results

2.3.1 Cornelscourt Hill Road / Bray Road Junction

Junction Turning Movements & Traffic Volumes

The surveys undertaken established that the peak hour at Cornelscourt Hill Road / Bray Road Junction occur between 08:00 to 09:00 and 15:15 to 16:15 respectively. **Figure 2-4** below shows the existing traffic volumes at peak times recorded at the junction.

A total of 1,031 vehicles were counted during the AM peak, and 1,099 vehicles during the PM peak passing through the Cornelscourt Hill Road /Bray Road Junction.

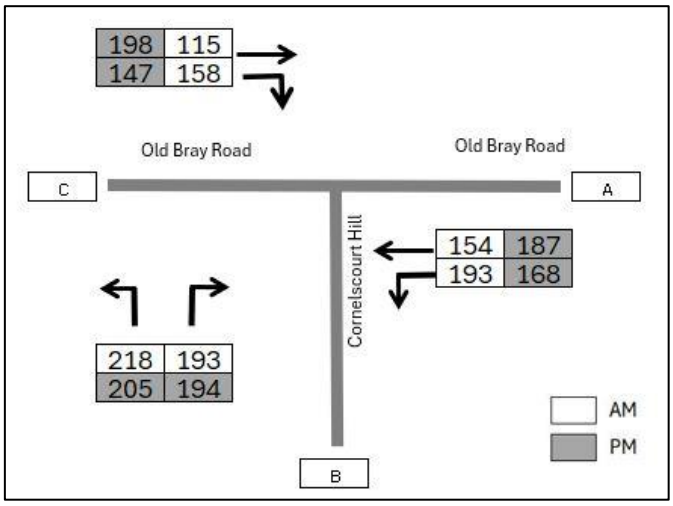

Figure 2-4: Cornelscourt Hill Road / Bray Road- Traffic Flows During AM and PM Peak Hours 2023 Survey Traffic Data

2.3.2 Glen Lawn Drive / Glen Drive Roundabout

Junction Turning Movements & Traffic Volumes

The peak hours at Glen Lawn Drive / Glen Drive Roundabout occur between 08:15 to 09:15 in the AM and 16:15 to 17:15 in the PM. **Figure 2-5** below shows the existing traffic volumes at peak times recorded at the junction.

A total of 521 vehicles were counted during the AM peak, and 311 vehicles during the PM peak passing through the Cornelscourt Hill Road / Bray Road Junction.

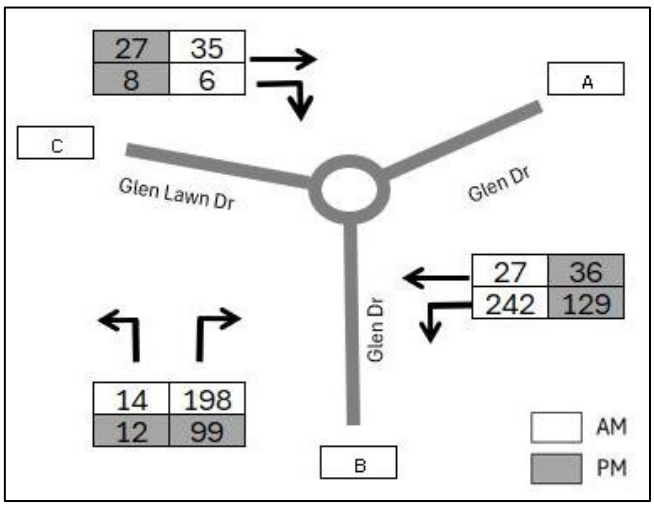

Figure 2-5: Glen Lawn Drive / Glen Drive Roundabout Traffic Flows During AM and PM Peak Hours – 2023 Survey Traffic Data

2.3.3 Clonkeen Road / Bray Road Junction

Junction Turning Movements & Traffic Volumes

The peak hours at Clonkeen Road / Bray Road occur between 08:15 to 09:15 in the AM and 17:00 to 18:00 in the PM. **Figure 2-6** below shows the existing traffic volumes at peak times recorded at the junction.

A total of 505 vehicles were counted during the AM peak, and 461 vehicles during the PM peak passing through the Clonkeen / Bray Road Junction.

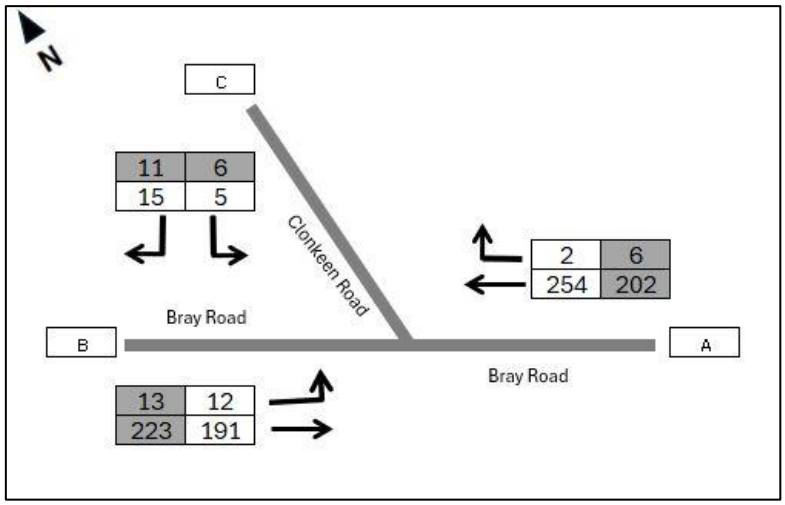

Figure 2-6: Clonkeen Road / Bray Road Junction - Traffic Flows During AM and PM Peak Hours – 2024 Survey Traffic Data

2.3.4 Brennanstown Road

Traffic Volumes

Table 2-1 below summarises ATC traffic volumes recorded on Brennanstown Road over the 7-day period as well as average Weekday and Weekend flows.

ATC	Northbound A=>B 7-day Flow (in Vehs)	Southbound B=>A 7-day Flow (in Vehs)	Average Weekday 2-way Flow (in Vehs)	Average Weekend 2-way Flow (in Vehs)
Brennanstown Road	14964	14852	4457	3767

Table 2-1: ATC Traffic Volumes Result

The average **weekday** AM peak hour for the northbound direction occurs between 07:30 and 08:30, while the PM peak hour occurs from 16:15 to 17:15. For the southbound direction, the

average **weekday** AM peak hour occurs between 07:45 and 08:45, while the PM peak hour occurs from 15:45 to 16:45.

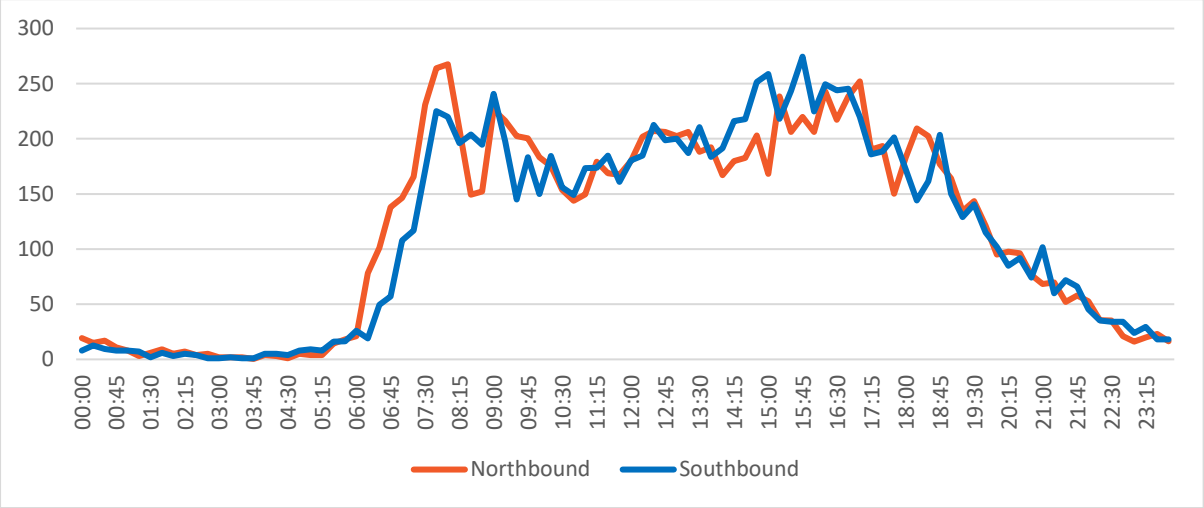

Figure 2-7: Profile by direction – Average Weekday (Monday to Friday)

No significant differences were found between the northbound and southbound directions i.e. flows are relatively balanced in both directions.

The traffic volumes at peak times on Brennanstown Road, recorded during the ATC survey on Tuesday, 17th October, are shown in **Figure 2-8**. A total of 391 vehicles were counted during the AM peak, and 415 vehicles during the PM peak travelling on Brennanstown Road at the approximate proposed crossing location.

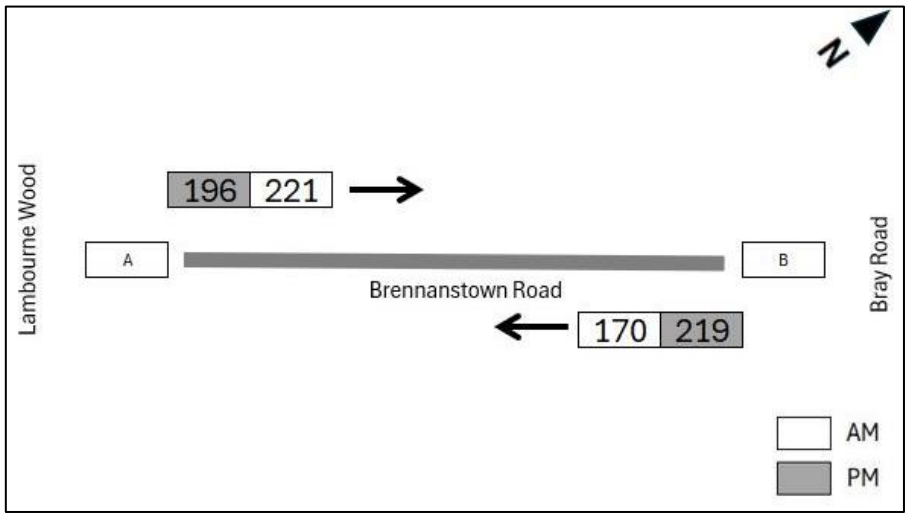

Figure 2-8: Brennanstown Road Traffic Flow – 2023 Survey Traffic Data

Speed Analysis

The ATC surveys were required to capture two-way vehicular traffic flows and classification as well as the speed of vehicular traffic at the survey locations. Three key metrics were assessed in this speed analysis:

- **Cumulative 85%ile Speed**: The 85th percentile speed is the speed at or below which 85% of the motorists drive on a given road unaffected by slower traffic or poor weather conditions
- **Cumulative Average Speed**
- **Posted Speed Limit**

Table 2-2 illustrates the speed summary at ATC on Brennanstown Road.

ATC No.	Cumulative 85% Speed (km/h)	Cumulative Average Speed (km/h)	Posted Speed Limit (km/h)
Brennanstown Road	55.36	46.18	50.00

Table 2-2: ATC Speed Survey Results

2.3.5 Glen Lawn Drive

Traffic Volumes

Table 2-3 below summarises ATC traffic volumes recorded on Glen Lawn Drive over the 7-day period as well as average Weekday and Weekend flows.

ATC	Northbound A=>B 7-day Flow (in Vehs)	Southbound B=>A 7-day Flow (in Vehs)	Average Weekday 2-way Flow (in Vehs)	Average Weekend 2-way Flow (in Vehs)
Glen Lawn Drive Road	2231	2548	718	607

Table 2-3: ATC Traffic Volumes Result

The average **weekday** AM peak hour for the northbound direction occurs between 08:00 and 09:00, while the PM peak hour occurs from 15:30 to 16:30. For the southbound direction, the average **weekday** AM peak hour occurs between 08:30 and 09:30, while the PM peak hour occurs from 17:00 to 18:00.

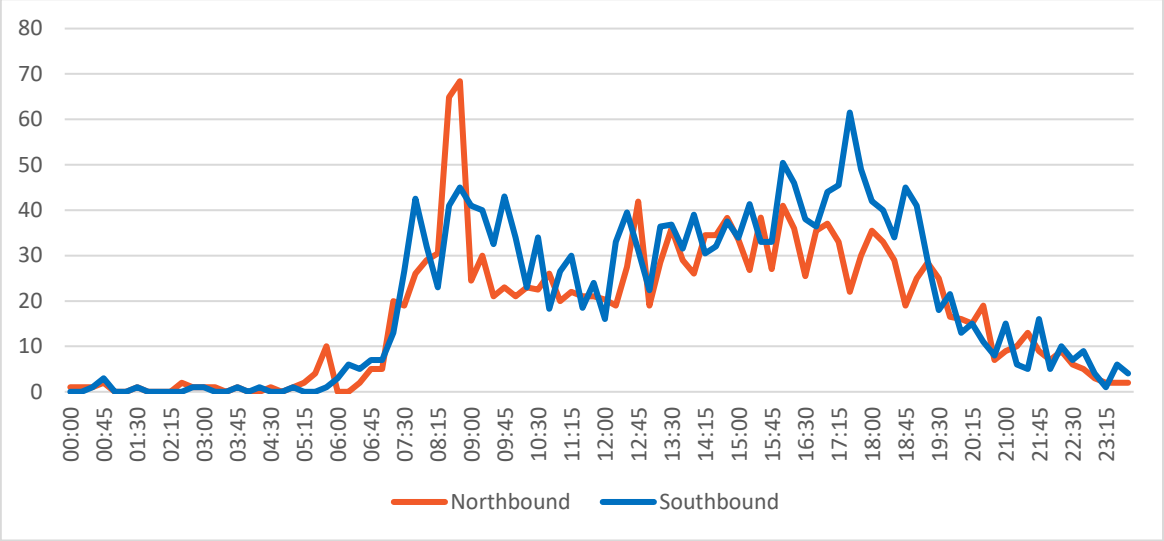

Figure 2-9: Profile by direction – Weekday (Monday to Friday)

The traffic volumes at peak times on Glen Lawn Drive, recorded during the ATC survey on Tuesday, 17th October, are shown in **Figure 2-10** below. During the AM peak, a total of 68 vehicles were counted, while 74 vehicles were recorded during the PM peak.

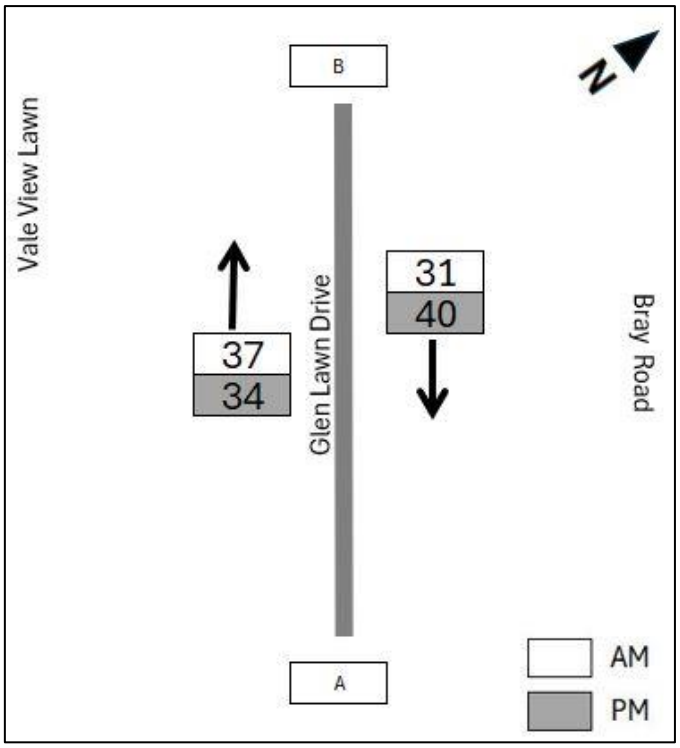

Figure 2-10: Glen Lawn Drive Traffic Flow – 2023 Survey Traffic Data

Speed Analysis

The ATC surveys were required to capture two-way vehicular traffic flows and classification as well as the speed of vehicular traffic at the survey locations. Three key metrics were assessed in this speed analysis:

- **Cumulative 85%ile Speed**: The 85th percentile speed is the speed at or below which 85% of the motorists drive on a given road unaffected by slower traffic or poor weather conditions
- **Cumulative Average Speed**
- **Posted Speed Limit**

Table 2-4 illustrates the speed summary at ATC on Glen Drive Road.

ATC No.	Cumulative 85% Speed (km/h)	Cumulative Average Speed (km/h)	Posted Speed Limit (km/h)
Glen Lawn Drive	50.95	42.55	50.00

Table 2-4: ATC Speed Survey Results

Summary

The 85th% cumulative speed on both Glen Lawn Drive and Brennanstown Road were above the posted speed limit of 50 km/h. On Glen Lawn Drive, the 85th percentile speed was 50.95 km/h, and on Brennanstown Road, it was 55.36 km/h.

It is important to note that the speed limit results presented above for Brennanstown Road and Glen Lawn Drive are based on surveys conducted in October 2023. Since the surveys were carried out, a change to the speed limit bylaws was passed at the end of 2024, which sets the speed limit on Glen Lawn Drive to 30 km/h. As a result, current speeds are likely to remain above the posted speed limit unless changes are made to the road environment to encourage motorists to reduce their speeds.

3 Junctions Analysis

3.1 Proposed Junction Arrangements

3.1.1 Cornelscourt Hill Road / Bray Road Junction

Bray Road and Cornelscourt Hill Road form a three-arm signalized junction. At this junction, controlled pedestrian crossings with dropped kerbs and tactile paving are provided on all arms of the junction. On the southern arm of the signalized junction are separate left/right turn traffic lanes. The existing Cornelscourt Hill Road / Bray Road Junction arrangement is show in **Figure 3-1**.

Figure 3-1: Cornelscourt Hill Road / Bray Road Junction

As part of the proposed layout for Section A (Cornelscourt to Glen Lawn Drive), the existing lane arrangements on each arm will be retained (e.g. the separate left/right turn lanes on Cornelscourt Hill Road will be maintained).

The pedestrian / cyclists facilities at the junction will be upgraded in accordance with the TL506 Signal-Controlled Junction standard in the Cycle Design Manual (CDM), incorporating Toucan Crossings on each arm of the junction.

The proposed junction layout for the Cornelscourt Hill Road / Bray Road Junction is shown in **Figure 3-2** below.

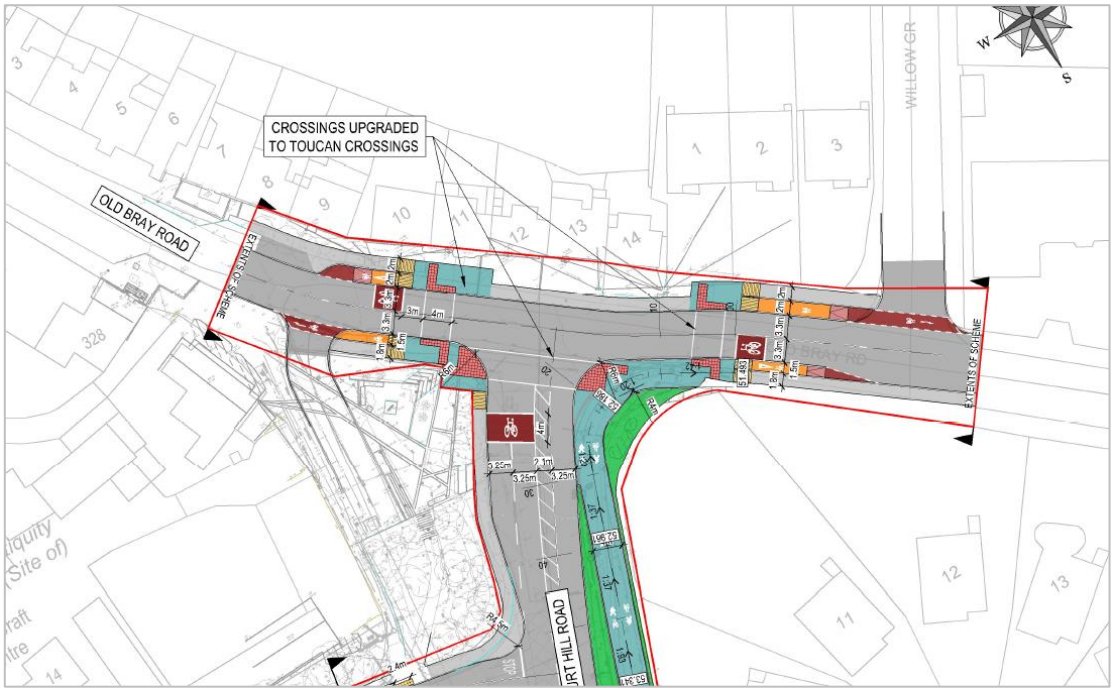

Figure 3-2: Proposed Junction Upgrades at Cornelscourt Hill Road / Bray Road Junction

Given that there are no proposed changes to the junction in terms of traffic management or the permitted vehicle turning movements, it is concluded that there will be no significant impact on the junction's functionality or traffic flow when compared to the existing situation.

3.1.2 Glen Lawn Drive / Glen Drive Roundabout

Glen Lawn Drive forms a three-arm roundabout with Glen Drive, as shown in **Figure 3-3** with a 17m Inscribed Circle Diameter (ICD) and single lane approach/departure lanes on all arms.

There are footpaths available on both sides of each arm of the roundabout. Informal crossings comprising dropped kerbs, but no tactile paving, are provided on the northern and southern arms.

Figure 3-3: Glen Lawn Drive / Glen Drive Roundabout

As part of the proposed layout for Section B (Glen Lawn Drive to Cabinteely Park), the Glen Drive roundabout will be reconfigured to include raised zebra crossings on all arms.

Additionally, the roundabout's geometry will be tightened to help reduce vehicle speeds, while priority for pedestrians and cyclists will be reinforced through the raised zebra crossings. A new crossing on the southern arm will provide a safe and direct connection into Cabinteely Park. The proposed upgrade on Glen Lawn Drive / Glen Drive Roundabout is shown in **Figure 3-4**.

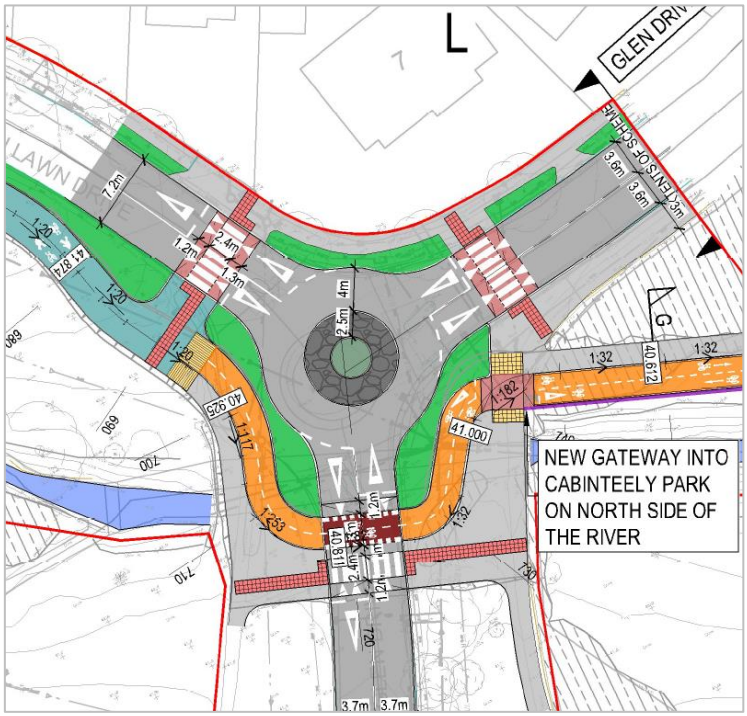

Figure 3-4: Proposed Junction Upgrades at Glen Lawn Drive / Glen Drive Roundabout

The proposed improvements at the Glen Lawn Drive / Glen Drive Roundabout are expected to have a minimal impact on traffic, as existing traffic volumes are relatively low and all existing traffic movements will continue to be permitted. Therefore, the proposed changes will significantly enhance safety and connectivity for vulnerable road users with minimal impact to existing traffic movements.

3.1.3 Clonkeen Road / Bray Road Junction

Bray Road forms a priority junction with Clonkeen Road. Bray Road is subject to a 50km/h speed limit and in the vicinity of the junction is a single lane two-way road with a 7.6m wide carriageway. Clonkeen Road is subject to a 30km/h speed limit is a single lane two-way road with a 6.0m-7.6m wide carriageway. Clonkeen Road is a cul-de-sac serving a small number of private residential properties. Works have recently been undertaken to tighten the previously excessively large radaii, as shown below.

Figure 3-5: View of Bray Road / Clonkeen Road Junction

As part of the proposed layout for Section C, a raised table and zebra crossings on the western and northern arms are proposed. This will enhance safety and connectivity for pedestrians and cyclists as well as support traffic calming and reducing vehicle speeds.

Given that there are no proposed changes to the junction in terms of traffic management or the permitted vehicle turning movements, it is concluded that there will be no significant impact on the junction's functionality or traffic flow when compared to the existing situation.

3.1.4 Brennanstown Road / Carraig Glen

Brennanstown Road forms a priority junction with Carraig Glen. Brennanstown Road is subject to 50km/h speed limit and is a single lane two-way 6.0m wide carriageway (traffic lanes of 3.0m width in both directions). Carraig Glen is subject to a 30km/h speed limit and is a cul-de-sac serving a small number of residential properties with a carriageway c. 6.5m wide.

Figure 3-6: Brennanstown Road / Carraig Glen Junction

As part of the proposed layout for Section D (Brennanstown Road to Cherrywood), a new zebra crossing is proposed where the route crosses Brennanstown Avenue. To enhance safety for pedestrians and cyclists at this crossing, a give-way system is proposed on Brennanstown Road to help reduce vehicle speeds.

Over a length of approximately 17m the carriageway on Brennanstown Road is proposed to be reduced to 3m to accommodate the single lane give-way system, as illustrated in **Figure 3-7**. It is also proposed that the single lane section would be raised and include buff high friction surfacing to further encourage lower vehicle speeds and highlight the presence of crossing pedestrians / cyclists to motorists.

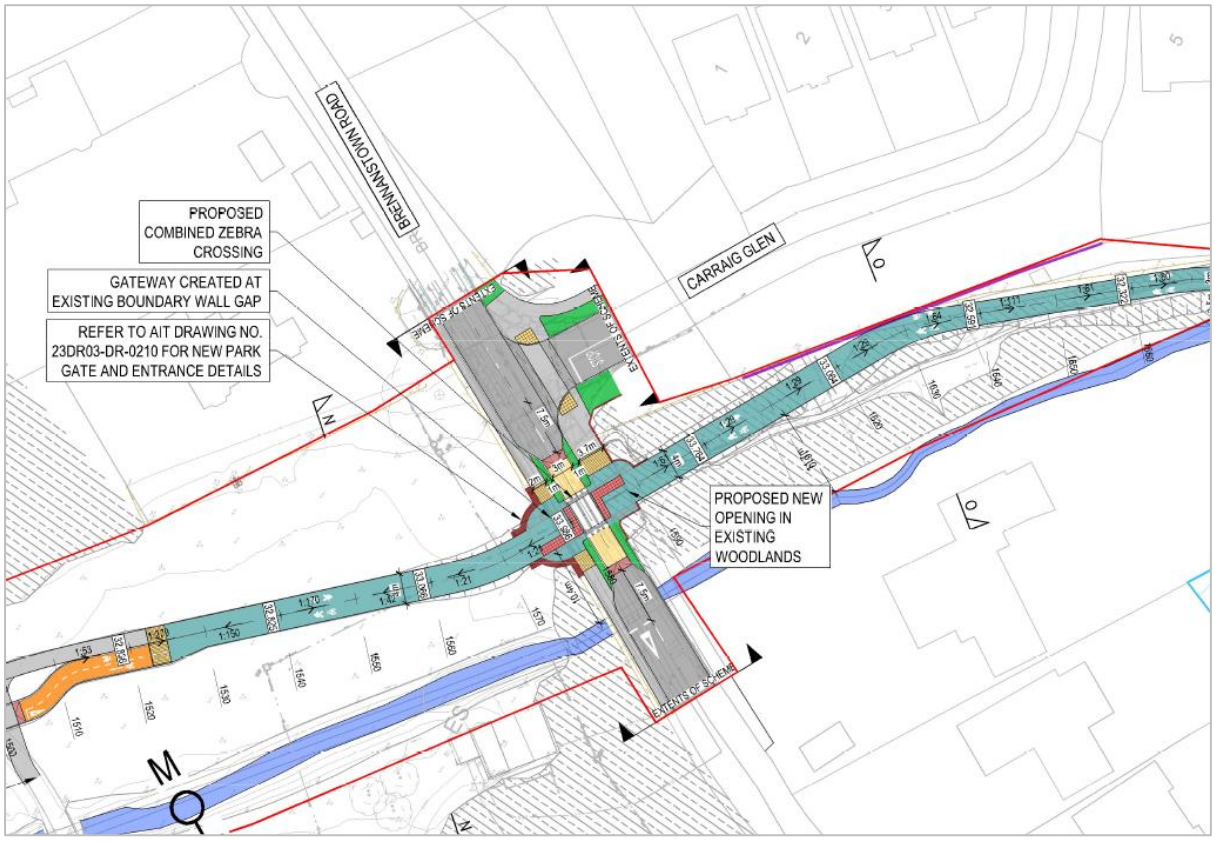

Figure 3-7: Proposed Junction Upgrades at Brennanstown Road / Carraig Glen Junction

As shown in Section 2.3, the peak hour two-way traffic volumes on Brennanstown Road during the AM peak was 391 vehicles, and during the PM peak was 415 vehicles.

To assess the potential impact of the implementation of the one lane give-take system, the number of vehicles passing through the shuttle during the peak hour was examined. In **Figure 3-8** below, it is shown that 221 vehicles will travel southbound, and 170 vehicles will travel northbound through the shuttle. Breaking this down to one minute intervals, equates to 3.7 vehs/min and 2.8 vehs/min in the southbound and northbound directions respectively.

Estimating that it will take approximately 6 seconds for each car to pass through and clear the shuttle system, this would equate to 22.2 seconds for southbound traffic and 16.8 seconds for northbound traffic per minute, i.e. during each minute of the peak hour 39 seconds will have vehicles passing through the shuttle. This means that there will be 21 seconds where there are no vehicles, leaving sufficient gaps for pedestrians and cyclists to cross at the crossing point.

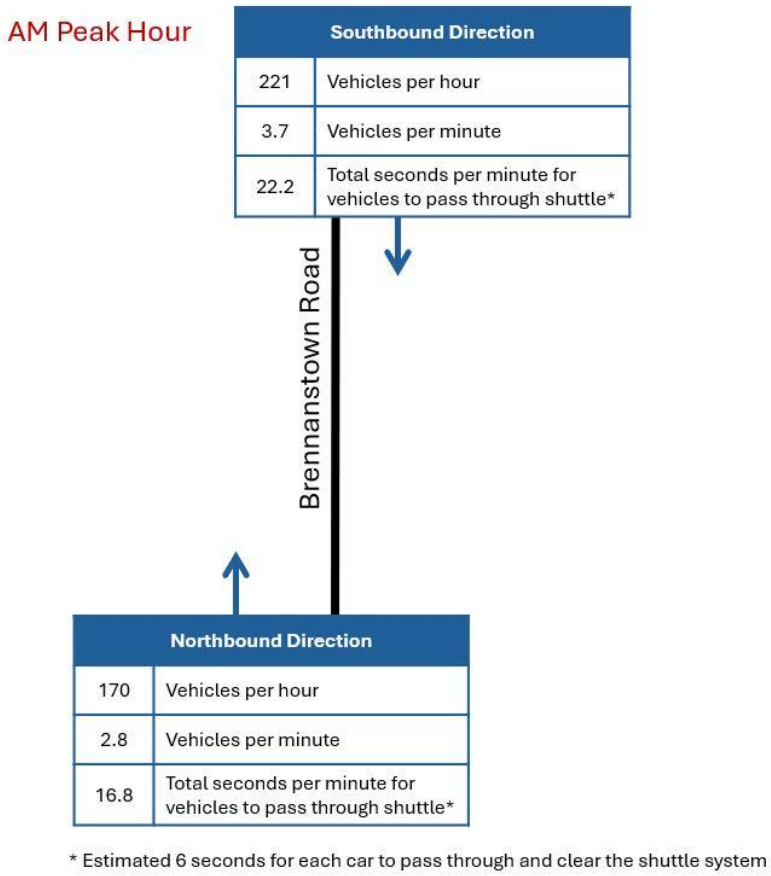

Figure 3-8: Breakdown of Traffic Flow Through Shuttle System in AM Peak Hour

Similarly, the PM peak hour traffic flows through the shuttle have been examined. In **Figure 3-9** below, it is shown that 196 vehicles will travel southbound, and 219 vehicles will travel northbound through the shuttle during the PM peak hour. Breaking this down to one minute intervals, equates to 3.3 vehs/min and 3.7 vehs/min in the southbound and northbound directions respectively.

Estimating that it will take approximately 6 seconds for each car to pass through and clear the shuttle system, this would equate to 17.4 seconds for southbound traffic and 21.9 seconds for northbound traffic per minute, i.e. during each minute of the peak hour 40.2 seconds will have vehicles passing through the shuttle. This means that there will be 19.8 seconds where there are no vehicles, leaving sufficient gaps for pedestrians and cyclists to cross at the crossing point.

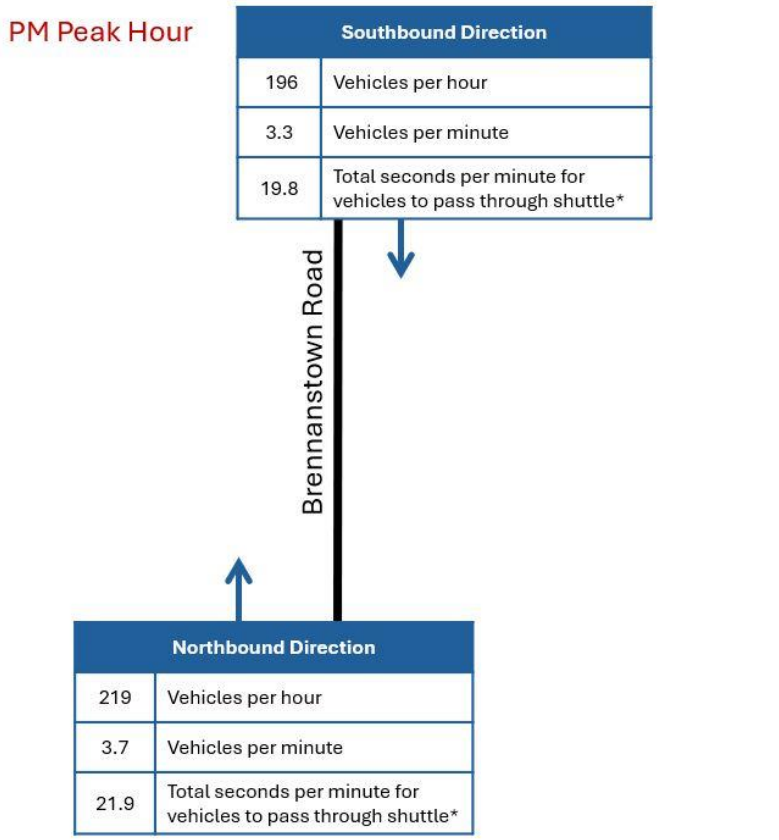

Figure 3-9: Breakdown of Traffic Flow Through Shuttle System in PM Peak Hour

It is acknowledged that traffic will not necessarily be evenly spaced out over the course of the peak hour, but the above assessment demonstrates that there will still be sufficient gaps within traffic during the busiest portions of the day to accommodate crossing movements of pedestrians and cyclists without excessive queuing occurring on either side of the shuttle. The assessment of the peak hours represents a worst case scenario as outside of these times traffic volumes are much lower and consequently there are greater gaps between vehicle movements through the shuttle.

3.2 Summary

It is important to note that the scheme itself will not generate additional vehicular traffic. In fact, the scheme has been developed and designed to provide a safe, high-quality route which improves connectivity for cyclist and pedestrians and consequently to reduce the number of short local trips made by private car by providing a viable alternative for people to complete these short journeys.

The implementation of give-way systems on Brennanstown Road may cause a slight delays in vehicle flow, but this impact will be minimal. Additionally, as previously highlighted, surveys

conducted on Brennanstown Road showed that vehicle speeds exceeded the posted speed. These safety improvements, which will allow pedestrians and cyclists to cross Brennanstown Road more safely, far outweigh any potential negative impacts.

Similarly, the proposed changes on Glen Lawn Drive aim to reduce vehicle speeds and ensure the safety of all users of the Cabinteely Greenway. The results of the speed analysis on Glen Lawn Drive also showed that vehicle speeds exceeded the posted limits. Following the surveys, a change to the speed limit bylaws was implemented in late 2024, lowering the limit on Glen Lawn Drive from 50 km/h to 30 km/h. However, without further changes to the road environment, it is likely that vehicle speeds will continue to exceed the newly posted speed limit. The proposed measures including raised controlled crossings at either end of Glen Lawn Drive will help ensure the safety of pedestrians and cyclists, who will benefit from a safe and high-quality scheme. Over the long term, however, the implementation of the proposed scheme will contribute to a reduction in the use of private vehicles by supporting a modal shift to sustainable modes of transport.

4 Conclusion

The proposed changes to the junctions within the Cabinteely Greenway project aim to create a safer, higher-quality route that enhances connectivity for pedestrians and cyclists traveling between local schools, services, amenities, and surrounding residential areas. These upgrades prioritize non-motorized users, improving accessibility and safety for pedestrians and cyclists.

Traffic surveys were conducted in October 2023 and September 2024 to assess traffic flow at the junctions located along the Cabinteely Greenway scheme. The report outlines the current peak hour traffic volumes at the junctions and results of the speed limit surveys carried out.

The speed limit analysis showed that the 85th% cumulative speed on both Glen Lawn Drive and Brennanstown Road were above the posted speed limit of 50 km/h. On Glen Lawn Drive, the 85th percentile speed was 50.95 km/h, and on Brennanstown Road, it was 55.36 km/h.

The proposed junction improvements, which include upgrades to signalized junctions and roundabouts, are relatively minor and will not cause major disruptions to traffic flow, as the overall junction layouts will remain largely unchanged.

While the introduction of a give-way system and reduced vehicle speeds may cause slight delays, the resulting increase in pedestrian and cyclist safety will far outweigh these minor changes. Additionally, it is important to note that the project's focus on promoting active travel and encouraging a shift to sustainable modes of transport will support a reduction in private vehicle usage.

The proposed changes will offer substantial benefits to the local community by improving safety for pedestrians and cyclists, while maintaining the efficiency of vehicle traffic flow.

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