

Active School Travel

New Safe Walking and Cycling Routes

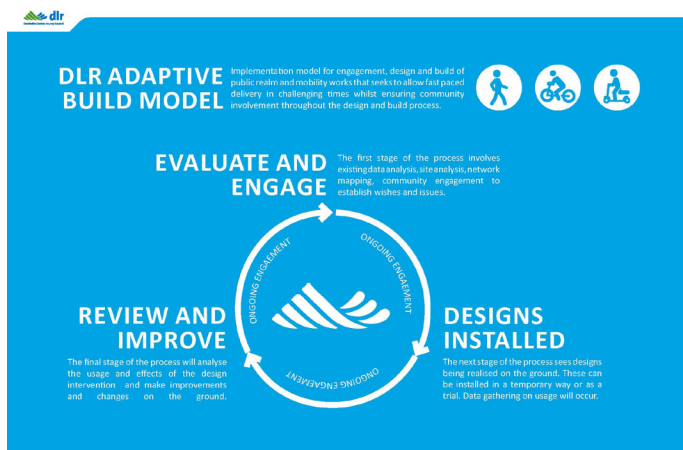
Frequently Asked Questions (FAQs)

How can I find out more detail about the Active School Travel Routes?

The detailed drawings are available on our website. Please also refer to the Information and Engagement booklet. Online meetings or site meetings (subject to Covid-19 restrictions) will be facilitated on request. A Public Information evening is proposed on Tuesday 13th October 2020 and can be signed up for at this link <https://attendee.gotowebinar.com/register/600010502493312524>. Consultation is supported through the Citizens Space (<https://dlrcoco.citizenspace.com/infrastructure-climate-change/dlr-safe-walking-cycling-routes-consultation/>) and via traditional postal submissions.

How is DLRC Engaging in consultation on the Active School Travel Routes?

DLRCC has developed an adaptive design and delivery model to support the execution of the works. We are currently in Phase 1 of that model where we consult with key stakeholders like DLR Councillors, the NTA (National Transport Agency) and the wider public to engage and understand how people feel about the proposals.



From 25th September to 23rd October 2020 DLRCC have published our proposals and information through paper and digital means to receive people’s opinion. To date the Public Consultation has received almost 1,000 responses from a broad representation of society.

What are the proposed interventions along each of the Active School Travel routes?

In the majority of cases the Active School Travel routes seek to facilitate active mobility across the county through existing quiet streets and greenways, with interventions seeking to add new signage and wayfinding information to support users along the way. In the majority of locations, we are proposing paint markings in the three colours of the routes on the ground in the form of dots and arrows along with signs at key junctions. Where needed there will also be statutory cycling and walking signage.



Marking and signage will be supplemented by some more minor interventions like adjustments in kerbing and footway/cycleway alignments and significant interventions at specific locations like Lower Kilmacud Road or Dean’s Grange Road. These are detailed on the detailed route maps which are available online. Our interventions will seek to connect existing off-road infrastructure together, to make generate safer connected route, while also limiting the impact to existing traffic corridors so far as reasonably practicable. Please see page 15 of the Information and Engagement booklet for more details.

The table below summaries the key network utilisation and interventions.

| ROUTE | SEA TO MOUNTAINS | PARK TO PARK | MOUNTAINS TO METALS |
|---|------------------|--------------|---------------------|
| Overall Length | 6.2kms | 10.1kms | 8.7kms |
| Proportion of route utilising a Quiet Street with wayfinding and signage | 3.4kms | 3.3kms | 4.2kms |
| Proportion of route utilising an existing Cycleway with minor interventions | 1.2kms | 0.4kms | 2.4kms |
| Proportion of route utilising an existing park path | 0.8kms | 5.5kms | 0.7kms |
| Proportion of new infrastructure | 0.8kms | 0.9kms | 1.4kms |
| Number of schools* | 26 | 28 | 30 |

*It is noted that some schools are accessible by more than one route, the total number of schools in close proximity to at least one route is approximately 65.

Why not new infrastructure instead of motorised traffic lanes?

The three proposed Active Mobility Routes utilise a combination of existing quiet streets, park paths, existing infrastructure and new infrastructure interventions. In the majority of cases infrastructure which can easily accommodate active mobility modes has been utilised. A number of key interventions have been proposed to enable the routes which, due to spatial constraints like housing, commercial properties etc, require the use of existing motorised road space.

To facilitate 25kms of new Active Mobility Routes the key intervention requiring removal of a length trafficked lane is at Dean's Grange road where 800m of northbound road width will be removed. It is worth noting that this section of the road has also been identified in the 2012 GDA Cycle Network Plan (Route 13c). Traffic interventions are also proposed at Avoca Avenue to restrict 'rat-running' and some interventions seek to formalise walking and cycling space. The interventions are illustrated in the shared detailed maps available.

What is going to happen on Deansgrange Road?

The proposal is to prioritise walking and cycling by implementing a protected two-way cycle track on Deansgrange on the west side of the street (adjacent to the cemetery) between Brookville Park and Kill Lane.

To provide the space needed for the protected two-way cycle track the proposal is to change Deansgrange to one way for cars and buses north to south whilst retaining on-street car parking. Buses 84 and 84a (BusConnects line 226) will be redirected to Abbey Road and use the existing bus stops.

Why are you not using Abbey Road?

The objectives of the scheme are to facilitate vulnerable users via safe walking and cycling routes. The existing infrastructure on Abbey Road and at the roundabout with Stradbroke Road does not support this objective. Rather Abbey Road requires a greater level of pedestrian and cyclist confidence and skill to navigate.

What will happen to northbound car traffic on Deansgrange Road?

Given the current recommendation regarding public transport, it is expected that more people will choose to use private transportation. If most people choose to make use of private cars, then this has the potential to create significant traffic congestion if no interventions are made. The proposed interventions on Dean's Grange Road and throughout other parts of the county enable more people to use the most space efficient modes, namely walking and cycling, particularly those movements to and from school.

Where northbound movements cannot transfer to an active model, traffic through Deansgrange will be encouraged to use the N11 and Abbey road. Northbound motorised traffic will be monitored using live Traffic Management Software, along with a Traffic Management Plan utilising variable messaging signage to inform motorised vehicles at key decision points, which is being considered. Traffic moving southbound will continue to be facilitated.

How can I travel north by bus on Dean's Grange Road?

Northbound buses 84 and 84a (BusConnects line 226) will be redirected to Abbey Road and use the existing bus stops, southbound buses will remain. The impact on northbound car traffic will be monitored.

What do you mean by pilot routes?

We are putting these routes in place with pop-up measures so that the community can use and experience the routes. In the majority of cases these include markings, bollards and hatching on the ground. The interventions are illustrated in the shared detailed maps available. These pilot routes will go through the 2-month testing phase (Phase 2) after which we will assess them based on how people have experienced the new routes (Phase 3). Then we will look to make changes where needed and implement the routes permanently with high quality finishes and placemaking measures.

How will you be monitoring impacts on traffic?

We are working with Ramboll, the sustainable society consultant, to look at both historic and current car traffic movements via GPS data. This data allows us to track changes to car traffic movement in real time as well as comparing to historic car movements. In addition, we will also count the people walking and cycling along the new routes at key points. We are engaging with the National Transport Authority (NTA) to monitor impacts on bus traffic.

What happens if part of your scheme causes issues with car traffic congestion?

Using GPS data, we can monitor average time taken for cars to travel through junctions as well as delays. If we are observing undue delays, we will be able to make alterations to minimise the impact as we have been doing on the coastal route, and other mobility intervention projects we've completed in the last number of months. In the first few weeks we would expect congestion while users adjust to the changes but after 2-3 weeks traffic patterns should become more established.

Will these proposals be utilised in the autumn and winter months?

Experience from countries with an extensive walking and cycling network, like Denmark and the Netherlands, shows that walking and cycling to school or work is fairly

consistent year round. Weather conditions in these places are similar to DLR, with cold weather and rain during the autumn and winter months. The key thing is that a safe and convenient network for walking and cycling should be in place. In Copenhagen for example over 70% of people keep cycling during the winter months. Our cycle counters also show that there is no large scale drop off of numbers in the winter.

Will there be impacts on Resident Parking Spaces?

The three proposed Active Mobility Routes utilise a combination of existing quiet streets, park paths, existing infrastructure and new infrastructure interventions. The table in FAQ 3 above illustrates the balance of utilisation. In regard to parking on existing residential streets, it is not proposed to remove formal existing parking along the quiet residential streets, rather the proposals seek to normalise cycling mobility along these routes and encourage sharing of these spaces for all mobility modes.



Will sections through the Parks be upgraded?

The proposed Active School Travel Mobility Routes utilise a number of existing park paths, as part of our adaptive design and delivery model; refer to FAQ 2 above, the routes will be monitored and evaluated to assess and evaluate their effectiveness. Where appropriate additional interventions can be made to support increasing demand for active mobility along the routes. The DLR Parks Department have been successful in securing funding from the NTA to upgrade a number of their parks. These upgrades compliment the proposed routes.

Information on the Coastal Mobility Route?

It should be noted that the Coastal Mobility Route does not form part of this consultation, rather the focus of this engagement is the 3 new Active School Travel Mobility routes; The Sea to Mountains Route, The Park to Park Route and The Mountains to Metals Route. DLR will be updating a dedicated public consultation on the Coastal Mobility Route where users can express their views.

Although it is noted that the Coastal Mobility Route has recorded more than 20,000 per week in some areas. Users would all be passing through the route, not requiring car parking, and often seeking places to stop and avail of the local offering. In relation to the traffic impacts on the Coastal Route, on average journey time through junctions is less than 2 minutes and it is evident that increased cycling and pedestrian movements are reducing the potential for queuing at junctions.