

DL Central Active Travel Scheme

DRAFT Post Consultation Report

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Quality information

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1. Introduction

Project Overview

The Dun Laoghaire Central Active Travel Scheme has been developed by AECOM on behalf of Dún Laoghaire Rathdown County Council (DLRCC). Its objective is to upgrade the pedestrian and cycling infrastructure to promote active travel within the following study area:

- Kill Avenue (R830) from Rochestown Avenue / Kill Lane / Abbey Road extending approximately 850m to its junction with Glenageary Road Upper / Oliver Plunkett Road / Highthorn Park / Mounttown Road Upper.
- Mounttown Road Lower (R829) from its junction with Glenageary Road Upper / Oliver Plunkett Road / Highthorn Park / Kill Avenue, extending approximately 757m to its junction with Tivoli Road / York Road / Mounttown Road Upper.
- Mounttown Road Upper (R829) from its junction with Mounttown Road Lower / Tivoli Road / York Road, extending approximately 400m to a point approximately 20m east of the existing roundabout junction (Castlepark / Monkstown Avenue / Carrickbrennan Road).
- Glenageary Road Upper (R829) from its junction with Kill Avenue / Oliver Plunkett Road / Highthorn Park extending approximately 780m up to the Glenageary Roundabout

Its objectives include the provision of continuous, high-quality and consistent cycling and walking facilities, improved public realm areas and enhance the overall visual quality and the promotion of a modal shift from private vehicle to more sustainable modes including walking, cycling and public transport.

Public Consultation Overview

The Public Consultation commenced from 25th August 2022 to the 6th October 2022. In accordance with the requirements of Part 8 a site notice was erected and an advertisement placed in the local newspaper. The plans were made available for viewing in County Hall and Deansgrange Library. In addition the project material was made available online on the Dún Laoghaire-Rathdown Public Consultation Hub. The Elected Members were briefed in advance of the commencement of the process and a social media campaign was undertaken.

The public was invited to send in observations and comments via the Public Consultation Hub or via email / letter. These responses were collected and assessed. A summary of these can be found in the following subsections.

2. Public Consultation

Feedback and Submissions

There was a total of 358 submissions received. These comprised of 304 submissions through Dun Laoghaire-Rathdown Consultation Hub, and 57 email submissions. The vast majority of the responses received were supportive of the scheme. The responses received have been combined with the email /letter feedback to compile the information below.

The following preferences were received as part of the feedback.

- 64% were in favour of the scheme proceeding as proposed.
- 23% were in favour of the scheme proceeding with a few changes.
- 12% were not in favour of the scheme proceeding.
- 1% did not state a preference in relation to this scheme.

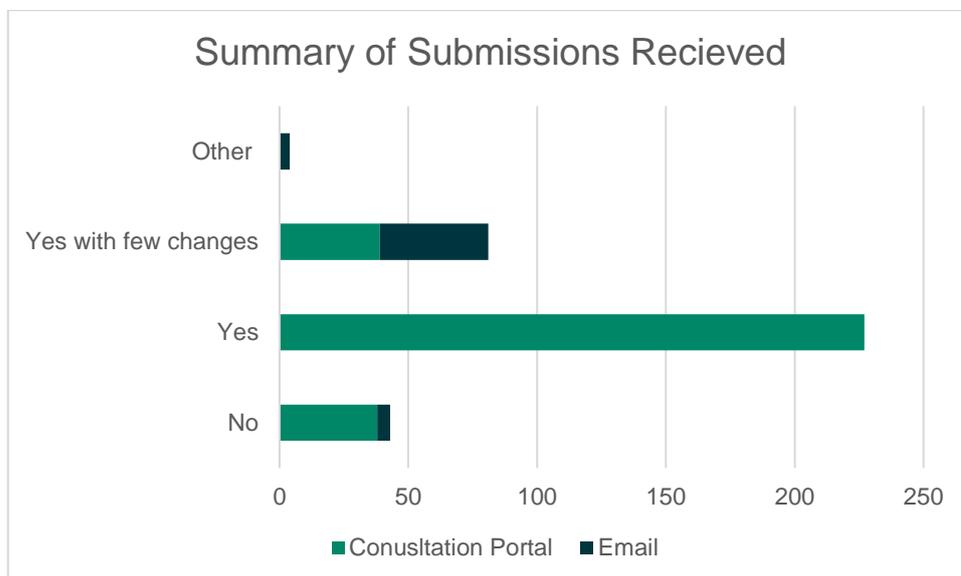


Figure 2.1: Summary of submissions received

Dun Laoghaire-Rathdown Consultation Hub was the primary method used for feedback from the public during the consultation process. Overall, there were 304 submissions on the consultation hub in which 74.6% were in favour of the scheme proceeding as proposed, 12.5% were in favour of the scheme proceeding with a few changes and 12.8% did not want the scheme to proceed.

There were also 57 email submissions received. The majority of these were positive responses, with only 5 explicitly objecting to the scheme. Included in these were there were 6 duplicate submissions and 4 submissions relating to other schemes which are not part of this active travel scheme and therefore have been excluded. From the remaining 47 responses, 5 (10.6%) were not in favour of the project.

In summary, the responses show a majority (88%) are in favour of the progression of the project. There were several reasons cited for not wanting the scheme to proceed. These are expanded upon in the following subsections.

Summary of the feedback

The primary method of collecting feedback for this Public Consultation was via DLR Citizen Space. The majority (135) of the responses from the consultation portal are from existing cyclists. The breakdown of the usual method of transport of the responses are as follows.

- Cycling – 44.4%
- Walking –21.1%
- Car – 27.6%
- Bus – 4.6%
- DART – 2.0%
- Not answered - 0.3%

The demographic of respondents consisted primarily of residents living near the scheme. In total 265 responses from the consultation portal live within 10 km of the scheme (87.2%). Of these 246 live within 5 km, this accounts for 80.9% of responses. The rest of the responses comprise of the following:

- Parent or guardian of child attending school – 4.6%
- Passing cyclist – 3.3%
- Passing driver – 1.3%
- Passing pedestrian - 0.3%
- Shop locally - 0.7%
- Work locally – 2.0%
- Not answered/other – 0.3%

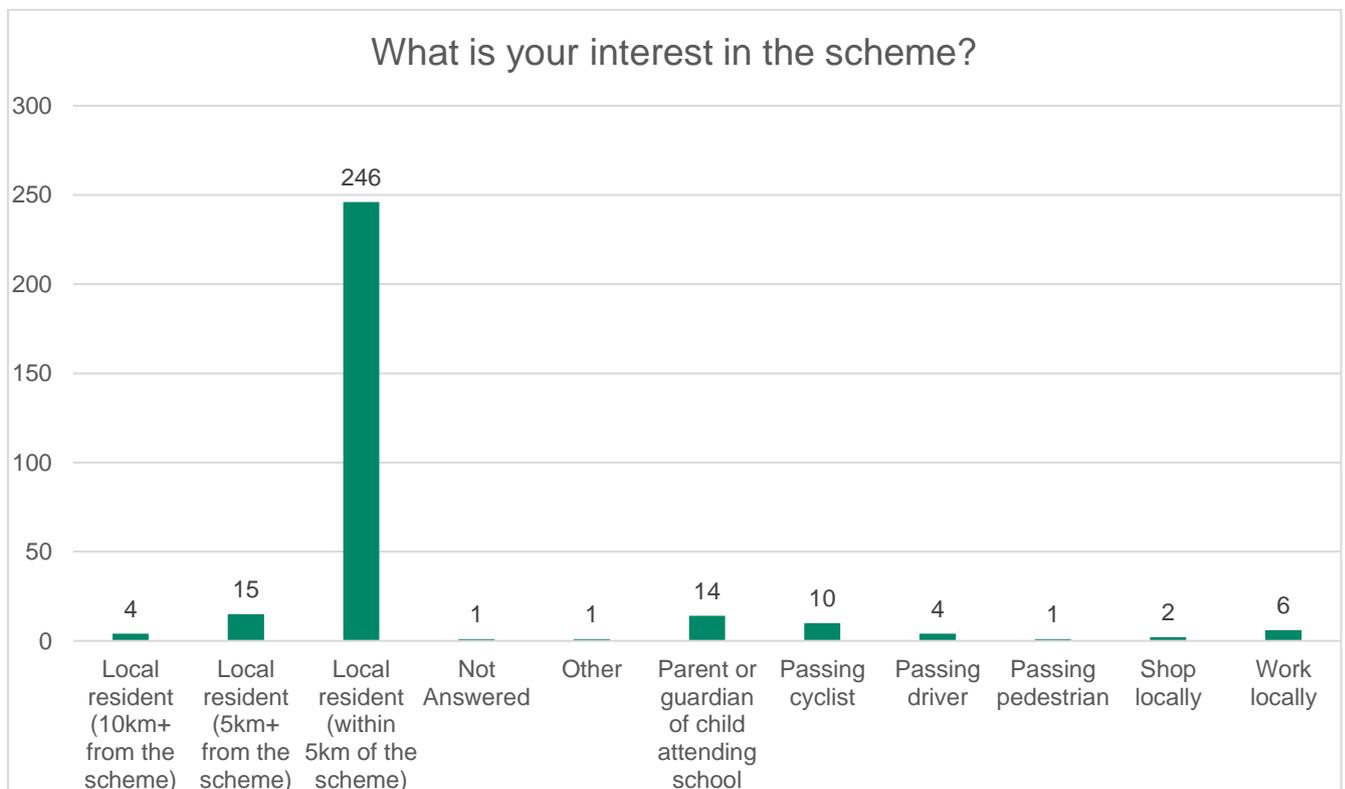


Figure 2.2: Graph of respondent demographic

The majority of email responses also lived within 5km of the scheme as the majority are residents of developments along the scheme and along Glenageary Road Upper.

The majority of responses received through DLR Citizen Space believed the proposed changes to be beneficial to both cyclists and pedestrians. Of these responses 243 (79.9%) believed the proposed scheme will make the route safer for pedestrians, and 256 (84.2%) believed the proposed scheme will make the route safer for cyclists.

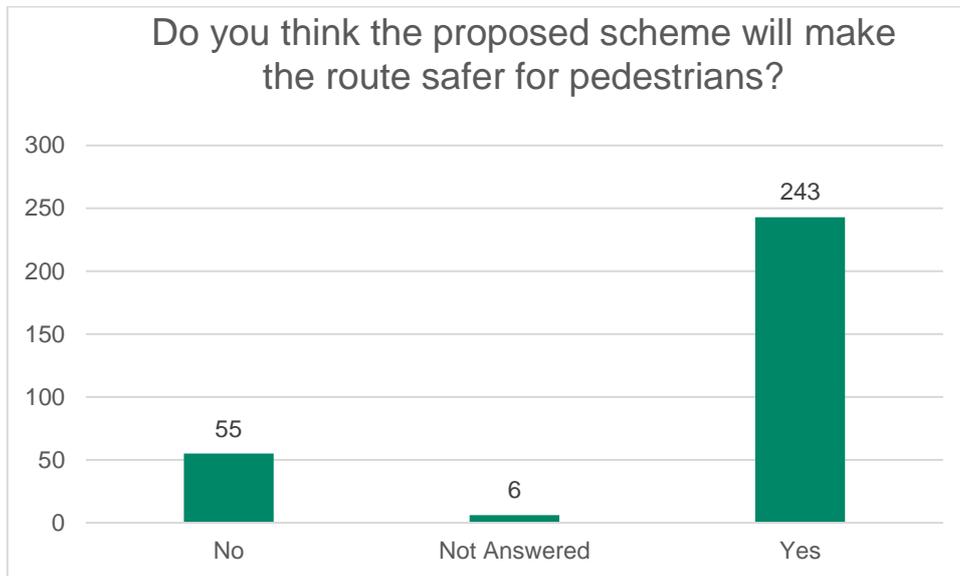


Figure 2.3: Responses regarding proposed pedestrian safety



Figure 2.4: Responses regarding proposed cyclist safety

Detailed Feedback Received

Various comments were received as part of the submissions. These are summarised and responded to in the table overleaf. Please note that some submissions commented on issues outside of this scheme e.g. other projects, issues around enforcement, These did not relate to the project and have not been included.

Detailed Comments and Feedback

No	Issue	Percentage of responses	Count	Response
1	Objection to removal of left slip lane at Glenageary Road Upper/ Kill Avenue	13.5	51	<p>The proposal to remove the left turn slip at this location is to facilitate a new two way protected cycle track cycle. Removal of the slip also facilitates reduced pedestrian and cycle crossing distances at the junction, which is as per DMURS guidelines. Furthermore the removal of the left turn slip will facilitate Sustainable Urban Drainage (SuDS), to achieve the Climate Action Plan objectives by reducing CO₂ emissions.</p> <p>As noted in the DMURS guidelines (page 104) left turn slip lanes provide little benefit in terms of junction capacity and increase the number of crossings pedestrians and cyclists must navigate. They also allow vehicles to take corners at high speeds, exposing pedestrians and cyclists to greater danger. Where a large number of left turning movements occur, left turn lanes with tighter corner radii should be used, which is as per the proposals for the DL Central scheme for the Glenageary Road Upper arm of the respective junction.</p> <p>AECOM prepared a Transport Assessment report as part of the Part 8 application. This report appraises the impacts associated with the proposals. The modelling analysis notes that the existing conditions and the proposed scenario are operating over capacity during the AM and PM Peaks. The existing conditions performs slightly better in terms of capacity, however it should be acknowledged that the proposed scenario does not include for any modal shift that would be generate from the proposals due to the enhanced pedestrian and cycle infrastructure, which will encourage shift from private car to walking and cycling, therefore is a worst case scenario.</p> <p>The design principle of creating more compact junctions to minimise pedestrian and cycling waiting times is set out in DMURS which notes “<i>in areas where pedestrian activity is high, junctions may have to operate at saturation levels of short periods.</i>” The trade off for traffic impacts is high quality pedestrian and cycle infrastructure including shorter pedestrian and cyclist crossing distances, dedicated cyclist signals and a dedicated segregated cycle track through the junction, which will enhance safety.</p>

2	Objection to the removal of left slip plane at Maypark (HoneyPark)	13.0	49	Similar to the above, the proposal to remove the left turn slip at this location is to facilitate a new two way protected cycle track cycle. Removal of the left turn slip also facilitates reduced pedestrian and cycle crossing distances at the junction, which is as per DMURS guidelines. Furthermore, the removal of the left turn slip will facilitate Sustainable Urban Drainage (SuDS), which assists to achieve the Climate Action Plan objectives or reducing greenhouse gas emissions.
3	Will create traffic issues and worsen already existing congestion on Glenageary Road, particularly by the entrance of Honeypark and Cualanor.	8.5	32	<p>The proposal will assist to provide high quality walking and cycling infrastructure along Glenageary Road and controlled crossings at Cualanor and Honeypark junctions. This will promote modal shift from private vehicular modes to more sustainable travel, which will assist to alleviate existing traffic congestion.</p> <p>As noted in the response to Item 1, AECOM have prepared a Transport Assessment presenting analysis of the traffic impacts. It is noted that in the existing and the proposed, the junction is operating within capacity during the peaks, except for the AM Peak Hour where the base scenario performs marginally better in comparison to the existing conditions.</p> <p>It should be noted that in the proposed scenario, an additional dedicated stage is provided for pedestrians and cyclists crossing the junction, whilst the existing conditions has pedestrians 'walking with traffic' during the traffic stages and no dedicated cyclist crossing.</p> <p>As noted previously, the modelling analysis does not include for modal shift that would be generate from the proposals due to the enhanced pedestrian and cycle infrastructure, which will encourage shift from private car to walking and cycling, therefore is a worst case scenario. Even within this worst case scenario the modelling exercise only shows marginal changes in journey times. On balance the proposed solution aligns with the local and national policy objectives while only having a marginal impact on vehicle times.</p>
4	Scheme should be extended further in DLRCC	6.9	26	DLRCC are progressing with a number of separate active travel schemes in the immediate vicinity that will tie into the DL Central scheme. Namely active travel schemes are being developed for Rochestown Avenue, Abbey Road and Monkstown Avenue which forms part of the DL Connects.
5	Will create traffic issues and worsen already	5.0	19	The proposal includes measures to enhance traffic capacity at this junction, by amending the road markings on Kill Avenue to facilitate ahead movements towards Kill

	existing congestion issues- Bakers Corner, Kill Lane and Deansgrange+			<p>Avenue from both lanes i.e. lane 2 is to be converted from right turn only to Ahead and Right. This will assist to give more capacity into the junction for general traffic.</p> <p>As noted in the response to Item 1, AECOM have prepared a Transport Assessment presenting analysis of the traffic impacts. It is noted that in the existing and the proposed, the junction is operating within capacity during the peaks, except for the AM Peak Hour, which operates just under capacity (-0.7%). The base scenario is performing slightly better compared to the proposed scenario.</p> <p>The design principle of creating more compact junctions, which minimise pedestrian and cyclist waiting times is set out in DMURS, which note that "<i>in areas where pedestrian activity is high, junctions may have to operate at saturation levels for short periods.</i>" The junction also provides shorter pedestrian crossing distances, dedicated cyclist signals and a dedicated segregated cycle track through the junction.</p>
6	The cycle lane on Mounttown Road Upper seems to lead cyclist onto a footpath. This is potentially dangerous and should be omitted as it may encourage cyclist use the footpath. Ensure they have access to the roundabout, possibly uses a Dutch style roundabout	3.2	12	<p>The cycle lane on Mounttown Road Upper is proposed to tie into the future DLR Connector cycle scheme. It is noted that the current tie in is with an existing footpath, this will be reviewed at detail design and the scheme can be amended to ensure the cycle lane is brought on road prior to the junction.</p> <p>The roundabout itself has been excluded because this is outside of the DL Central scheme and is being reviewed as part of a separate active travel scheme.</p>
7	Existing cycle facilities exist and are under utilised	2.4	9	<p>DLR has committed to delivering the DLR and GDA Cycle Networks in this County. At present there are significant gaps in the network e.g. Mounttown Road. There is also inconsistent provision of segregated facilities that may act as a barrier to new or less confident cyclists. Recent reports e.g. Walking and Cycling index has identified that there is a willingness to change mode if suitable safe and attractive facilities are provided. The existing cycle infrastructure along Glenageary Road Upper and Kill Avenue is not segregated from general traffic. Furthermore, there is no existing cycle</p>

				infrastructure on Mounttown Road Lower. The proposal will introduce high quality segregated cycle infrastructure on these routes in line with the DLR policy objectives.
8	Concerns about vehicles parking on footpaths and cycle lanes. How will this be addressed.	2.4	9	The scheme proposes segregation between the carriageway and the cycle track. This will be achieved via kerbs, but also in locations SuDS & planting to offer cyclists and pedestrians greater protection. This proposed segregation will assist to deter vehicles from parking on the footpath or cycle tracks.
9	Where possible segregate the cycle lanes and footpaths, using trees/ foliage etc if possible. The use of bollards would be appreciated to reduce risk of cars mounting the cycle lane.	2.1	8	Where space permits, it is proposed to include planting / SuDS / verge between the carriageway and cycle track. This isn't feasible in all locations due to carriageway width constraints. In areas where there may be risk of illegal parking it will be considered as part of the detailed design what measures could be provided to deter illegal activity e.g. increased kerb heights, bollards etc
10	Concern about access to houses for delivery drivers and emergency services if cycle lanes are installed, particularly with bollards. This also impacts residents who want to have visitors over who would have availed of on street parking. Mounttown Road has a number of elderly residents that require carers, medical staff etc.	1.6	6	The proposed scheme does not restrict vehicular access to any houses, therefore delivery vehicles, visitors and carers will still be able to access individual properties. The provision of two way cycle facilities creates a space that can be used by emergency services if there is congestion from vehicular traffic.
11	Concern for emergency response time due to increased congestion caused by the scheme.	1.3	5	Access to the fire station will not be restricted and low level kerbs can be provided to allow the fire service to utilise the cycle facility or for vehicles to manoeuvre out of the way of the fire tender if required

	Will Dublin Fire Brigade be able to exit the fire station with the raised kerbs?			<p>The scheme proposals will provide high quality walking and cycling infrastructure, which will assist to promote modal shift to encourage reduced by private vehicle modes.</p> <p>The provision of two way cycle facilities creates a space that can be used by emergency services if there is congestion from vehicular traffic</p>
12	Concern about the removal of bus lanes. Will this impede the bus travel time through the area? Particularly that of the 46a.	1.3	5	<p>The Scheme proposes to remove an existing bus lane along Glenageary Road Upper only. This bus lane currently serves bus service number 111, which is a low frequency bus route – running on an hourly basis.</p> <p>Bus service number 46a runs along Kill Avenue and Mounttown Road Lower and the proposals are suggesting a minor reduction in bus lane adjacent to the fire station along Kill Avenue to facilitate better access to the school. This will not impact bus priority. The proposed increased capacity at the Bakers Corner Junction will improve journey times for bus services.</p>
13	The proposed changes are not beneficial to pedestrians. These plans seem to be at the expense of pedestrians. Contra flow cycle lanes are difficult to cross.	1.3	5	<p>The proposals will improve safety and convenience for pedestrians by including reduced crossing distances at junctions and greater segregation between footpaths and the carriageway to discourage vehicles mounting footpaths. In locations where pedestrian desire lines are envisaged across the two way cycle track i.e. at bus stops and at junctions, pedestrian priority zones have been included in the scheme proposals where cyclists will be required to yield to pedestrians. Existing uncontrolled side roads will have continuous path facilities improving pedestrian priority.</p>
14	Glenageary Roundabout will be an issue for cyclists.	1.3	5	<p>Noted – the proposed scheme ties into the proposed toucan crossing on Glenageary Road Upper arm of the Glenageary Roundabout. This scheme is beginning construction shortly. It will essentially provide a signalised option to cross all arms of this roundabout.</p>
15	Concern about 2-way cycle paths proposed. Are they the best solution? A danger to those trying to cross	1.3	5	<p>The options report completed as part of this scheme assessed a variety of different options e.g. one way cycle tracks on both side of the carriageway. This process concluded that the two way cycle facility was the most appropriate in this location</p>

	them both cars and pedestrians			
16	Concern that estates will be used as a rat run due to increased traffic and increase parking in estates	1.3	5	It is not envisaged that the scheme will lead to rat running on the adjoining estates. This will be reviewed post implementation and if necessary measures will be undertaken to discourage rat running.
17	Concern about reduction of carriageway width. This may lead to buses encroaching on the opposite lane.	1.1	4	The proposed lane widths are approximately 3.0m wide, which will facilitate large vehicles such as buses and HGVs. Where necessary, lane widths have been widened to facilitate turning movements at junctions, autotrack analysis has been undertaken to inform junction designs to ensure larger vehicles can negotiate junctions safely.
18	Please ensure that there is no clutter (steel signposts / traffic lights etc) located on the edges of the cycle lanes.	1.1	4	Noted – the proposed scheme will aim to minimise street clutter and to maximise the usable footpath widths.
19	Concerns about visibility on the scheme. Residents living on Glenageary Road and Mounttown Road Lower in particular.	1.1	4	The scheme has been designed to maintain existing visibility and also enhance visibility where feasible. Any planting near residential entrances will be low level to ensure visibility from residential entrances is not reduced.
20	Request for appropriate signage and wayfinding	0.8	3	Wayfinding is to be included within the scheme.
21	Concern about potential use of bollards on the roadway as it makes it difficult for cars to manoeuvre (particularly to make way for	0.8	3	Noted, the use of bollards on this scheme will be reduced where possible, and segregation is proposed by kerbing and SuDS / planting.

	emergency services) and they are unsightly.			
22	Request to connect to routes through Honeypark/ Cualanor/ Fitzgerald Park.	0.8	3	It is noted that Honeypark and Cualanor comprise of low speed environments (30km/h speed limits) and therefore as per the National Cycle Manual, segregated cycle lanes may not be required as it can be acceptable for cyclists to share the carriageway in these low speed environments. At present these areas are not in the charge of DLR but if this is to change into the future this can be reviewed.
23	Request for an education of cyclists in rules of the road, particularly with the introduction of these new schemes in DLRCC	0.8	3	Noted, education campaigns are outside of the remit of the roads authority
24	Request for speed reduction on these roads	0.8	3	The proposals include narrowing the carriageway lane widths to 3m. As per DMURS guidelines, narrowing carriageway widths is one of the most effective methods for traffic calming and encouraging reduced vehicular speeds.
25	Request for Dutch style junctions	0.8	3	A Dutch style junction was examined at the Options Selection stage. However, as part of the MCA process, it was determined that a controlled crossing for cyclists would be the preferred option, offering cyclists with a dedicated cyclist crossing stage, thus enhanced safety.
26	Infrastructure at Sallynoggin Roundabout should be looked at	0.8	3	Noted – DLRCC are progressing with a separate active travel scheme for Glenageary Road upper between the Sallynoggin Roundabout and Killiney Roundabout, which will enhance pedestrian and cycle infrastructure.
27	Request to put gullies and drains outside of cycle lanes where possible. Please avoid using counter-sunk drains.	0.8	3	Noted, a preliminary drainage design has been developed which includes new gullies as required. Where possible these will be located outside of cycle infrastructure
28	Request for adequate cycle parking facilities	0.8	3	Noted – additional cycle parking will be included in the scheme in appropriate locations where space permits.

29	The condition of the road surface on these roads should be addressed first	0.5	2	Noted – the scheme will include a review and address the quality of service as appropriate.
30	Concern about cycle infrastructure impeding those with reduced mobility	0.5	2	The scheme design has been undertaken with the emphasis on placing pedestrian as first in the street hierarchy as per the DMURS guidelines. At crossing locations, pedestrian priority is proposed whereby a cyclist will have to yield or stop.
31	Objection to the removal of left slip lane on Rochestown Avenue to Kill Avenue.	0.5	2	The left slip lane is proposed to be omitted to facilitate the objectives of the scheme including enhanced pedestrian and cycle infrastructure through road reallocation. AECOM have prepared a Transport Assessment report to accompany the Part 8 application. Junction modelling analysis was undertaken of the proposed impacts upon the junction associated within the proposals. The analysis demonstrates that the proposed left and ahead lane will operate within capacity during the AM (90%) and PM (81%) peak periods in the proposed development scenario.
32	Objection to removal of left turn slip lane into Cualanor	0.5	2	<p>There is no existing left turn slip lane into or out of Cualanor from Glenageary Road Upper. There is an existing bus lane with a short left turn lane into Cualanor, which is proposed to be omitted, to facilitate reallocation of road space for widening both the existing footpath and cycle track. Left turning will still be permitted, with the proposal introducing a new Lane 1 with left and ahead movements.</p> <p>As noted in the response to Item 1, AECOM have prepared a Transport Assessment presenting analysis of the traffic impacts. The results of the traffic analysis for the Cualanor junction identified that the removal of the existing shared bus and left turn lane will not result in a material impact and the Glenageary Road Upper western arm of the junction will continue to operate within capacity in the proposed scenario.</p>
33	The proposed infrastructure will be ugly and unsightly	0.5	2	The scheme objectives are to enhance the public realm and the attractiveness of the area through quality of materials. In particular, the scheme proposes a number of interventions for new planting / SuDS and incidental play within the existing greens at Rose Park and Casement Villas.
34	Concern about the number of lights on the scheme. Will they cause	0.5	2	It is proposed to introduce controlled cyclist crossings at the respective signalised junctions along the scheme. This will offer cyclists with a safe and dedicated cyclist crossing stage. The objective of the scheme is to provide safe infrastructure that

	cyclists to have to wait? Will they slow down cyclist momentum but interrupting them.			encourages younger or less confident cyclists to use the facilities. This includes segregated crossings at the signals.
35	Request to have kerbs of sufficient height to ensure that vehicular traffic will avoid driving on the cycle lane.	0.5	2	Noted – appropriately sized kerbs will be proposed to deter vehicles parking on the cycletrack.
36	Residents have raised concern in regard to entering and exiting their property being impeded by cycle lanes. Particularly the case on Mounttown Road.	0.5	2	The proposal for a new two way cycle track along Mounttown Road will require residents along Mounttown Road to cross the cycle lane when accessing and exiting their property. The cycle lane will not impede access to properties.
37	Traffic calming measures should be introduced on adjoining roads as more traffic will use these now due to this scheme	0.5	2	There is existing traffic calming measures within Honeypark and Cualanor including raised tables and a narrow carriageway design. Its worth noting these residential roads are not taken in charge by DLRC therefore proposals do not include Cualanor or Honeypark estate roads. AECOM also examined the potential for traffic rerouting via Rose Park, however existing traffic calming is located on this estate road, which would deter any rat running vehicles.
38	Consideration should be given to connecting the new cycling infrastructure to the Metals cycling route (and subsequently coastal cycling route) between Glenageary roundabout and Dalkey. The connection could be made either through Silchester Park /	0.5	2	This scheme intersects with the Active School Travel – Mountains to Metals cycle route that provides a connection to the Metals.

	Silchester Road, or by building a proper cycling lane on Adelaide Road.			
39	Mounttown Road Lower will not lend itself to improving with dual cycle lanes and it will make it more dangerous for cyclists using the route rather than safer. It will cause further traffic disruption and there are too many houses requiring different forms of access to make the cycle lanes safe and unobstructed.	0.5	2	These proposals have been drafted on up to date topographical information and the proposed scheme can be accommodated in the available space. It will offer cyclists greater protection and safety than the existing conditions along Mounttown Road Lower where no cycling infrastructure exists.
40	More continuous cycle lanes would be beneficial as opposed to having to criss-cross the road for facilities.	0.5	2	The scheme comprises of continuous cycle lanes along the study area. In some instances it is necessary for cyclists to cross at signalised junctions. The options report assessed a variety of different options and the proposed scheme was the preferred solution.
41	One cycle lane on each side of the road would be more practical than the proposed double lane layout on Mounttown Road Lower. Switching from the cycle Lane on Mounttown Road Lower to Mounttown Road upper will be problematic as it's currently designed.	0.5	2	The options report assessed a variety of different options and the proposed scheme was the preferred solution.

42	A triple cycle lane on Glenageary Road is unnecessary	0.5	2	It is proposed to provide a two way cycle track on one side of the carriageway and a single lane cycle track on the opposing side to allow for shorter connections to key desire points. Noting that the space is available at this location it was included in the scheme
43	Opportunity could be taken to implement bus lane protection from IADT to Bakers Corner.	0.3	1	To be considered at detail design.
44	Pedestrian crossings at Rose Park and Ardmore Park could benefit from a path through cycle lane to indicate their priority.	0.3	1	To be considered at detail design.
45	Request to not alter the green space at Rose Park/ Kill Avenue	0.3	1	The proposals are to enhance the existing green areas to improve biodiversity, additional planning and incidental play. They will also provide opportunity for SuDS measures which is a policy requirement of DLR.
46	Request to ensure easy access to enter or exit the cycle lane.	0.3	1	The design will ensure cyclist access and egress to the cycle tracks is facilitated at the various desire lines.
47	Request for specific bike traffic lights at junctions.	0.3	1	Cyclist signals are proposed at the signalised junctions.
48	Concern about removal of on street parking.	0.3	1	To accommodate the proposed improved pedestrian and cycle infrastructure, it is necessary to remove an element of existing parking.
49	Request for a raised table/ zebra crossing at the entrance to St John's Park to signify to drivers that they need to yield to passing cyclists & pedestrians.	0.3	1	Pedestrian priority across St Johns Park is proposed within the scheme.

50	It is difficult as is to exit Ardmore Park onto Kill Avenue due to narrowing of the entrance. This is made worse by the removal of the left turn slip lane. Cars also ignore the clearway preventing exit. Request that if traffic cannot be addressed can traffic lights be introduced. Visibility is a concern due to planting.	0.3	1	Planting proposed along Kill Lane will ensure that visibility is not reduced for vehicles exiting Ardmore Park onto Kill Avenue. It is not currently proposed to provide traffic signals at the Ardmore Park entrance. It is noted that there is an existing pedestrian crossing along Kill Avenue near to Ardmore Park.
51	Request to accommodate for cyclists turning into Abbot Drive at Cualanor. There is currently a one-way car exit out of Abbot Drive but it should also include two way bike access.	0.3	1	This area is not in the charge of DLR and it is not possible to alter access to Abbot Drive.
52	Concern regarding safety at the Baker's Corner Junction if 2-way cycle lane is chosen. To turn left in a car coming from Dun Laoghaire towards Deansgrange, a driver would have to monitor cyclists in front and behind them, who may cross against the	0.3	1	It is proposed to segregate the cyclist and traffic stages at the Bakers Corner junction, to avoid potential conflicts between vehicles and vulnerable modes.

	lights; pedestrians crossing at Baker's pub, who again may cross against the lights; road traffic from all directions; and the lights themselves.			
53	The lights on Glenageary Road do not currently allow sufficient time for pedestrians to cross. Flashing amber seems to be understood by motorists as an invitation to keep driving.	0.3	1	Noted – this will be reviewed at detailed design stage and appropriate intergreen time will included in the system designs to facilitate a pedestrian to cross the road. It should be noted that the proposal will upgrade the junction and reduce the pedestrian crossing distances.
54	Request for plain zebra crossings introduced at all minor junctions	0.3	1	Pedestrian priority is proposed at the respective minor junctions.
55	Inclusion of tactile paving at pedestrian crossing for those with reduced visibility. Additionally, the plan opens up the sidewalk and doesn't seem to provide guidance paving for blind pedestrians to find the bike lane crossing, or the tactile paving at the audible boxes.	0.3	1	Tactile paving to be included at all required locations including signalised junctions and uncontrolled junctions.

56	The proposed “incidental play feature” on Kill Avenue will attract anti-social behaviour to the area	0.3	1	The provision of incidental play features is in line with the DLR Play Policy. Where measures have been provided elsewhere in the County there has not been issues with anti-social behaviour.
57	Tesco is concerned about HGV movements conflicting with the proposed design at the Maypark/ Glenageary Road junction.	0.3	1	Noted – a swept path analysis has been undertaken to demonstrate an HGV can manoeuvre through the junction to access and exit the food retail store. Some localised amendments may be required to the junction, which can be undertaken at detail design stage.
58	The bus stop on Kill Avenue beside Claremount Avenue, it looks as though the cycle path runs between the bus stop and the bus shelter. If this is the case, it would be dangerous for cyclists and people waiting to access a bus.	0.3	1	The island style bus stop has been provided in line with the National Cycle Manual for a Bus Stop Island.
59	Has the Council conducted an audit of this stretch of road and identified which houses will lose parking in its entirety due to the loss of on-street parking? Will financial support be made available to residents who lose on-street parking and do	0.3	1	Parking on the public road operates on a first come first served basis. There is no right to parking outside of private dwellings and DLR has no responsibility to provide parking for private vehicles. It is not proposed to provide any financial support because of reduced opportunity for members of the public to park their vehicles.

	not have parking at their home?			
60	Data used to inform design was collected during Covid so doesn't reflect current traffic conditions.	0.3	1	The traffic surveys were undertaken on 29 th September 2021, when the majority of Covid restrictions were lifted. A review of the TII website presents traffic patterns during Covid (https://www.tii.ie/roads-tolling/operations-and-maintenance/traffic-count-data/covid-traffic-patterns/) which identifies that the traffic flows across all traffic counter locations in September 2021 are comparable to September 2022 traffic flows and in instances, the September 2021 traffic flows were greater than September 2022 movements.
61	The PEA fails to include Foxes	0.3	1	The purpose of a PEA is to identify ecological constraints, i.e. protected and notable species. Fox is not a protected species, and is common and widespread, and therefore is not an ecological constraint. In any case, foxes are not usually susceptible to these types of developments, and would be protected by general construction safeguards recommended for other mammals (e.g. provision of a means of escape from excavations).
62	There is two way cycle track on the southern side of Kill Ave and a two way cycle track on the proposed Deansgrange Road and Rochestown Ave. Why is the joining Kill Lane section (c.460m) separated and re-join again into a two way systems? This will lead to confusion and conflict with cyclists zig zagging at Bakers Corner potentially with traffic or	0.3	1	If the DLR Central Part 8 and the Deansgrange Part 8 are successful this section of Kill Lane can be reviewed.

	other cyclists/pedestrians.			
63	The photomontages show no dished kerbs, how will residents access their driveways?	0.3	1	Appropriate kerb heights will be provided
64	Kill Ave is a designated and signposted go safe road, where has provision been made in the plans conjunction with TII, RSA and AGS to have a risk assessed location(s) along this stretch of road? Or will the safety camera zone be removed?	0.3	1	The proposals comprises measures that will result in traffic calming for instance narrowing the carriageway, which is as per the DMURS guidelines.
65	Shared space bringing cyclists to Glenageary Road Upper section coming from Sallynoggin is a concern. It is not wide enough for pedestrians and cyclists.	0.3	1	This is outside the scheme extents.

Prescribed Bodies

The scheme proposals were issued to all Prescribed Bodies for comment. To date, no responses have been received.

Proposed Changes

A summary of the proposed changes to the DL Central Active Travel scheme is summarised below:

- **An improved controlled crossing for cyclists and pedestrians on Glenageary Road Upper to connect St Kevin's Villas to Glenageary Woods.**

A toucan crossing is proposed across Glenageary Road Upper, on the eastern side of Gleaneary Woods. Following feedback received from the public consultation, it is proposed to relocate the toucan crossing on Glenageary Road Upper, to the western side of Glenageary Woods. This will provide an improved crossing facility for cyclists travelling from St Kevins Villas to Glenageary Woods and vice versa, as the crossing will connect to the proposed cycle track along Gleaneary Road Upper.

- **Proposed pedestrian and cycle tie in with Monkstown Castle Roundabout junction**

The proposed scheme extends along Mounttown Road Upper and ties in prior to the roundabout junction 'Monkstown Roundabout'. Public consultation responses have raised concerns regarding the proposed cycle track terminating onto the existing footpath along Mounttown Road Upper and the potential conflict for pedestrians and cyclists.

The proposed scheme has been designed to tie into the emerging DL Connector Active Travel Scheme, which comprises an upgrade to the existing roundabout junction to a signalised junction. However, it is acknowledged that should the DL Central scheme be delivered prior to the DL Connector, there is a need to tie into existing conditions. Therefore, the cycling proposals at this location will be updated at detail design stage, the proposed cycle track will ramp down to become a cycle lane and tie into the existing carriageway prior to the roundabout junction, to avoid potential pedestrian and cycle conflicts.

- **Maypark Avenue / Gleaneary Road Upper Junction – HGV Turning**

A submission included a swept path analysis of an HGV movement from Maypark Avenue and turning left onto Glenageary Road Upper, identifying a possible encroachment onto the opposing right turn lane from Glenageary Road Upper. In addition, the left turning HGV movement from Glenageary Road Upper into Maypark Avenue has a possible encroachment onto the central island.

At detail design stage it is proposed to undertake minor alternations to the junction design in the form of lane widening to facilitate ease of movement for turning HGVs.

- **Pedestrian crossings at Rose Park and Ardmore Park could benefit from a path through the cycle lane to indicate their priority.**

Where controlled crossings are proposed, the design will be updated to illustrate pedestrian crossing across the two-way cycle track. This will emphasis pedestrian priority when the controlled crossing is activated i.e. 'green man'. This will assist to give pedestrians priority at the controlled crossing locations where a two-way cycle lane is proposed.

Recommendation

The proposed development is consistent with the provisions of the 2022 – 2028 Dun Laoghaire-Rathdown County Development Plan and with the proper planning and sustainable development of the area. In accordance with the legislation, it is proposed that the development will be carried out as recommended in the Chief Executives Report, unless the Council, by resolution, decided to vary or modify the development otherwise than as recommended, or decided not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development subject to the above considerations and minor alterations on foot of the detail design.

Appendix A List of those that made submissions:

A Benson	Colin Dowling	Heinrich Barnard	Mark Byrne	Sarah Baaba
Aaron	Colm O hEigearthaigh	Hugo Feighery	Mark Doran	Sarah Hodne
Aaron Moore	Conall Holohan	Ian Bell	Mark George	Sarah Hynes
adam dunne	Conor Bolger	Ievgen Bezrukavyi	Mark Kane	Sarah Richards
Adam Kane	Conor Brennan	Igor Pashchenko	Mark Langton	Sarp
Adam Keenan	Conor byrne	Ina Albrecht	Mark Riordan	Scott McDonnell
Adam Ó Ceallaigh	Conor Crowley	Izabela Murray	Martin Colman	Sean Barry
Adam Smart	Conor Molloy	Jack Casey	Martin Wallace	Sean O'Mahony
Adam Toner	Cormac Carty	James Broadhead	Martin Walsh	Sean Parkes
Aidan Coyne	Cosmo Clissmann	James Coleman	Mary Kennefick	Shelley Feighery
Aidan McGrath	Damien Hunt	James Fahey	Matt Coughlan	Shirley Kilcullen
Aislinn Casey	Dana Kallo	James Hedderman	Matthew Bentley	Simon Carolan
Alan Beatty	Daniel Walsh	James long	Matthew Johnston	Simon Cosgrave
Alan Coholan	Dara Ingoldsby	James Reid	Maureen McNamara	Simon Lewis
Alan Curran	Darragh Kavanagh	Jan Osterkamp	Meriel McClatchie	Simon Lowry
Alan Henry	David Foley	Jane Ryan	Michael Callanan	Sinead Casey
Andrew O'Malley	David Lennon	Jane Sutton	Michael Concannon	Sinead Cleere
Andy Carr	David McNamara	Jason Cullen	Michael Dowling	Siobhain Duggan
Anna Jenkins	David O'Keeffe	Javier Villamil	Michael Mohler	Siobhan Logan
Anna Stephens	David Reidy	Jean Andrews	Michelle Callaghan	Sophie walsh
Annajoy O'Gorman	David Sutton	Jean Russell	Milo Walsh	Soren Thorvald
Anne Burke	Declan McDermott	Jean-Michel Leroux	Miriam Hand	Stefan Gallagher
Anne O'Connor	Declan O'Shanahan	Jennifer Graham	Mischa O Mahony	Stephen Burke
Anne-Marie Cox	Deirdre O'broin	Jennifer O Dwyer	Mountown Residents Association	Stephen Glasspool
Annette Wallace	Denis Kelleher	Jessica lynch	MR CHRISTOPHER M JOYCE	Stephen Keegan
Anthony Ryan	Derek Alexander	Jim O'Brien	Mr Joseph Hynes	Stephen KnightKnightl
Antonia Hart	Derek Reilly	Joan gallagher	Muireann Ryan	Stephen McBride
Aoife Desmond	Dermot Hanrahan	Joanna Marsden	Neil Wallace	stephen o'callaghan
Ashley	DERVAL devaney	Joanne walsh	Niamh	Steven Maxwell
Aude Richard	Desmond Doris	John Connolly	Niamh O'Sullivan	Susan Wang
Avril Mannion	Donal O Mahony	John Curtin	Nicola Awford	Suzie
Barbara Chaplin	Donal O'Carroll	John Fiollan Leahy	Nicolas	Tahel Wexler
Bébhinn Murphy	Donough O'Keeffe	John Foody	Niels Warburton	Tara Hoban
Belinda Norton	Dorina	John Moran	Nope	Terry Battles
Belinda ÓConaill	Eimear Byrne	John Quinn	Nuala McDonnell	Tesco Ireland Limited
Ben Kavanagh	Eithne Bowen	Jon Mooney	Nuala Quinn	Thao Helenport

Briain Moriarty	Elaine Fitzgerald	Judith McBrinn	Nuala Quinn	Therese Pender
Brian	Elena Abril Gabisch	Julie Gillen	Nuala Waldron	Thomas Baker
Brian Costello	Elena Dunaevskaya	Julie Haines	Olga Panasyuk	Tim Bourke
Brian Duffy	Elizabeth Bruton	Kai Johnson	Orla Doran	Tom Crotty
Brian Dunphy	Emer Ní Bhrádaigh	Kara Bearpark	Pat	Tomas Breen
Brian Finnegan	Emer Ní Bhrádaigh	Karina Carroll	Patrick Flynn	Tony Randles
Brian Gageby	Emily Mark-FitzGerald	Karl Toomey	Paul Collins	Trina Milner
Brian McNamara	Emma	Karla Wyse	paul corcoran	Vanessa Robinson
Brian Murphy	Emma Farrell	Kate O'Hanlon	Paul Finegan	Vanja Tesin
Brian O Nuallain	Emma Oliveira	Kate Ruddock	Pearse Nolan	Victor
Briege George	Eoghan O'Mahony	Kate Strecker	Peter	Viviane Chambers
Brona Molloy	Eoin Brennan	Ken	Philip Lawton	Xuanyu Sun
Bryan Maguire	Eoin Reddy	ken king	Puneet Kukreja	Yvette Mooney
Canice Lambe	Eoin Smith	Kenneth Lee	Raquel	
Carly Bailey	Eric walsh	Kevin Keane	Ray Carley	
Carol Cherico	Evelyn Cluskey	Kevin Mangan	Richard Collumb	
Caroline Collins	Fachtna Ó Drisceoil	Kevin McGlade	Richard Slevin	
Caroline O'Reilly	Ferdia Soper Mac Cafraidh	Kieran Craven	Richella Homan	
Carolyn Kavanagh	Fergal Costello	Kristin Hadfield	Robert Cullen	
Catherine Hickey	Fiona	Laura McConnell	Robert Cummins	
Catherine Murphy	Fiona O'Connor	Lauren McKinley	Robert moran	
Catherine Tarrant	Fiona Ryan	Layla	Roise Uí Labhraidh	
Celine O connor	Fiona Shine	Lean Doody	Róisín Jennings	
Christina Furlong	Fiona Wood	Liam O'Mahony	Roisin O' Grady	
Christine Aumayr Pintar	Flore	Liam Walsh	Roisin Radiguet	
Cian McKenna	Fran Saunders	Lorcan Balfe	Ronan Gaughan	
Cian Prendergast	Frank Keegan	Lorna O'Malley	Ronan McGoldrick	
Cian Quigley	Frank Keegan	Lorraine Clochard	Ronan Tarrant	
ciaran o connor	Frank Scally	Lorraine Hall	Rory Tierney	
Ciaran Wyse	Garrett Sheridan	Louise Hand	Ross Millaney	
Claire O'Loughlin	Garry Zambra	Luke Bates	Ross Morrow	
Claire Smart	Gavin D'Alton	Madeline Hallinan	Rossa Mac Canna	
Clara Clark	Georgina Loughrey	Maire Carroll	Ruth Marchand	
Cliana Kola	Gina Craig	Maire O Dwyer	Ryan	
Cliana McGettigan	Giovanni Di Tizio	Manus	Sadhbh O'Mahony	
Clio NicOirealla	Golodnikova Marina	Marat Khalili	Sally Lynch	
Clíodhna Meldon	Gus Legge	Marcella Moran	Sam McEvoy	
Cliona Murphy	Gwendoline Deslyper	María	Samuel MacDonnell	
ClIr Lorraine Hall	Hannah Gibson	Marianne Terry	Sarah	

