

**Dún Laoghaire-Rathdown County Council  
Municipal Services Department**



**Cycle Tracks on Carysfort Avenue – Scheme Options  
(Stillorgan Park Road to Convent Road)  
Report further to Pre-Scheme Public Consultation**



**Report to Dún Laoghaire Area Committee  
April 2020**

## **Cycle Tracks on Carysfort Avenue (Stillorgan Park Road to Convent Road)**

### **Introduction**

Carysfort Avenue is a Regional Road (R825) linking Stillorgan Park Road to Blackrock with a number of key destinations along the route including All Saints National School, Carysfort Park, Carysfort National School, UCD Smurfit Business School and Blackrock Business Park. A report was brought to the Dún Laoghaire Area Committee on January 27<sup>th</sup>, 2020 that provided details on five options for cycle tracks on Carysfort Avenue between Stillorgan Park Road to Convent Road. It focused on the provision of cycle tracks within the existing road layout, i.e. kerb to kerb, using 'light segregation'. The form of light segregation has yet to be decided.

Arising from this, a pre-scheme public consultation was undertaken on the five route options through an online survey on the DLR Public Consultation Hub. This report highlights the findings from the public consultation process.

### **National and Council Policy**

#### **Transport Strategy for Greater Dublin Area 2016-2035**

##### **5.6 Cycling Infrastructure**

Expansion of the Urban Cycle Network supported by secondary routes (in line with Cycle Network Plan) to provide a quality of service sufficient to attract new cyclists, as well as catering for the increasing numbers of existing cyclists.

#### **County Development Plan 2016-2022**

- Policy ST5: Walking and Cycling

It is Council Policy to secure the development of a high-quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.

- Policy ST7: County Cycle Network

It is Council policy to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area.

- Policy ST30: Traffic Management

It is Council policy to introduce traffic management schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.

#### **Climate Change Action Plan 2019 – 2024**

- Action T7 Develop and expand the cycle network
- Action T8 Support the Greater Dublin Area Cycle Network Plan

## **Public Consultation**

Following the presentation of a report to the Dún Laoghaire Area Committee on January 27<sup>th</sup>, 2020, details of the scheme were placed on the dlr Consultation Online Hub where members of the public could complete an online survey about the scheme and express their preferred option.

<https://dlrcoco.citizenspace.com/transportation/carysfort-avenue-cycle-route-options-pre-scheme-pu/>

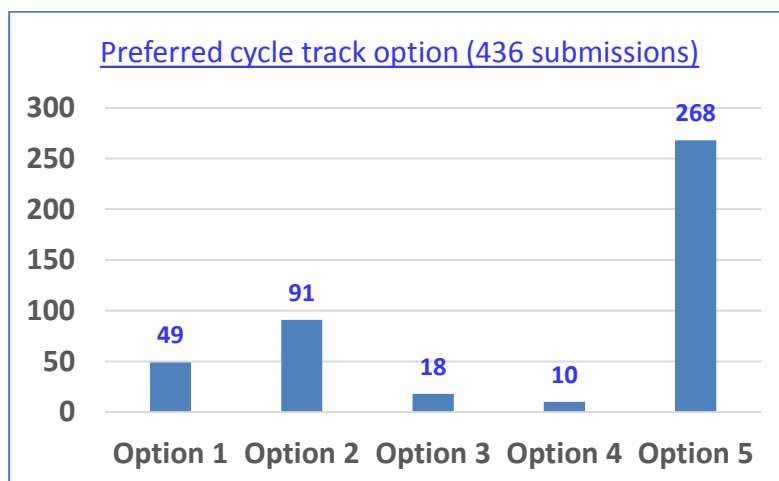
Details of the public consultation process and online survey were made known using the following media;

1. Details were placed on [www.dlrcoco.ie](http://www.dlrcoco.ie), dlrc Facebook and dlrc Twitter
2. An advertisement was placed in the Dun Laoghaire Gazette
3. A leaflet drop was made to the majority of residents along Carysfort Avenue between Stillorgan Park Road to Convent Road
4. Various local groups/organisations were notified about the public consultation
  - Public Participation Network
  - DLR Cycling Advocacy Group
  - Carysfort National School
  - UCD Smurfit
5. The information was shared by various local groups using Facebook and WhatsApp groups including Blackrock Athletic Club and Carysfort Woods Residents Association.

The closing date for receipt of online submissions and observations was Thursday 27<sup>th</sup> February 2020. A total, 436 submissions were received through the dlr Consultation Online Hub. Among the submissions, the following is noted:

- 90% of respondents stated that they were supportive of providing cycle tracks on Carysfort Avenue,
- 78% stated that they cycle regularly,
- 76% live in the Blackrock Area,
- 28% work in the Blackrock Area.

Figure 1 shows the preferred options chosen by all those who responded to the survey.



**Figure 1 Cycle Route Options**

Details of the five options are included in Appendix A. Option 5 was the preferred option by 61.5% of respondents (two-way cycle track on the west side) with 20.9% preferring Option 2 (1.5m cycle track each side of the road), 11.2% preferring Option 1 (do nothing), 4.1% preferring Option 3 (2.0m cycle track on the west side – downhill) and 2.3% preferring Option 4 (2.0m cycle track east side – uphill).

The following outlines the option chosen by various categories of respondents. A number of respondents ticked a number of categories when completing the survey.

- 308 were local residents – 57% preferred Option 5 and 23% Option 2
- 230 were commuter cyclists – 72% preferred Option 5 and 19% Option 2
- 208 were local parents– 60% preferred Option 5 and 25% Option 2
- 201 were leisure cyclists – 65% preferred Option 5 and 23% Option 2
- 160 were local shoppers – 63% preferred Option 5 and 23% Option 2
- 57 were local workers – 72% preferred Option 5 and 14% Option 1

### **Summary of Key Issues Raised in Submissions**

#### **Supportive of the scheme**

The following provides a summary of comments made by those supportive of providing cycle tracks on Carysfort Avenue:

1. The provision of cycle tracks will improve road safety for cyclists especially for younger cyclists going to all the nearby schools.
2. The cycle track needs to be segregated and raised to improve cycle safety and to prevent illegal or inappropriate parking.
3. The cycle routes on roads leading to this road also need to be improved, especially along Stillorgan Park Road.
4. Cycle tracks will help improve air pollution on the road, especially in the winter. Adding more greenery along the route will also help air quality.
5. Cycle tracks will reduce the traffic volume on the road and reduce traffic congestion at peak times.
6. Cycle tracks are needed for climate change reasons (reduced emissions) and public health reasons (reduced noise and improved air quality).
7. Narrowing of the traffic lanes will slow down traffic.
8. The existing car parking makes the road too narrow in parts and should be removed.
9. Provision of cycle tracks is Council and Government policy.

#### **Not-supportive of the scheme**

The following provides a summary of main concerns raised by those not supportive of the cycle tracks and provides a response to each item:

##### **Issue 1 Local Car Parking**

A number of submissions supported the provision of improved cycle facilities but expressed concerns over the loss of car parking on Carysfort Avenue. These concerns included the following:

- a. Removal of car parking on Carysfort Avenue will result in more cars parking on surrounding residential roads such as Oakley Park/Grove, Avondale estate, the Cloisters, Carysfort Park and other nearby roads
- b. Reduced car parking on Carysfort Avenue would affect school drop off, access to local business, parking for those who work in the area, and church parking.
- c. Removal of car parking could result in less people visiting Carysfort Park at the weekends, especially on a Sunday morning where parking is required by Blackrock Athletics Club for training in Carysfort Park.
- d. Removal of free commuter parking could result in a loss of employment as one person relies on it to get to work early and collect her child from school in the early afternoon.
- e. Paid parking should be introduced on Carysfort Avenue from Monday to Friday to remove the commuter parking and car parking should not be removed

***Response:***

The comments are noted. It is accepted that removal of parking on the west side of Carysfort Park may result in some additional commuter parking on public roads in residential areas. However, the purpose of the scheme is to improve safety for pedestrians and cyclists on Carysfort Avenue and to encourage more people to walk and cycle to school, work and public transport in the general area. This is in line with County Council and Government policy on Transportation and Climate Change.

**Issue 2 Road Safety**

- a. Introduction of cycle lanes will make the traffic lanes too narrow.
- b. The road width is too narrow from Convent Road to Frascati Road to accommodate extra cyclists coming down from Stillorgan Park Road. The cycle track should not be provided only on part of Carysfort Avenue only and, in addition, cycle routes on other approach roads should also be improved.
- c. Priority should be given to widening the footpaths and not providing a cycle track as the footpaths become congested at times due to high volumes of pedestrians. The footpaths should be widened on the east side.
- d. Primary school children should not be allowed to cycle on roads and should only be allowed cycle on off-road cycle tracks or on the footpaths for safety reasons.
- e. Difficulty getting into and out of their house due to the high speed and heavy traffic on the road.
- f. Issues will arise for cyclists at the bus stops leading to a risk for all cyclists
- g. Suggestion to lower the speed limit on Carysfort Avenue to 30kph rather than provide cycle tracks.
- h. Children should be encouraged to use the foot paths in Carysfort Park and not on Carysfort Avenue. A route should be considered through the UCD Smurfit grounds
- i. Bikes should be diverted down to Newtownpark Avenue instead of Carysfort Avenue as it is wider.

***Response:***

The comments are noted. As part of the design of the scheme, many of these items listed above will be examined. It is intended to provide some form of physical segregation between the road and the cycle track. The existing road is not wide enough to divert cyclists behind bus stops and it is not intended to acquire third party lands to provide this cycle scheme. In general, narrowing of traffic lanes has been found to reduce speeds on a road.

**Other issues**

- a. The proposal is a waste of tax-payers money at this location as very few cyclists use the route and a cycle track can only be provided on part of Carysfort Avenue. Suggest spending money on N11 or Rock Road instead to improve cycle facilities.
- b. The current arrangements are satisfactory.
- j. Motor cars pay taxes not cyclists.
- k. Need to deal with housing, public transport and childcare before spending money on cycle tracks.

***Response:***

The comments are noted. In addition to other Council and Government spending areas, the development of cycle tracks and the improvement of facilities for cyclists is in line with Council County and Government policy on Transport and Climate Change. The latest Bus Connects proposals aim to improve cycle tracks on the N11 and on the Rock Road.

**Conclusion and Recommendation**

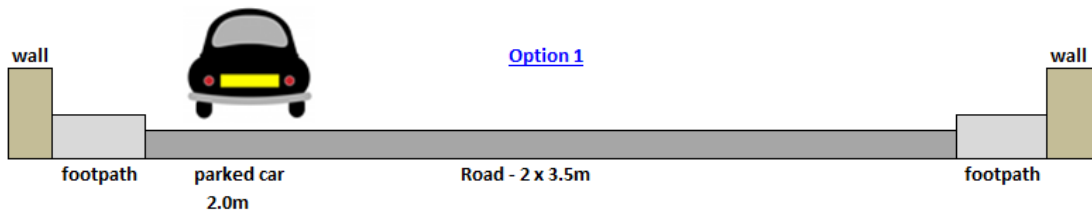
This report outlines the findings from the pre-scheme public consultation process for the development of cycle tracks on Carysfort Avenue. Of the 436 people who responded to the public consultation process, 90% of respondents stated that they were supportive of providing cycle tracks on Carysfort Avenue. Option 5 was the preferred option by 61.5% of respondents (two-way cycle track on the west side of the road).

It is now recommended to proceed with the design of the preferred Option 5, i.e. a two-way cycle track on the west side of Carysfort Avenue from Stillorgan Park Road to Convent Road. Following the completion of the preliminary design, a further public consultation process will be undertaken via the DLR Public Consultation Hub.

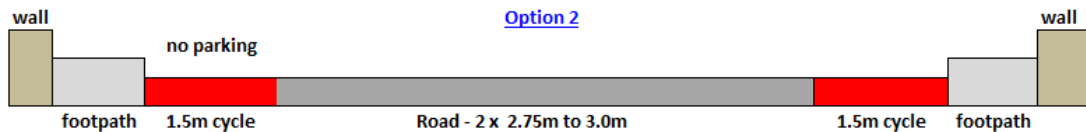
## Appendix A Cycle Route Scheme Options

The road width of Carysfort Avenue from Convent Road to Stillorgan Park Road is about 8.5m to 9.0m from kerb to kerb. A full topographical survey and a survey of utilities would be required before the preliminary design of cycle tracks could be undertaken. For the purposes of the options report, the widths used are approximate.

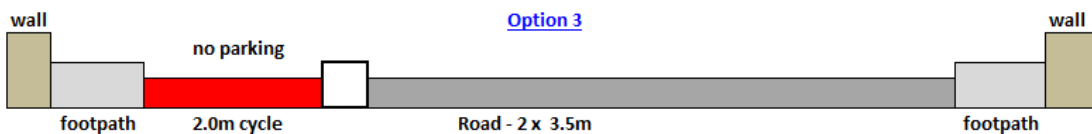
Option 1 - Leave the road as it is. Cyclists mix with traffic. No change to car parking arrangements.



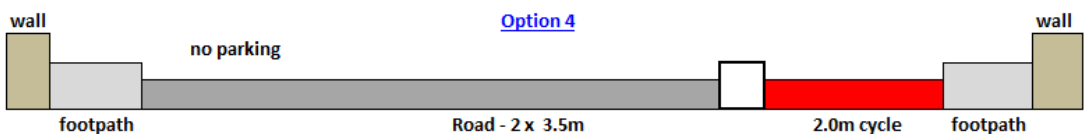
Option 2 - 1.5m wide on-road cycle track each side of the road and 2 x 2.75 to 3.0m traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 3 - 2.0m wide on-road cycle track on one side of the road towards Blackrock (downhill) and 2 x 3.5m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 4 - 2.0m wide on-road cycle track on one side of the road towards Stillorgan Park Road (uphill) and 2 x 3.5m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



Option 5 - 2.5m wide on-road two-way cycle track on one side (towards Blackrock-downhill) and 2 x 2.75m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).

