

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



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



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

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

Introduction

Arising from a Motion at the April 2019 Dún Laoghaire Area Committee, a request was made to examine the provision of a cycle route along Carysfort Avenue. This 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. This report outlines possible options for cycle tracks on Carysfort Avenue between Stillorgan Park Road to Convent Road. It focuses on the provision of cycle tracks within the existing road layout, i.e. kerb to kerb. It is intended that the cycle tracks will be segregated from the road for each cycle track option. Figure 1 shows some options for 'light segregation' with the type of segregation yet to be decided.



Figure 1 Types of Light Segregation

The remainder of Carysfort Avenue has been excluded for the following reasons:

- Insufficient road width on Carysfort Avenue between Convent Road and Frascati Road and the parking requirements.
- Parking requirements and bus movements on Carysfort Avenue between Frascati Road and Blackrock Village.

The option of providing a high quality segregated 2.0m cycle route each side of the road with 2.0m wide footpaths has not been considered in this report due to the extensive civil works required to deliver the scheme and the high possible costs associated with land acquisition.

In advance of developing any cycle tracks along the route, it is proposed to carry out some pre-scheme public engagement on possible route options within the existing road (kerb to kerb). This will be done through an online survey on the DLR Consultation Hub.

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

Car Parking Survey

To help inform the development of the cycle route options, an independent car parking survey was carried out by an independent traffic surveying company on Carysfort Avenue on Wednesday 11th December, 2019 between 06:00 to 19:00. This consisted of an interview survey and a survey of parked cars over the day.

Interview Survey Results

From 6am, surveys were undertaken of people stopping and parking on the west side of Carysfort Avenue to ascertain their travel patterns. In total, 20 interviews were carried out and 17 of those interviewed indicated that this was their daily trip. Attempts were made to survey more people but many indicated that they did not wish to be interviewed. The following are the key items of note arising from the survey:

- a. Trip destination purpose – 1 resident, 4 students in UCD, and 15 working locally
- b. Trip Origin - Bray, Cabinteely, Dalkey, Dundrum, Sallynoggin, Sandyford, Stillorgan, Swords, Tallaght, Walkingstown, D1, D6, D4, D12, D14, D18.
- c. Arrival time – 5 between 6 and 7am, 6 between 7 and 8am, 9 between 8 and 9am.
- d. Destination work locations for 15 persons working locally – 4 work in Tulsa, 5 work at local shops (3 in Blackrock Village), 3 work at local construction sites and 3 other working locally on Carysfort Avenue.

The result of the survey shows that there is a high amount of all day parking on the west side of Carysfort Avenue and most of those who park live considerable distances away and have activity nearby.

Parking Survey Results

Car parking data was recorded by staff in the traffic survey company in 30 minute beats with the first starting at 06:00 and the last at 18:30. The length of stay was also noted. The following are the key items of note:

- A. Carysfort Avenue west side – UCD to the Cloisters – 48 free parking spaces
 - 28 cars parked between 6am and 7am plus 14 cars parked between 7am and 8am.
 - Average stay is about 9 hours
 - 6 car parking spaces became available around 2pm

- B. Carysfort Avenue east side – Carysfort Avenue to Proby Square (near Church) to the Cloisters
 - Carysfort Avenue to Brookfield- 10 Pay and Display spaces – Average duration 1hour 30 or less
 - Brookfield to Avondale Lawn – 2 free spaces. Low daily usage
 - Avondale Lawn to Proby Square – 2 free spaces. Low daily usage
 - Proby Square to Proby Square near the Church – 5 free spaces at the doctor. Average duration 2hours 37

From the data, we see most of the cars that park on the west side, near Carysfort Park stay the whole day. This would indicate that there is little car parking spaces available from early morning to early evening. On the east side, there is a good turnover of cars throughout the day.

Traffic Data

A speed alert sign exists on Carysfort Avenue that allows the detection of the speed of passing vehicles. The speed limit on Carysfort Avenue is 50kph. An analysis of the data shows that the average speed for each weekday during the period July 2019 to December 2019 was 46kph and that the 85th-ile speed is 54kph.

A review of collisions on the road between 2005 and 2016 (10 years) showed the following collisions occurred:

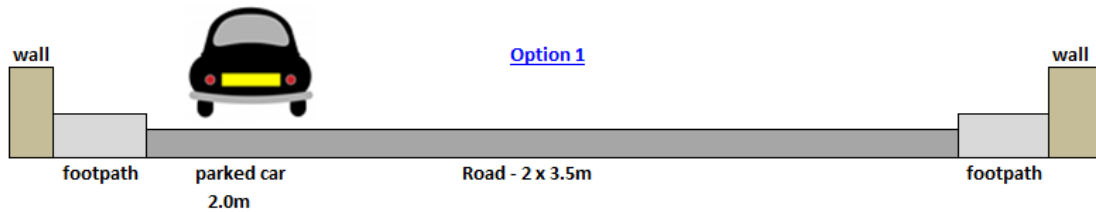
- 1 fatal collision in 2015, (motorcyclist), 1 Serious Injury in 2016 ((motorcyclist), 9 minor injury (4 cars, 2 bikes, 1 pedestrian, 1 motor cyclist, 1 goods vehicle).

It should be noted that installation of a controlled pedestrian crossing on Carysfort Avenue is due to take place in 2020 and it is expected this will provide a safer crossing for pedestrians and reduce speeds on the road.

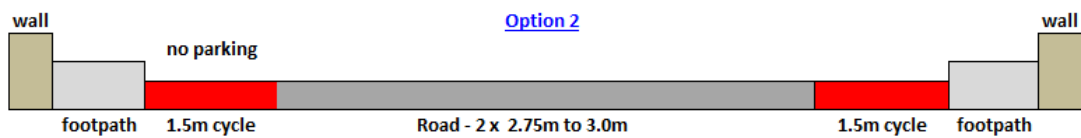
Cycle Route Scheme Options

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.

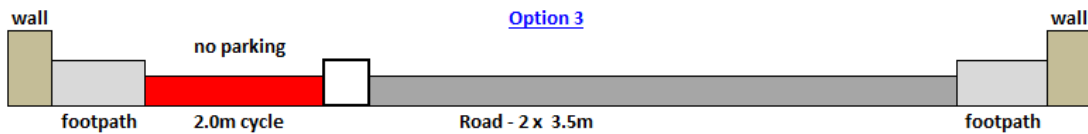
Option 1 - Leave the road as it is. Cyclists mix with traffic. No change to car parking arrangements.



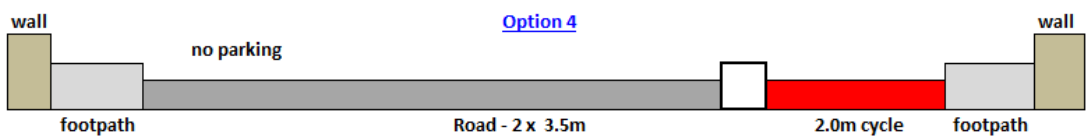
Option 2 - 1.5m wide on-road cycle track each side of the road and 2 x 2.75 to 3.0m traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



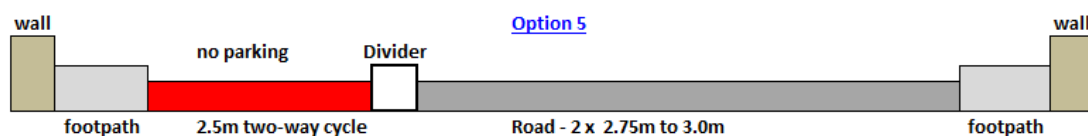
Option 3 - 2.0m wide on-road cycle track on one side of the road towards Blackrock (downhill) and 2 x 3.5m wide traffic lanes. As part of this option, all car parking on the west side of Carysfort Avenue would be removed (Carysfort Park side).



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).



Cycle Route Development

The following table outlines some of the benefits of the scheme and some of the design challenges.

Scheme Benefits	Challenges
<ol style="list-style-type: none">1. Provision of a safe cycle route for those travelling to school by bike and for commuters.2. Greater incentive for children to cycle to school.3. Better air quality on Carysfort Avenue for pedestrians and cyclists.4. The route may encourage more students, commuters and leisure cyclists as it provides a link between the cycle routes on the Monkstown Ring Road and Frascati Road.	<ol style="list-style-type: none">1. Loss of parking on Carysfort Avenue for those living, working and visiting the area.2. Possible displacement of car parking to nearby residential areas.3. Possible additional queueing and delays for traffic on Carysfort Avenue.4. Conflict for cyclists at bus stops.5. Possible drainage issues along the route due to the provision of flexible bollards or other light segregation options due to difficulty in sweeping the road.

Possible Pre-Design Public Consultation survey

Following the presentation of the report to the Dún Laoghaire Area Committee, an online survey on the cycle track options using the DLR Consultation Hub will be undertaken. The output from the survey would then help inform the Council on the views of key stakeholders on the need for such a scheme, if there is support for a scheme, and the preferred option. It is intended that some local engagement will be carried out as part of the public consultation in terms of informing interested parties on the proposal. The following outlines the suggested questions to form part of the Public Engagement process.

General

1. What is your interest in the provision of cycle facilities on Carysfort Avenue? (tick all that apply)
 - a. local resident
 - b. local parent
 - c. commuter cyclist
 - d. leisure cyclist
 - e. local shopper
 - f. local worker
 - g. other
2. Are you a regular cyclist? Yes /No
3. Do you live in the Blackrock area Yes /No
4. Do you work in the Blackrock area Yes /No
5. Are you supportive of providing cycle tracks on Carysfort Avenue Yes /No
 - a. Can you provide more information on your answer

6. Which option do you prefer for the provision of a safe cycle route on Carysfort Avenue using light segregation (Options are listed on the attached pdf)?

- a. Can you provide more information on your answer?

7. Would you, or someone you know, use the cycle tracks if they were provided
Yes /No

8. Would you like to add any further information on the proposal cycle route options?