



Clifton Scannell Emerson
Associates

Clonskeagh Road Cycle Improvement Scheme (UCD Accessibilty)

Public Consultation – Report on Submissions



Client: Dun Laoghaire-Rathdown
County Council

Date: November 2017

Job Number: 15_116A

Civil
Engineering

Structural
Engineering

Transport
Engineering

Environmental
Engineering

Project
Management

Health
and Safety

CONSULTING ENGINEERS



Document Control Sheet

Project Name: Clonskeagh Road Cycle Improvement Scheme (UCD Accessibilty)
Project Number: 15_116A
Report Title: Public Consultation – Report on Submissions
Filename: R15_116A_001

Issue No.	Issue Status	Date	Prepared by	Checked by
1	Draft for Comment	18/10/2017	CAB	GE
2	Final	31/10/17	CAB	GE

Table of Contents

1. Introduction.....	4
2. Proposed Scheme.....	4
3. County Development Plan 2016-2022	4
4. Public Consultation	5
5. Summary of Key Issues Raised in Submissions	5
6. Conclusion and Recommendation	28
Appendix 1 Record of Submissions Received	29

1. Introduction

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, is currently preparing plans to carry out improvements on Clonskeagh Road near UCD from the junction with Nutgrove Park/Belfield Close to north of the junction with Annsbrook. The scheme aims to improve facilities for pedestrians and cyclists.

Dún Laoghaire-Rathdown County Council, Traffic & Road Safety Section, is undertaking a Non-Statutory Public Consultation for the above Scheme in accordance with Section 38 of the Road Traffic Act 1994 and welcomes all submissions and observations on the scheme as proposed.

2. Proposed Scheme

In line with the requirements of the National Cycle Manual and the Design Manual for Urban Roads and Streets, the main works to be carried out as part of the proposed scheme include the following:

- Enhanced facilities for cyclists on the both sides of Clonskeagh Road including the provision of 2.0m wide cycle tracks / cycle lanes and enhanced transitions for cyclists through junctions.
- Reconfiguration of the junction of Clonskeagh Road and Wynnsward Drive at the entrance to UCD by removing the left turn slip lane and by providing an area to allow cyclist's to turn right into UCD in advance of the pedestrian crossing near AIB.
- Provision of a new signalised pedestrian crossing on Clonskeagh Road south of the junction with Annsbrook.

3. County Development Plan 2016-2022

The proposed scheme is in accordance with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022. The relevant development objectives include:

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 ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

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.

4. Public Consultation

As part of a non-statutory public consultation, the scheme was presented to the Dundrum Area Committee on Wednesday 7th June 2017.

Following this meeting, the scheme was advertised in a local newspaper, notices were fixed to poles in the area, and plans illustrating the scheme were put on display from 21 August, 2017 to 21 September, 2017 at the following locations:

- County Hall, Marine Road, Dún Laoghaire
- Dundrum Area Office, Dundrum

A scheme drawing and description were also available online on the dlr Consultation Hub at <https://dlrcoco.citizenspace.com/transportation/clonskeagh-road-cycle-improvement-scheme-ucd-acces/> where members of the public could complete an Online Survey about the scheme.

Submissions and observations with respect to the proposed scheme were invited to be made to the Traffic & Road Safety Section of the County Council. The closing date for receipt of submissions and observations was 21 September, 2017.

A total of 45 no. submissions were received through the Online Survey form, and 20 no. by letter or email during this period.

Of the 45 no. responses to the Online Survey form 39 were made by cyclists, with 21 of these cyclists destined for UCD. 14 of the cyclists travelled 1-5km, 4 travelled 10-20

5. Summary of Key Issues Raised in Submissions

5.1 Items relating directly to the scheme which was displayed

The following is a summary of the key issues raised with respect to the scheme that went on public display and the Council's response to each issue.

Issue 1

Two thirds of the written submissions received supported the proposed works, and/or were in favour of the provision of improved cyclist and pedestrian facilities with recommended amendments. The significantly increased number of cyclists between the Sandyford Industrial Estate and UCD in the last 10 years was noted as one of the reasons for this support.

In addition those in support of the improvements to cycle lanes believe that they provide an improved road layout for all road users including motorists and pedestrians. The scheme is seen to create increased safety for cyclists and pedestrians. The idea to allow time/space for bikes to make the right turn into UCD in advance of other traffic is supported.

Response:

This support is noted.

Issue 2

There are numerous submissions (11 no.) in support of the segregation that will be provided by the scheme, where the cycletrack is at a split level from the carriageway, but also requesting that the cycle lane be further segregated from traffic by providing the split level kerb in additional locations or using flexible bollards.

The reasons that further segregation is requested included:

- Motorists tend to undertake any traffic queuing to turn right, particularly at T junctions (for example at Annsbrook, UCD Wynward Drive entrance, Nutgrove Park, UCD Architecture entrance), encroaching on the cycle lane.
- The scheme offers too little physical protection from road vehicles.
- Tracks are easier to enforce against illegal vehicular parking, whereas lanes are not.
- Bad driver behaviour is endemic in the area.
- Cycleways that are fully isolated from road traffic on approach routes to the Sandford Industrial estate and UCD would increase use significantly.
- A slight elevation is enough to stop motorised traffic from veering into the bike lane.
- Whilst a wider, on-road cycletrack would be an improvement on the existing situation, a painted line simply does not provide the same security that a proper kerbed cycletrack can. This is not just an issue of safety but of perceived safety. Full segregation is the only solution which allows new cyclists the confidence to choose this mode of transport, as well as being appropriate to cyclists of all ages and abilities.
- An increase in segregation should be feasible across the scheme. For example, there are a number of minor junctions and entrances where a raised cycletrack could be implemented (with chamfered kerbs to allow for vehicular access). Annsbrook, Nutgrove Park, and Belfield Close junctions all experience relatively low volumes of traffic; certainly less cars pass these points than cyclists. A raised cycletrack at these junctions would provide additional safety to cyclists by emphasising their presence to vehicles turning into these side routes and maintaining a clear, separate cycling zone.
- Segregation is key at primary traffic junctions; in this case, the main Clonskeagh Road / UCD junction.
- Segregation is particularly important where traffic lanes are narrowed.
- A similar scheme previously completed near the junction of Clonskeagh Road and Bird Avenue demonstrates the deficiencies of on-road cycletracks at these pinch points. At the pedestrian lights by Spar vehicles frequently drive within the boundaries of the cycletrack at an unsafe distance to the cyclist. This is simply due to the fact that the traffic lane is relatively narrow at this point, yet as there is only a physical boundary to one side of approaching vehicles (ie. the pedestrian island) drivers frequently avoid this, not by slowing down unfortunately, but by veering closer to the painted white line of the on-road cycle lane. The only way to avoid this scenario is with a properly segregated track at main junctions and pinch points.
- There have been numerous instances of conflict between motorists and cyclists at the junction of Clonskeagh Road near Whitethorn road where motorists cut into the bicycle lane, including those that have been previously reported to DLRCC. At a minimum high viz bollards, similar to those being used in other locations, should be used to prevent ingress of vehicles at certain points, as well as preventing illegal parking, for example in the lane near AIB.
- The cycle lanes should go right up to the lights, and have bollards, in order to make an improvement, and to provide for the regular sweeping of cycle lanes.
- The current layout passing through the Wynward Drive junction towards the city is confusing and dangerous, with little clear instruction or understanding of required

positions. It is made worse as it narrows dangerously going through the final traffic lights with cars crossing the cycle lane lines regularly.

There is also a submission that believes that proposed segregated cycletrack is a total waste of money and, as well as being pointless, it could constitute a danger to cyclists. It would be the only raised cycle path on the road and on the west side of the road it would have to be dished outside each of the houses.

Response:

Throughout this scheme a segregated cycle track is provided as much as is possible. On road cycle lane is provided as shown on the drawing for ease of cycle movements (moving from the cycle lane to turn right, coming from the side road and entering the cycle lane), due to approaching in line bus stops, and because some additional lengths of cycle track would only be raised for very short periods. Where a significant issue exists with motorists encroaching into the cycle lane the use of plastic bollards will be considered. Segregated facilities provide protection for cyclists from motorised traffic, and helping to prevent motorists from ingress into the cycle lane.

Research from the UK has shown that narrow carriageways are one of the most effective design measures for calming traffic. However, poor driver behaviour when approaching a green light may lead to motorists entering the cycle lane, which may be exacerbated by the curve that exists on this existing kerbline. Should motorists entering the cycle lane at the location present as a significant safety issue for cyclists then the use of plastic bollards will be considered.

Issue 3

There are a number of submissions (2 no.) that support the scheme as an improvement, but note that the opportunity to follow best practices around bus stops has not been followed. They request that the cycletracks run around the back of bus stops, rather than forcing the cyclist into faster moving traffic (or stationary traffic as the case is during rush hour times). They believe that these bus stops would be safer for cyclists, less problematic for drivers and, on occasion, less risky for passengers boarding the buses.

Response:

Throughout the extents of the scheme Island Bus Stops cannot be accommodated without significant land take from private residential properties (in some cases this would almost remove entire driveways back to the house fronts, and relocation the bus stops would move them away from the UCD entrance). Acquiring land through the CPO process could render the scheme unviable.

Additionally, the proposed bus stops layouts are the appropriate design option according to the National Cycle Manual as buses on this route have low frequency.

Issue 4

There are five trees in total to be removed, according to the drawings, and only two trees to be planted in their place. The green verge and trees should not be removed from this residential area. There should be more trees included in the plans. It is not obvious why existing trees on Clonskeagh Road need to be removed; if there is not enough room for a cycle path, widening should take from the road, not from the green surfaces. Or perhaps a one foot verge could be maintained with the trees. The local residents do not want to see the trees removed as they take so long to grow and add such beauty to the area. Section 4.2.2 of the Design Manual for Urban Roads and Streets states: "Street trees are an integral part

of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/pollution and enhance place. A traffic-calming effect can also be achieved, where trees are planted in continuous rows..." Clonskeagh Road is primarily a residential road and for this reason and also to soften the feel along the road and calm the traffic a line of tall slender trees, possibly along the edge of the footpaths on both sides, would be highly desirable.

The destruction of the grass verge and trees would give the road the appearance of a city street rather than that of a suburban residential area. The Council Planning Department requires that grass verges and appropriate planting be a feature of all residential developments. It doesn't make much sense to unnecessarily remove green areas from one area while requiring them to be provided in other areas. The removal of this feature is not acceptable and in any event is unnecessary because it is not necessary to widen the cycle lane. The plan is to widen the cycle lane to 2 metres on each side of the road bringing cycle traffic closer to our gate and making exiting more dangerous. I understand that the normal width of a single lane is 1.75 metres. If the width of the cycle lane is reduced to this width there would not be a need to destroy the verges and trees.

Response:

Additional trees will be replaced where space constraints permit. The grass verges cannot be maintained due to space constraints without landtake from private residents on the road.

The vehicular carriageway is being reduced to 2 x 3.0m lanes to facilitate the widening of the cycle lanes. The footpaths on the UCD side of the road are being maintained at their current widths. This impacts on the kerblines on the opposite side and on the existing trees.

Widening of the cycle lanes has many benefits for cyclists including allowing cyclists to cycle two abreast, allowing cyclists to overtake each other, and to provide additional safety for cyclists where there is overtaking traffic. In addition, this scheme seeks to segregate the cycletrack wherever possible, providing protection for cyclists from motorised traffic, and helping to prevent motorists from ingress into the cycle lane. Footpath widths will be maintained at in excess of 2.0m wide for the extent of the scheme. The improved cycle facilities reward existing cyclists and may encourage mode shift to cycling reducing traffic levels on this route.

Issue 5

There are a number of submissions welcoming the introduction of facilities that make it easier for cyclists to turn right into Wynnsward Drive junction as there are large numbers of cyclists trying to cross Clonskeagh Road to turn into Belfield Campus every morning. This movement is dangerous and difficult for cyclists as traffic is fast moving outside rush hours. A cyclist has to get in lane very far in advance at a space when the cycle lane suddenly separates from the road temporarily.

However, it is also observed that the removal of the existing ASL south of Wynnsward Avenue is hard to understand, as the configuration of the junction would still make it functional. When cycling northbound, traffic intending to turn right at the junction of Wynnsward Drive should have of an advanced box for cyclists because this is the most likely position these cyclists will take.

The suggested right-turning space for cyclists, which is positioned to the left of the main cycling route, is also highlighted as an issue. This location should be questioned, as should why the right-turning space is not positioned to the right of the main cycle route, as the majority of road users would expect. The current proposals will be rarely used as it will remain easier, quicker and less confusing for cyclists to turn right by using the right-turning traffic lane.

The usefulness of the pedestrian island at this junction is also questioned. Rather than going to the effort of shifting the extent of the kerbs here ever so slightly, would it not be a better use of resources to remove the island completely and instead widen the main pedestrian footpaths and cyclelanes? It would surely be a far better use of space for all users and would also easily provide any additional area required to ensure a useful and comfortable rightturning zone for cyclists.

Response:

In the proposed scheme, cyclists are provided with a jug handle turn and dedicated cycle light for turning right into UCD/Wynnsward Drive. The National Cycle Manual recommends the use of a jug turn where high volumes of cyclists may be turning right, such as at a school entrance. A jug handle turn provides space to accommodate stacking cyclists waiting to turn right (on the inside of passing cyclists and traffic) while permitting straight ahead cyclists to continue straight through.

Under the guidance of the current National Cycle Manual, an Advance Stop Line is only to be provided where there is a cycle feeder lane to the ASL. There is not space to provide a feeder lane for right turning on road cyclists without significant land take from private residential properties. However, cyclists will have the option to make this turn on road with the motorised traffic should they chose not to use the jug handle turn and cycle light.

There are significant space constraints at the junction, and this waiting location is the safest space for cyclists to wait. While it will remain faster for confident, experienced cyclists to turn right in the right turn traffic lane, facilities such as this jug handle turn are a significant improvement for less experienced, less confident cyclists and, in turn, gives the opportunity to grow the cycling mode share. While this arrangement of moving motorised traffic to the left in order for them to turn right is not common for in Ireland, it is common elsewhere in Europe.

The pedestrian island opposes the right turn traffic lane into Wynnsward Drive. This is a much safer road layout for all road users than a road layout without the traffic island where road markings alone are relied on to direct traffic as to their correct route.

Issue 6

The addition of the pedestrian crossing at Annsbrook welcomed by a number of submissions noting that it is a very difficult crossing for pedestrians. It is also noted that when leaving the campus at rush hour it is virtually impossible to cross the road at the entrance just south of Annsbrook, and that this appears to be addressed in the plan. The proposed toucan crossing which is also welcomed as it will help to slow down traffic on Clonskeagh Road, and provide a safe crossing point for pedestrians and cyclists. Currently, cyclists can be seen making very risky right turns as they attempt to turn both into and out of UCD. Outside of rush hour, the traffic traveling northwards on Clonskeagh Road, travels extremely fast as they move downhill along the section of the proposed works.

However, there are safety concerns and objections to the crossing including the following:

- It is not clear why this crossing is being proposed, however, the opportunity to examine a cycling and walking only entrance to UCD might have been explored as part of the proposed scheme, and this may be what the thinking is behind the newly proposed Toucan crossing at Annsbrook.
- It is observed that the toucan crossing seems to try to divert cyclists from the other entrances; it is not clear that those approaching from either way will pass by one available entrance to use another. Better to improve the Belfield Close approach to facilitate cyclists coming from the Goatstown direction, and Richview, for exiting towards Ranelagh. So, two crossings, rather than this proposed one between the entry & exit options.
- The proposed crossing to Newstead for cyclists is not warranted because cyclists coming outbound simply turn left into the entrance and cyclists coming inbound will not travel down to this entrance but will turn right in Wynnsward Drive or Belfield Close.
- Wynnsward junction will prove to be a danger because of the Newstead entrance crossing, and will create more congestion and delays with the risk of accidents.
- It is premature to have such a major reconfiguration of the roads in the area without prior to the creation of the Local Area Plan, which is a stated objective of the County Development Plan.
- The proposal to have shared access (the green zone) for both pedestrians and cyclists on the pathway outside Annsbrook will create a dangerous hazard for families and other path users in the local area. There are numerous submissions objecting to shared space for pedestrians and cyclists on the grounds of cyclist speed presenting danger to pedestrians, and a suggestion to monitor cyclist speed during hours 5pm-6.30pm.
- There are two access points to UCD within very close distance to each other. In order to be fair to all road users one of those access points (Wynnsward Park entrance) should be the one that cyclists are facilitated to use.
- The taxpayer will be funding a major road project for the benefit of UCD and in order to improve access for cyclists only – yet UCD have very poor cycle lane and pedestrian access beyond the entrance point.
- Further the emphasis on finding a solution that is totally cyclist centric ignores the needs of the vehicular movements in the immediate area and the bad traffic build up that occurs on the Clonskeagh Road.
- Being a major road to the M50, this scheme will increase traffic jams because the Wynnsward junction is too close to the proposed crossing at Newstead.
- Further consideration should be given to the location of the pedestrian/cyclist crossing at this junction. In its current proposed position, any cyclist who wishes to use the junction to turn right into Annsbrook will find themselves on the wrong side of road, potentially facing directly into traffic coming from Annsbrook estate. It is suggested that the pedestrian/cyclist crossing should be moved to the other side of the Annsbrook junction (ie. to the north side, rather than the present south side of the junction). This would allow cyclists to enter Annsbrook via the correct traffic lane and would thereby encourage the proper and popular use of the crossing. The relocation would also provide a more direct connection for residents of Annsbrook to the closest bustop for routes heading into town. Though the overall change in distance is small, the present location forces residents to walk away from the direction of the bustop in order to cross safely; which some will, while others won't. Again, by relocating the crossing point to the north of the junction, a larger number of pedestrians will be naturally encouraged to use it.

- Moving the access point to Newstead (Phillips) is unnecessary and would result in there being 3 pedestrian crossings on the short stretch of road from Nutgrove Park to Whitethorn Road. The result of that would be to have the traffic stopped outside our house far more than at present with the additional pollution that would ensue. If Wynnsward Drive or Belfield Close is not acceptable then Richview should be considered where there is an existing pedestrian crossing at Whitethorn Road and an existing cycle path in UCD. The road and the verges are wider at that point to accommodate the work without eliminating the grass verges and trees.

Response:

This crossing facilitates safe access to bus stops for public transport users, in addition to facilitating local pedestrians, and cyclists. This crossing will not increase traffic levels or queues on this busy commuter route. When there is a build-up of traffic on the road, the crossings are not delaying queued traffic while this might be the perception. When traffic is not built up on the road the crossing provides a safe crossing point where motorised traffic is somewhat controlled. Clonskeagh Road is a major commuter route within Dublin city. The only possibility for an improvement in traffic levels is through a mode shift from private motor vehicles to more sustainable transport modes such as cycling and public transport. These proposals attempt to influence a mode shift to cycling.

The Wynnsward Drive junction is not an inappropriate distances from pedestrian signals at Newstead on this busy road directly outside a university, businesses and residential properties. At the UCD entrance via Wynnsward Drive right turning cyclists can use a jug handle turn with a dedicated cycle signal to enter UCD. At the Newstead UCD entrance right turning cyclists can either stay on road to make the right turn into UCD or ramp up onto the footpath for a short stretch in order to avail of the toucan crossing to the north of the entrance. Likewise, when cyclists are exiting the UCD Newstead entrance they can either stay on road with motorised traffic, or use a short stretch of shared space in order to cross using the toucan crossing.

The proposed shared space for access to the toucan crossing is likely to predominantly be used by slower, less confident cyclists who do not like to make right turns with motorised traffic. More confident cyclists are likely to continue to make these turns with the motorised traffic. In addition, cyclists accessing these facilities are travelling at a slow and controlled pace as they are turning in a tight space. In practice, these areas of shared space do not present a hazard to pedestrians.

The ultimate destination within the campus and the facilities to be found inside that entrance (including their directness) are two factors that dictate the entrance that is chosen by those accessing the campus. There are plans within the university to upgrade the Newstead entrance and provide pedestrian and cyclist facilities inside the campus (at planning stage), however, ultimately all entrances and exits on Clonskeagh Road are likely to maintain a pedestrian and cyclist demand, and facilitating this demand is likely to produce the most significant mode share increase in pedestrian and cycle traffic. Large areas of the UCD campus are pedestrian and cyclist only.

The crossing is located outside of the UCD Newstead entrance to facilitate access to the campus where a new pedestrian and cycle route has been planned. This would likely have greater demand than Annsbrook.

Issue 7

There is concern that the proposal will increase the speed of cyclists on the road and consequently increase potential crash impact from cars coming out of driveways. There are numerous submissions from property owners on Clonskeagh Road who feel they will be impacted by having to cross the new bike lane, which currently is difficult and dangerous due to bike traffic not giving way in busy periods (including when vehicle traffic has given way to allow a car to exit the gateway).

Response:

The proposals are not likely to increase the speed of cyclists over current speeds. Cyclists travelling straight ahead on the public road have the right of way over anyone turning onto or off of this road. A motorist exiting a side road or residential entrance should wait until there is no cyclist approaching before they attempt to exit.

The footpaths are maintained at at least 2.0m in width which gives vehicles exiting private properties an adequate sightline. Research from the UK has found that there is no evidence that reducing the stopping sight distance is directly associated with increased collision risk, and that higher cycle collision rates occur where there is greater visibility because drivers are less cautious where greater visibility is provided.

The proposed signalised toucan crossing should make it easier to exit some residential properties.

Issue 8

There are two junctions almost in same space at the Wynnsward Drive UCD entrance, the 2nd facilitating access to UCD crèche road and the opposite road through an estate. The crèche road junction is problematical on a number of counts with two sets of traffic lights in close proximity. Traffic regularly stops at the crèche road lights even though they have the green right turn filter into UCD at the next lights. The dual lights are confusing for motorists. Bikes also regularly cross that junction even though the lights are green for traffic emerging from crèche road and the opposite street. Cyclists are very much at risk stopping to turn right into the crèche road even with an arm extended as cars assume they are taking the AIB turn. Is there merit to establish the toward city centre lights at this first junction. This would mean the space between both sets up to AIB lights would be a junction box. That would permit significant space for controlled lights to release all the bike traffic first and cut out bikes overtaking cars on the right turning into the UCD road.

Response:

While the two sets of inbound lights will remain under this scheme, there are proposals to adjust the signal sequence which should remove some of the current confusion. Under the proposed signal arrangement the two sets of inbound lights will both be either green or red at the same time. Belfield Close will be controlled by a light which will include a cycle detector. Nutgrove Park will have an on demand cycle signal which could be used by cyclists who wish to enter Belfield Park from Clonskeagh Road.

Issue 9

Entering the UCD Wynnsward Drive entrance coming from Nutgrove Park is a common approach for people travelling from the Milltown/Rathgar direction. Currently, Nutgrove Park has a contraflow cycle lane, with a traffic light at the junction with Clonskeagh Road. This light has rarely been seen to go green for cyclists. The type of cycle detector in place for cyclists exiting Nutgrove Park in the direction of Belfield Close is of the pressure-pad type

and very unreliable in triggering a green light for cyclists. This means that the light is not obeyed (even those who otherwise respect traffic signals), and people turn into the junction whenever they perceive it to be safe. The light's unreliability presents a considerable hazard. I note that the proposed scheme calls for cycling detection to be installed on the Belfield Close side of this junction, but it is not mentioned for the Nutgrove Park side.

Response:

While pressure sensitive cycle detection will be provided at Belfield Park, the contraflow cycling lane on Nutgrove Park will be on demand (the signal will be called by the cyclists pushing a button).

Issue 10

Removing the left turn slip lane on Wynnsward Drive at the entrance to UCD is seen to be problematic by a number of submissions for the following reasons:

- There are already massive queues in the evening to get out of the campus during term time. This would significantly worsen the situation and cause considerable deterioration to quality of life for those involved. A huge number of UCD students have very long commutes and no option but to travel by car.
- There is concern that the elimination of the slip lane will make it more difficult for cyclists wishing to continue straight during busy periods, as cars will be more likely to turn across them. At present it's possible to be positioned outside of these cars in the slip lane.

Response:

Traffic modelling of the existing and proposed junction layouts (with existing and proposed traffic signal layouts) show the junction to be operating within capacity in both scenarios, with the maximum degree of saturation and maximum average delay improving in the PM peak. The left slip lane currently has very little impact on the operation of the junction, however, this lane increased crossing time for pedestrians on Clonskeagh Road and underutilises space that can instead be used to enhance the pedestrian and cycling offer.

Issue 11

Priority should be provided for cyclists exiting Wynnsward drive turning left to bypass traffic lights, within the large pavement currently available. The scheme should be designed to allow cyclists joining the main road with a left turn to proceed without getting stuck at lights. So cyclists coming in from Wynnsward Park, Wynnsward Drive or Belfield Close should be able to turn left onto the cycle lane on the main road without stopping at lights. The cycle lane should be designed to make this intuitive. The same should apply on the opposite side for cyclists joining from Bird Ave or Nutgrove Park.

This would allow cycle traffic to flow freely and not get bunched up. This approach is taken for cyclists at many junctions in Paris and works really well there.

Response:

There is not enough space on Wynnsward Drive, or any of the other junctions within this scheme extents, in advance of the Stop line for a left slip bypass for cyclists to exit.

Issue 12

The existing lime tree on Wynnsward drive approaching junction to be removed (or a solution to suckering found); it is currently obstructing cycling.

Response:

The Parks Department will be notified of the problems with the existing lime tree on Wynnsward Drive.

Issue 13

The counter-flow cycle lane from Nutgrove Park should be re-surfaced as part of the works. It isn't in a good state of repair. The hedge/trees protruding onto footpath should be trimmed so that pedestrians don't walk onto cycle lane.

Response:

The condition of the cycletrack on Nutgrove Park will be assessed for inclusion in this scheme.

Issue 14

Is there cycling detection on the main Wynnsward Drive UCD exit traffic lights or does a car have to trigger the signals.

Response:

There is no cycle detection at Wynnsward Drive, however, these lights are fixed time signals with Wynnsward Drive getting a green light once within every 120sec sequence.

Issue 15

There are a number of submissions from property owners requesting that any works will need to ensure no damage to/movement of the wall at their front gardens, and asking that this is monitored.

In addition, there is a request that paving within the gate recess space is retained.

Response:

A precondition survey will be undertaken on all boundary walls before any works take place, and the Contractor will be responsible for ensuring that there is no damage to the wall.

Paving within in gate recesses will be retained or replaced if it is not possible to retain.

Issue 16

Section BB appears to be inconsistent between the drawing and the section. One has an elevated track, the other doesn't seem to have it.

Response:

Section B-B shows an existing cycle track on one side of the road which is not being altered by the proposed works.

Issue 17

Local Area Plan for Clonskeagh/UCD: The County Development Plan 2016 -2022 Objective 146 is "To prepare a local area plan for Clonskeagh/UCD". This objective is quite specific in its location and therefore has identified that there is a real need to have an overall solution or

plan in place in relation to the vicinity of the Clonskeagh area of UCD. In this area there are family homes, local shops, business parks and, of course, UCD. In light of the fact that it is the intention of the Council to prepare such a plan that includes all aspects of life in Clonskeagh, it is hard to fathom why the Traffic Department are going ahead with such a major proposal in that very area without the Plan being prepared and all stakeholders in the community involved. A road reconfiguration and the provision of new traffic lights and the relocation of bus stops etc should be considered within the context of the Local Area Plan and one wonders are the planning department and the traffic department of the Council aware of each other's intentions for the area?

The DLR County Development Plan provides that the development of the UCD campus must take into account the potential impact on residential amenities and in particular to protect existing residential amenities where it would have a detrimental impact. This proposal will have a detrimental impact and is an unnecessary waste of tax payers money. This proposal should be abandoned and efforts concentrated on other projects. It is hoped that the extensive road markings which are now on the road is not an indication that the outcome of the Public Consultation is a foregone conclusion.

The plans as displayed on the Council's website do not state whether a traffic survey has been prepared in order to ascertain the vehicular, cycle and pedestrian movements along this road, so that any solution can be evidence based and for the benefit of everyone and not just one group (the cyclist).

Response:

Optimal access and egress from UCD for all road users, while maintaining traffic flow on Clonskeagh Road, will be a priority for this area under any LAP, and these proposed solutions provide an improvement for all road users not just those accessing UCD.

Traffic modelling of the existing and proposed junction layouts at Wynnsward Drive (with existing and proposed traffic signal layouts) show the junction to be operating within capacity in both scenarios, with the maximum degree of saturation and maximum average delay improving in the PM peak. In addition, the UCD Cordon Survey was assessed to determine demand.

There are plans within the university to upgrade the Newstead entrance and provide pedestrians and cyclist facilities inside the campus (at planning stage), however, ultimately all entrances and exits on Clonskeagh Road are likely to maintain a pedestrians and cyclist demand, and facilitating this demand is likely to produce the most significant mode share increase in pedestrian and cycle traffic. UCD are currently working with the NTA to improve the campus walking and cycling network.

These proposals are made with the best interests of all road users in mind.

Issue 18

There are adequate proposals for the Wynnsward Drive/ UCD Entrance to UCD in order to improve access for cyclists. There are many other entrances to UCD and an overall solution should be found so as to see where the demand for each user - pedestrian, cyclists and car user is. The County Development Plan Objective 148 is "To identify and address the ongoing car parking issues within and surrounding the UCD campus. In particular the Council will support and facilitate the ongoing process of Mobility Management Planning for UCD,

involving the university and the NTA in order to achieve a more sustainable travel patterns to and from the University and to work toward the development of a Campus Travel Plan.“

Again, it is premature to pick entrance and exit points which are practically adjacent to each other and reconfigure both in order to facilitate one road user in the absence of a Campus Travel Plan. It is both against a stated objective of the Development Plan and does not make planning sense. That is why we now have a scenario where major works are proposed for two entrances which are yards apart whilst the other entrances such as Stillorgan Road or Foster's Avenue are ignored.

The proposals will be a considerable project in need of taxpayer funds. Has a feasibility study been prepared in order to ascertain if this is the best use of taxpayer money? To facilitate access to a University at great expense only to find that once you hit the entrance there are very poor cycle lane, walkways and safe and separate access and egress points for all users? It seems that UCD is happy for the council to provide new traffic lights and bus stops but is not prepared to do much inside its own gates. Any walk through UCD from the Annsbrook entrance is a complete hazard and the road layout completely unsafe. Again an overall solution, well planned, properly costed both inside and outside the gates is needed here before a major financial commitment is made.

Response:

The ultimate destination within the campus and the facilities to be found inside that entrance (including their directness) are two factors that dictate the entrance that is chosen by those accessing the campus. Sustainable travel patterns to and from UCD will only be achieved if the facilities for cyclists and pedestrians are as comprehensive as possible. Cyclists and pedestrians should be facilitated to access campus at frequent and convenient intervals, such as exist on Clonskeagh Road. All entrances and exits on Clonskeagh Road are likely to maintain a pedestrians and cyclist demand, and facilitating this demand is likely to produce the most significant mode share increase in pedestrian and cycle traffic.

There are plans within the university to upgrade the Newstead entrance and provide pedestrians and cyclist facilities inside the campus (at planning stage). In addition, there are current proposals for improved pedestrian and cyclist access from the Stillorgan Road and Foster's Avenue (also at planning stage).

There are plans within the university to upgrade the Newstead entrance and provide pedestrians and cyclist facilities inside the campus (at planning stage).

UCD are currently working with the NTA to improve the campus walking and cycling network.

Issue 19

The Clonskeagh Road provides access to local homes, businesses, shops and UCD. It is also a major through route to access the M50 and homes in Goatstown. Cars who are coming out of the businesses onto Beech Hill already have to wait at the pedestrian lights on Clonskeagh Road at the Whitethorn Junction, this always causes traffic to build up behind. It is now proposed to install another set of lights about 50 meters at Annsbrook, and then once cars get past that it is another 50 meters to the next set of lights at Wynnsward Drive. Should this go ahead, the Clonskeagh Road will have an inordinately large amount of traffic lights and it is just at a stretch when the traffic needs to keep flowing.

This unnecessary set of lights is only going to create traffic chaos at peak times of the day. There is not even a proposal for yellow boxes on both sides of the road at Annsbrook which means we could potentially find it very difficult to get out onto the Clonskeagh Road.

Response:

The lights at Whitethorn junction are 340m from the proposed crossing at the UCD Newstead entrance, and the crossing at Wynnsward Drive is 140m away. These are not inappropriate crossing distances from pedestrian signals on this busy road outside a university and a number of business campuses. These crossings facilitate safe access to bus stops for public transport users, in addition to facilitating local pedestrians. These crossings do not increase traffic levels or queues on this busy commuter route. When there is a build-up of traffic on the road, the crossings are not delaying queued traffic while this might be the perception. When traffic is not built up on the road the crossings provide a safe crossing point where motorised traffic is somewhat controlled.

When traffic is stopped at the pedestrian signals a car exiting Annsbrook can exit crossing the yellow box in the outbound lane and enter the inbound lane. In practice, pedestrian crossings such as this one are found to assist vehicular traffic from exiting side roads.

Issue 20

There is a lack of information as to the overall purpose of this small scheme, and its placement in a larger context, mainly the access to UCD by students cycling and walking. We are disappointed in this lack of background information.

Response:

There are plans within the university to upgrade the Newstead entrance and provide pedestrians and cyclist facilities inside the campus (at planning stage). These are not shown on this proposal as it is outside of the control of DLR. However, all entrances from Clonskeagh Road for pedestrians and cyclists are likely to maintain their own demand based on the ultimate destination within the campus and the facilities to be found inside that entrance (including their directness). Sustainable travel patterns to and from UCD will only be achieved if the facilities for cyclists and pedestrians are as comprehensive as possible. Cyclists and pedestrians should be facilitated to access campus at frequent and convenient intervals, such as exist on Clonskeagh Road, and facilitating this demand is likely to produce the most significant mode share increase in pedestrian and cycle traffic.

Issue 21

The opportunity to change the alignment of the crossing of Clonskeagh Road at Wynnsward Avenue, to bring it more in line with Wynnsward Avenue, and to aid more practical use of the proposed 'right turn pocket' south of the crossing has not been availed of. We suggest that this should be examined.

Response:

The skew in the crossing point on Clonskeagh Road at Wynnsward Drive relates to access points to private residential properties and existing services, and for these reasons it has been left as it currently is.

Issue 22

Turning right into Wynnsward Park is traumatic, no regard by cars for the yellow box, and traffic coming from behind often almost crash into users turning right - also a problem so close to the bus stop which is on a bend.

Turning right out of Wynnsward Park is also a problem particularly since the pedestrian lights were relocated to the bank, it is impossible to have a clear line of sight since the black bollards were installed, these should be removed for safety of traffic exiting Wynnsward Park.

There is blatant disregard for the yellow lines at the top of Wynnsward Park, cars regularly park there to visit the bank, the doctor and students for UCD, and this causes problems trying to pass by the top of the road turning in or out.

The bus stop on the bank side of the main road should be relocated to its original position, so that the bus is not obstructing traffic when stopped. There is no reason for it to be where it is. There is a large volume of traffic on Wynnsward Park with non-residents parking there for UCD every day, so lights are required at the top of the road - they were there and it makes no sense to have moved them.

Cyclists sharing the road with cars is unavoidable, but the layout should try to keep the bus movements from obstructing their path

Response:

Under this scheme the cycletrack will be segregated with a raised kerb in the vicinity of Wynnsward Park. The vehicular lanes will be narrowed to 3.0m in both directions. This will provide traffic calming on this stretch of road, making it easier and safer to turn in and out of Wynnsward Park.

The location of the bollards and their impact on the sightline will be reviewed.

Observance of double yellow lines is a matter for traffic enforcement.

There are no proposals to further relocate the bus stop and the proposed narrow carriageway will result in stopped buses impacting on traffic, which will not always be able to pass a stopped bus.

Issue 23

There are high volumes of traffic on Wynnsward Drive, for example in the PM peak this can stretch back to the UCD tennis courts at the Sports Centre. There has been an exponential increase in the volume of traffic, for all users, in recent times, on Wynnsward Drive. This has led to the current, unsafe provision for all drivers, cyclists and pedestrians using this small, suburban, residential road as a travel/commuter route. The proposals are objected to in relation to the issue of safety of all road users, in particular those accessing Wynnsward Drive for access to and from residential buildings, the AIB bank and the UCD campus. The road is currently unsafe, and a formal risk assessment with an emphasis on traffic management needs to take place, be submitted for discussion and ratification in advance of any scheme of works. Whilst supportive of any measures to encourage and facilitate road users to relinquish car, van and lorry transport in favour of cycling, this should not happen at the cost of road user safety and potential fatality. A cycle improvement scheme will undoubtedly encourage increased bike usage of both Clonskeagh Road and Wynnsward Drive, the Council need to establish that this will not in any way jeopardise pedestrian and bike user safety.

All road users are at risk - but, of note, all vehicle users seeking access to their homes, and to the bank, are at specific risk of injury. This group may be unseen in light of the volume of traffic accessing UCD in both directions. Furthermore, in respect of residents and pedestrians: the large volume of vehicles using Wynnsward Drive (and especially the idling of a multitude of cars and vans at the traffic lights) exposes residents and passers-by to noxious toxic emissions on a near continuous basis. With the ongoing WHO and EU focus on harmful emissions, particularly in urban areas, there are obvious short and long term effects on the health of residents. Wynnsward Drive is zoned residential, yet this short roadway is used for commercial and business use. The capacity of the route is excessively used and, thereby, the residents abused.

Mr. Eoin Buttle of DLR has been written to recently in relation to ongoing and serious traffic problems on this small side road created by the huge volumes of traffic accessing UCD along Wynnsward Drive. The UCD campus now has a student population in the region of 25,000 students. This is set to rise to over 30,000 in the coming years. Wynnsward Drive caters for 18% (UCD figures) of all traffic entering and leaving the campus. This includes cars, vans, buses, articulated trucks, construction traffic, bikes, motor bikes and so on. The problems created by this traffic are enormous. The lack of any speed restrictors/bumps encourages dangerous levels of speeding up and down Wynnsward Drive. The waiting times for traffic at the lights on the Clonskeagh Road/Wynnsward Drive junction leads to huge levels of noxious emissions from stationary vehicles. There are also substantial levels of vibrations from all of this traffic to cause damage to buildings. The council should come and take a look at the traffic situation on Wynnsward Drive. The onus must be placed on UCD to come up with a properly constructed entrance to the college on this side of the campus. To propose installing bike lanes on the existing footpaths would be to greatly exacerbate the problems encountered by the residents of this small side road. I would urge the council to close this road to all through traffic and to install proper cycling facilities on Wynnsward Drive once this has been done.

Reasons for the traffic using Wynnsward Drive: There are three points of access to UCD on Clonskeagh Road. (These are in addition to the other established access points to the UCD campus including Fosters Avenue and the Stillorgan bypass). Access through Wynnsward Drive logically should only be to the car park adjacent to the Water Tower. The other access points on Clonskeagh Road should be used for the larger car parks near the sports centre and the sports fields. Students driving to campus-accommodation should be required to enter via Fosters Avenue.

The Aims of an urgent review of traffic use on Wynnsward Drive and also to the UCD campus should include:

- A Risk Assessment for all current road users on Wynnsward Drive.
- A planned reduction in the volume of traffic inappropriately accessing the UCD campus through the Wynnsward Drive roadway.
- A careful analysis of vehicular traffic using the Wynnsward Drive roadway, in particular addressing the use by heavy vehicles, buses, coaches, delivery vans and HGVs

Solutions:

- Rationalise traffic management on Wynnsward Drive.
- Utilise all access points to UCD appropriately.

- Consider establishing a pedestrian-and-cyclist-only access on Wynnsward Drive, one-way traffic access (entrance or egress only), speed enforcement and traffic restriction. Miscellaneous, to include planning for ultimate closure of Wynnsward Drive as an access road to UCD (a cul-de-sac).

Alternatives to immediately improve the traffic problems on Wynnsward Drive would include the use of a one way system, installation of speed bumps (as is the case with all other side roads in this area), Sunday closure of Wynnsward Drive, building a fit for purpose entrance at another location.

Response:

Noted.

Issue 24

It is proposed to install cycle lanes along both sides of the residentially zoned Wynnsward Drive in order to improve cycle access to the UCD campus. This is an alarming prospect for the already crowded pavement (pedestrians, cyclists, residents accessing the properties, and car, van and lorries parked on the pavement) on Wynnsward Drive incorporating an additional cycle pathway under the proposed plans with inevitable collisions. A safe development would be for Wynnsward Drive to be bike and pedestrian access only to UCD. There is objection to the installation of a cycle lane on Wynnsward Drive until other solutions to the problems outlined above have been explored. If DLR County Council succeed in establishing a dedicated cycle lane, on the current pavement, then a substantial additional risk will be presented to drivers, cyclists and pedestrians, from cars entering and exiting residential properties on the road. Similarly, there will, obviously, be additional risk to pedestrians competing for safe space with cyclists.

Response:

The scheme does not include a cycle lane on Wynnsward Drive. The scheme widens existing cycle lanes on Clonskeagh Road, segregating them with a split level kerb where possible, increasing the safety and comfort for cyclists on the route. The scheme also includes a jug handle turn for cyclists entering UCD via Wynnsward Drive. The proposal will make the route safer for existing cyclists, and may encourage additional mode shift to cycling.

The UCD campus traffic management layout attempts to balance the volume of motorists using the various exits at their disposal. UCD are currently working with the NTA to improve the campus walking and cycling network.

Sustainable travel patterns to and from UCD will only be achieved if the facilities for cyclists and pedestrians are as comprehensive as possible. Cyclists and pedestrians should be facilitated to access campus at frequent and convenient intervals, such as exist on Clonskeagh Road, and facilitating this demand is likely to produce the most significant mode share increase in pedestrian and cycle traffic.

Schemes such as this, which facilitate pedestrians, cyclists and public transport users, and may in turn promote a mode shift to these sustainable modes of transport, are the only means by which air quality and noise levels may be improved on this route.

Issue 25

The scheme is objected to as currently the presence and volume of cyclists entering and leaving UCD via Wynnsward Drive are a major factor in slowing down speeding traffic, turning off Clonskeagh Road and in to UCD. Without their presence motorists have no speed deterrents in the form of traffic calming or speed bumps. If, as proposed, the cyclists are redirected on to the pavement, this may lead to speeding of cars adding to the already dangerous traffic situation in a residential area.

A speed limit of 30kph is proposed, but motorists already ignore the current road signs on Wynnsward Drive regarding parking on the road during daytime hours. It is hard to envisage motorists obeying an additional road sign.

Residents on Wynnsward Road will have to compete for access to the road with other road users as well as having to drive over the proposed cycle lane and be aware of the pedestrian users.

Wynnsward Drive, and Clonskeagh Road, are clearly already highly congested roads with associated dangers to all users in the area. At a PM peak there can be a traffic queue of approximately 30 cars trying to access Wynnsward Drive and turn on to Clonskeagh Road.

Response:

On road cyclists should never be considered an appropriate form of traffic calming. The lane widths on Clonskeagh Road are 3.0m and research from the UK has shown that narrow carriageways are one of the most effective design measures for calming traffic. In addition, confident, experienced cyclists will still have the opportunity to stay on road while less confident, led experienced cyclists are likely to use the jug handle turn.

A 30km/hr speed limit exists on Wynnsward Drive since earlier this year.

There is no cycle lane or track proposed for Wynnsward Drive.

Issue 26

There will be more congestion and delays with back up of traffic and traffic chaos.

There will be a great increase of exhaust fumes emitted from cars stopping and starting which increases the risk of cancer (of which exhaust fumes are a major cause), lung diseases and others, and also a lack of peace. The residential rural area will be destroyed and the exhaust fumes will do great damage to plants, vegetables and fruits which will be a danger if consumed.

Response:

The scheme will not increase the number of motorised vehicles on this road, at most it will alter the position at which a vehicles queues on some occasions. Schemes such as this, which facilitate pedestrians, cyclists and public transport users, and may in turn promote a mode shift to these sustainable modes of transport, are the only means by which air quality and noise levels may be improved on this route.

Issue 27

We feel that the current submission does not clarify or present any foundations or reasons why this work is being proposed. We see no justifications why the cycle lanes need to be widened at the expense of the footpath/pedestrians.

Response:

Widening of the cycle lanes has many benefits for cyclists including allowing cyclists to cycle two abreast, allowing cyclists to overtake each other, and to provide additional safety for cyclists where there is overtaking traffic. In addition, this scheme seeks to segregate the cycletrack wherever possible, providing protection for cyclists from motorised traffic, and helping to prevent motorists from ingress into the cycle lane. Footpath widths will be maintained at in excess of 2.0m wide for the extent of the scheme.

Issue 28

Detail of Work schedule for proposed works: The submission does not present any information as to the project schedule and activities involved in this proposed work. Specifically it does not address the following questions:

- a) When is the work planned to be carried out?
- b) How long is this work being planned for?
- c) During this period will the residents have full ability to access their properties including vehicles into and from? If not, what compensation is going to be made available to the residents during this disruptive time?
- d) What consultation will the council, the developers and other contractors performing the work have with the residents who live along this stretch of road?

Response:

Following the public consultation, a tender package will be prepared and a contractor sought to carry out the works. This is likely to take place in early 2018 but is subject to final confirmation of funding.

The works will take approximately 4 months on site.

Residents will have full access to their properties except in exceptional circumstances where services, kerbs, footpath or cycletrack are being laid directly outside an entrance. On these occasions, the contractor will liaise with the property owner directly in advance of the works being carried out. Disruption will be kept to an absolute minimum at all times.

The contractor who is appointed to do the works will liaise directly with the property owners, together with dlr and their resident engineering staff, prior to the works commencing on site.

Issue 29

There will be absolutely no way for cars to stop if necessary outside the houses, including delivery vehicles.

Response:

The Clonskeagh Road is not an appropriate place for cars to stop or park. The scheme attempts to formalise the existing arrangements and discourage parking in the cycle and pedestrian facilities.

Issue 30

There is a business property on Clonskeagh Road which appeals against constructing a cycle lanes using the footpath. Their clients are mostly elderly people who would be obliged

to walk to the surgery which is not feasible due to their age. They generally use private transport to attend, by appointment only. The driveway to the practice is too narrow for cars to access. There is at present enough legal parking at the gate to allow patients to get in and out of their vehicles safely. Without the proposed size of the alterations, it is not known how a restricted area would allow patients gain access to the surgery as they do at present.

There is also a street light at the moment which may be a deterrent to any proposed buyer in the future. It is a hindrance to sleep, due to its bright light, and a more suitable location for this light would be appreciated.

Response:

There is currently no legal parking on Clonskeagh Road. The existing footpaths are being reduced in width by 600 – 700mm on the western side of the road outside Cruachan to a minimum width of just over 3.0m wide.

The position of the public light will be reviewed.

Issue 31

It is doubtful if there is any need to widen the cycle lane on the east (UCD) side of the road as there is no congestion on that side as there are 4 access points to UCD on the road to filter the cycle traffic into the university. There is no particular congestion on the west side either.

The presumed problem is for northbound cycle traffic accessing and exiting UCD. At present the main location for this is at Wynnsward Drive which is in line with the Greater Dublin Area Cycle Network Plan which identified a primary cycle route from Greenfield Park through the UCD campus to Wynnsward Drive. The Plans Network Additions identified a cycle path from Dundrum Road North at the River Dodder crossing (link from Milltown to UCD via Maple Road and Nutgrove Park). All the plans for accessing and exiting UCD have been via Wynnsward Drive. If that is no longer considered adequate I would suggest that the location should be moved to Belfield Close which has the necessary space and has an internal cycle track inside UCD from that point.

Prohibiting motor traffic from accessing Nutgrove Park from Clonskeagh Road to facilitate this would probably be welcomed by residents as it would eliminate through traffic into that residential road.

Response:

Widening of the cycle lanes has many benefits for cyclists including allowing cyclists to cycle two abreast, allowing cyclists to overtake each other, and to provide additional safety for cyclists where there is overtaking traffic.

The proposed facilities will not just be for the use of those accessing UCD. This route is part of Route 11 which is a primary cycle route in the National Transport Authority's Greater Dublin Area Cycle Network Plan.

The ultimate destination within the campus and the facilities to be found inside that entrance (including their directness) are two factors that dictate the entrance that is chosen by those accessing the campus by bicycle. There are plans within the university to upgrade the Newstead entrance and provide pedestrians and cyclist

facilities inside the campus (at planning stage), however, ultimately all entrances and exits on Clonskeagh Road are likely to maintain a pedestrians and cyclist demand.

Nutgrove Park is currently one way only adjacent Clonskeagh Road and proposals to change the direction of this is not within the scope of this scheme, however, changing the direction of this one way may bring rat running onto this road that the one way was introduced to combat.

Issue 32

The scheme will most definitely devalue the property.

Response:

There is no evidence that improved pedestrian and cycle facility devalue property prices.

5.2 Items raised that do not relate directly to the scheme which was displayed

The following is a summary of the key issues raised that do not relate directly to the scheme that went on public display, but are deemed relevant to the public consultation for the scheme, and the Council's response to each issue.

Issue X1

There are numerous submissions (X no.) requesting that the scheme be extended for further distances along Clonskeagh Road.

Specific increases in the extent of the scheme and issues raised at other locations include:

- The junction at the Goat pub has frequent near misses for cyclists and motorised traffic, and would cyclists and motorists would benefit from a raised cycle track at this location.
- The raised track should be built all the way and at least as far as the Dodder River. It is hard to understand why a scheme of this size has not been extended to include the section of Clonskeagh Road all the way to the City boundary at the River Dodder.
- The scheme should be extended to include the entrance to the UCD Architecture building further along the Clonskeagh Road. At this junction when there are cars travelling in the direction of the city centre waiting to turn right into UCD other cars will veer into the bicycle lane to pass and this can be quite dangerous for cyclists. A separation of the cycle lane through raising surface or barrier would be welcome to discourage this.
- Cyclists currently cycle on the path from the exit of Clonskeagh Business Park to the lights near Beaver Row as it is safer than trying to cross two lanes of traffic onto Clonskeagh Road when heading towards the city centre. This section should be improved for cyclists with a visible yellow junction box to allow cyclist to exit safety across lanes.
- As there cross city objectives or communication between city authorities for improving cycle lanes. DLRCC are leading the way with cycling improvements, and sharing of designs and plans for cycle lanes that have proven successful could help improve the cycle lane network city wide.
- There is a pinch point at the bus stop at Whitebeam Road when the single Clonskeagh Road lane forms the right hand turn for Beaver Row. Cars moving left into the straight on lane cross the unmarked bike lane with potential for collision. The junction between Whitebeam road and Clonskeagh Road should be addressed as it is chaos at rush hour. Several cyclists have been struck by cars here over the years

and there have been a few car crashes (not serious ones as the traffic is slow-moving). This junction requires traffic or pedestrian lights of some kind so that people leaving Whitebeam Road and turning right, and those turning right on to Whitebeam can cross without getting stuck or hitting someone.

- There is currently a blind spot at Leinster Lawn due to the location of the bike counter which blocks the view off the cycle path travelling from Bird Avenue and this needs to be relocated.
- There are large numbers of cyclists trying to turn right from Clonskeagh Road onto Bird Avenue every evening which is dangerous for cyclists as traffic is fast moving outside of rush hours.
- There is a strong need for pedestrian light crossings at the wide junction between Clonskeagh Road and the row of shops at the top of Bird Avenue/Gledswood Drive. This is a very dangerous road to cross at all times.

Response:

The scheme forms part of Route 11 which is a primary cycle route in the National Transport Authority's Greater Dublin Area Cycle Network Plan. The Greater Dublin Area Cycle Network Plan comprises of the Urban Network, Inter-Urban Network and Green Route Network, for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA) and is consistent across county boundaries such that there is continuity of route networks across these administrative boundaries. Cycling and pedestrian schemes in the GDA are designed to current best practice, and in keeping with the guidance provided by the National Cycling Manual and the Design Manual for Urban Roads and Streets.

In relation to Route 11, there are future plans to extend the scheme along the length of this route (City Centre to Sandyford), parts of which are at various early design stages (Feasibility, Preliminary Design).

While the current scheme does not include Clonskeagh Road outside of Whitebeam Road this is part of a future wider scheme for the route. There is a significant space constraint at this point. Should motorists entering the cycle lane at the location present as a significant safety issue for cyclists then the use of plastic bollards will be considered.

The sight line from Leinster Lawn will be assessed.

Issue X2

There are numerous preschools, primary schools and secondary schools in the area who would benefit from improvements to cycling infrastructure. Gates for pedestrians and cyclists should be opened through walls and other barriers between neighbourhoods. Although cycle lanes on busy roads are better than nothing, it is best is to have the cyclists far away from serious traffic. And this is doubly true for children, who are less visible and cycle more erratically.

Response:

This is outside of the extent of this current scheme but is noted.

Issue X3

Over complicating the road layout may confuse both drivers and cyclists alike. Adequate signage highlighting new road layout after the improvements are made would greatly assist in adapting behaviour.

DLR needs to engage in significant driver education about how to turn left across cycle lanes. At the moment most cyclists believe they have right of way over left turning cars, many motorists believe that they have right of way, so education is needed.

Response:

Cyclists travelling straight ahead on the public road have the right of way over anyone turning onto or off of this road. While there is still some confusion regarding this, most motorists and cyclists are now aware of the correct priority.

Issue X4

There is concern that cyclists will break the lights as is the case at the crossover from the UCD crèche road to Nutgrove Avenue. Enforcement of cyclists stopping at the new crossing point will need to take place as this does not take place at the crossover from Nutgrove Avenue currently.

Response:

Cyclists travelling straight ahead on Clonskeagh Road should stop at the signalised toucan crossing in accordance with the Rules of the Road. Enforcement of this is a matter for An Garda Síochána. At present there is no cycle detection at the signals from Belfield Close or Nutgrove Park, which may have led to cyclists exiting when these lights were red. This scheme will add cycle detection at Belfield Close and an on demand cycle signal from Nutgrove Park.

Issue X5

The inbound cycle lane south of the proposed scheme takes a detour into small parallel road, and it is almost never used by cyclists. Keeping the cycle lane on a straight line through the junction would be a significant improvement.

Whilst this design may have been implemented with good intentions, it is a poor layout which only further puts cyclists at risk. The two main issues to note are that it is inappropriate and potentially dangerous to remove cyclists from drivers' zone of concern/awareness so close to a busy junction without a proper segregated cycle lane and the off-road section of the lane is essentially shared with vehicular traffic – occasionally entering and exiting in the opposite direction of commuting cyclists. In both scenarios an unnecessary danger and conflict is encouraged which may be easily resolved with the construction of a segregated cycletrack alongside the main route of traffic. As the success of the current works area will be equally dependent on the relevant approach roads, this section should also reviewed and included in the improvement scheme.

Response:

Your comments regarding the inbound cycle route to the south of these proposals are noted.

Issue X6

The previous road works south of the proposed scheme which happened a few years ago removed footpath width making it difficult to get access to the main road from driveways. A motorist leaving the driveways must pull out onto the cycle lane to see the traffic coming which results in the motorist hindering pedestrians and cyclists. There is concern that the proposed works to further assist cyclists will exacerbate this situation, and reduce the footpath width further.

Response:

The works do not involve works to the area where works were previously carried out.

Issue X7

Wynnsward Drive needs a proper footpath entrance on both sides (this is within UCD, but is a clear failing on the entrance infrastructure for pedestrians); this also affects bikes, as people have to cross when they shouldn't need to.

Response:

This is outside the scope of dlr's scheme, however, UCD are currently working with the NTA to improve the campus walking and cycling network.

Issue X8

dlr need to consider, as a matter of urgency, the need to attend to the condition of the cycle lanes before and after this scheme - a substantial number of manhole/access covers in bare metal are a hazard, particularly in the rain. If these could be covered in high friction coating, that would increase safety significantly.

In addition, there are now a large volume of temporary repairs that are extremely uneven - outside the Outdoor Store at the Goatstown junction, for example, and at the Sandford Road intersection with Milltown Road. This is in addition to the recent welcome work at the bus-stop before The Goat pub, which have made this lane passable again which are very much appreciated.

Response:

Noted.

Issue X9

Cycling on Beaver Row in morning traffic is very problematic as there is simply not enough room for both cars and bicycles. While Beaver Row is outside the dlr functional area, is there is anything that could be done to progress the Dodder Greenway. Cyclists (and other road users) would be most grateful.

Response:

Noted.

Issue X10

Is there any long term maintenance budget /commitment to cycle lanes in the DLR?

Response:

Cycle lanes are repaired/resurfaced as necessary within the dlr road maintenance budget.

Issue X11

Many students will need to access Bird Avenue on route to UCD this road has recently been revamped allowing for two extremely large paths which has narrowed the road completely. There was no consideration given to cyclists of which there are vast numbers in the area. There are few pedestrians and so the paths are empty and the very narrow road has cyclists alongside cars on a constant basis. Why no bicycle lane was considered is surprising considering the volume of cyclists in the area.

Response:

Within the existing boundaries, Bird Avenue is not wide enough to provide an adequately high standard of cycle lanes on both direction, and cycle lanes of insufficient width are known to encourage close overtaking of cyclists by motorists. The road was narrowed in accordance with the Design Manual to Urban Roads and Streets and current best practice for such a road (research from the UK has shown that narrow carriageways are one of the most effective design measures for calming traffic). Those works were carried out on Bird Avenue due to the constraints that exist. Cyclists travelling southbound in that direction are encouraged (signage plus local knowledge) to use Gledswood Park and Mulvey Park to access Dundrum Road, and westbound cyclists can use Nutgrove Park (includes a contraflow cycle lane) and Maple Road to access Dundrum Road. These alternatives reduce the number of cyclists who need to use Bird Avenue, and those who do have the advantage to the narrow traffic lanes reducing motorised traffic speed and requiring motorists to use a gap in oncoming traffic to overtake a cyclist.

6. Conclusion and Recommendation

The submissions received during the public consultation raised a number of issues. The key issues have been summarised in section 4 above, together with the response to each.

It is recommended that the following amendments are made to the displayed scheme:

- Resurfacing of the contraflow cycletrack on Nutgrove Park.
- Provide replacement planting for all removed trees.

Appendix 1 Record of Submissions Received

Darragh Rogan	Nicola Mac Kenzie
Tomas Breen	colm ryder
Phelim O'Reilly	Miriam Roche
Gael Gaudin	Ruth Murphy
Chiara	Aoife Carty
Muireann Mc Caughey	Colm Ryder
Sean	Sarah Halpin
Sean	James Vickery
David Dodd	Marie Dillon and Barry Dillon
Sean De burca	David and Niamh Vickery
Stephen McManus	Anne Delaney
Barak A. Pearlmutter	Niamh McAdam
Sandra Gleeson	Helen Minnes
Áine Murphy	Daniel Simms
Pamela	Diarmuid Brereton
Anthony Mannix	Paul and Eve Thompson
Patrick Morris	Michael Kirby
John McHale	Collette and Pat Kennedy
Roisin Moriarty	Michael K Hayes
Kevin Keane	Mary E Smith
Joe Johnson	Eileen O'Higgins
Brian O'Farrell	Colette Kennedy
Domhnall Egan	Eileen O'Connor
Stephen Hanley	
Oisin	
Stafford	
Barry Keogh	
Henna Kinsella	
Niamh Fitzgerald	
Peter Hickey	
David Lillis	
Eilis Hennessy	
No name given	
Anne Delaney	

David Flynn
Thomas Cummins
Eoghan McGarrigle
Stephen Brophy
Catherine Cronin
Brian O'Reilly
Colm Reid
Shane Hogan

Clifton Scannell Emerson Associates Limited, Civil & Structural Consulting Engineers
Seafort Lodge, Castledawson Avenue, Blackrock, Co. Dublin, Ireland.

T. +353 1 288 5006 F. +353 1 283 3466 E. info@csea.ie W. www.csea.ie

