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## **Public Consultation – Report on Submissions**

### **Clonskeagh Road Pedestrian & Cycle Improvements (UCD to Clonskeagh Bridge)**



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**Client: Dún Laoghaire-Rathdown  
County Council**

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## 1. Introduction

Dún Laoghaire-Rathdown County Council (DLRCC) has prepared a design to improve facilities for cyclists and pedestrians along Clonskeagh Road (R825). The full scheme extends for approximately 500m of Clonskeagh Road, linking the new cycle track at Annsbrook on Clonskeagh Road near UCD to tie into existing facilities on Clonskeagh Road at the Beech Hill Road Junction. In time, the scheme will also tie-in to the preferred option for the Dodder Greenway at the Beech Hill Road Junction.

The cycling route that this scheme forms part of, identified as Primary Cycle Route 11 of the Greater Dublin Area Cycle Network Plan (GDACNP), runs from south of the M50 to Clonskeagh in DLRCC, and from Clonskeagh to the City Centre in Dublin City Council.

DLRCC Traffic & Road Safety Section has undertaken a Non-Statutory Public Consultation for the above Scheme in accordance with Section 38 of the Road Traffic Act 1994 and sought submissions and observations on the scheme as proposed.

## 2. Proposed Scheme

The proposed scheme aims to improve road safety for all road users along Clonskeagh Road, in line with the requirements of the National Cycle Manual (NCM) and the Design Manual for Urban Roads and Streets (DMURS).

The proposed scheme comprises the following:

- Enhanced facilities for cyclists on both sides of Clonskeagh Road including the provision of 2.0m wide cycle lanes / cycle tracks, where possible, and enhanced transitions for cyclists through junctions.
- Reconfiguration of the junction of Clonskeagh Road and Beech Hill Road to provide Toucan crossings on all arms, removal of the existing short left turn lane approach from Clonskeagh Road southbound to Beech Hill Road and removal of the short right turn lane from Clonskeagh Road northbound to Beech Hill Road.
- Provision of an island bus stop to allow cyclists to divert behind the bus stop.

## 3. Relevant Policy

The proposed scheme is in accordance with the objectives of 'Dún Laoghaire-Rathdown County Development Plan 2016-2022', which includes:

### 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.

The proposed scheme is also in accordance with the objectives of 'Dún Laoghaire-Rathdown County Climate Change Action Plan 2019-2024', which includes:

- Action T4: Develop and expand the County walking network
- Action T6: Permeability and connectivity in planning process

- Action T7: Develop and expand the cycle network
- Action T8: Support the Greater Dublin Area Cycle Plan
- Action T11: Cycle parking in public realm
- Action T13: Road maintenance improvements

## 4. Public Consultation

As part of a non-statutory public consultation, the scheme was presented to the Dundrum Area Committee on Thursday 2<sup>nd</sup> July 2020.

Following this meeting, a scheme drawing and description were available online on the DLR Consultation Hub from Friday 3<sup>rd</sup> July, 2020 to Thursday 6<sup>th</sup> August, 2020 at <https://dlrcoco.citizenspace.com/transportation/clonskeagh-road-pedestrian-and-cycle-improvements/>, 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 DLRCC. The closing date for receipt of submissions and observations this was Thursday 6<sup>th</sup> August, 2020 and was further extended to Friday 14<sup>th</sup> August, 2020.

A total of 264 no. submissions were received through the Online Survey form, and 12 no. by letter or emails during this period.

Of the 264 no. responses to the Online Survey form (Figure 1 & Figure 2) 198 were made by commuter cyclists and 151 were made by leisure cyclists, with 64 of these cyclists destined for UCD.

## 5. Summary of Key Issues Raised in Submissions

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

### **Issue 1 – Support for the Scheme with suggested amendments**

The majority (90%) of the submissions received supported the proposed works, and/or were in favour of the provision of improved cyclist and pedestrian facilities with recommended amendments. The majority of the submissions feel that cyclist and pedestrian facilities in Clonskeagh should be improved as it serves as major route to the city centre, Dundrum and Sandyford area, especially since the outbreak of the COVID-19 pandemic.

However, half of the submissions felt that the proposed scheme will not make the route safer for cyclists and pedestrians unless a completely segregated 2m wide cycle track and footpath are provided along the entire route and continuous through the side junctions similarly to the Dutch design (12 no submissions). It is also suggested that the cycle track should be segregated completely either by verge away from the carriageway, full height kerb, bollards or barriers.

The reasons that further segregation and junction priority design are requested included:

#### **Lack of continuous segregation:**

- 36% of the length of the cycling facilities on the plans are unsegregated.
- At all stages in the proposed scheme, where cycle segregation is lost, it is lost to facilitate the free movement of motor traffic.
- Lines of paint will not do. Paint does not offer any protection. Painted lines do not provide any degree of safety for vulnerable cyclists along this route. In practice, this would be used illegally by vehicle traffic as an extra lane to pass turning traffic on the inside at many junctions, creating a severe hazard for cyclists.
- Drivers have repeatedly demonstrated either their contempt for cycle-lanes or their ignorance of what they are.
- A small shallow kerb will also not prevent cars from entering the cycle lane or parking on it.
- The verge between the cycle track and the footpath should be moved. The cycle track should be placed beside the footpath and the verge placed between the cycle track and the road to provide greater segregation and comfort. It's much more comfortable cycling with this segregation between road and cycle track. The level difference between cycle track and footpath should remain.
- All the cycleways need to be physically separated from the road carriageway by a kerb (or, far less preferably, bollards). Painted lines trying to delineate cycle tracks have done nothing to protect cyclists - physical deterrents are needed to prevent drivers from trying to skirt around a turning car by driving on a cycle track and saving seconds off their journeys.
- The raised cycle lane should be differentiated from the footpath with colour and a kerb.
- A continuous, uniform, segregated cycle route is needed to achieve real modal shift. This is not provided for here, so this is a missed opportunity to add a high-quality cycle facility to provide safety for users of all ages and abilities.
- The number of cyclists is predicted to substantially increase when people go back to work in town so proper segregated paths are needed, especially if women and schoolchildren are to be made feel safe and gain confidence to cycle (and thus reduce motor traffic, and pressure on public transport).
- More of the proposed cycleways should be made into off road cycle tracks, physically separated from road carriageways, especially around the intersections Whitebeam Road and Beech Hill Road.
- The bike lanes need to be fully separated from traffic throughout the entirety of the scheme, without fail, similarly to the current Dun Laoghaire. That's an instant success because it's simple and safe.
- Safe, integrated, and universally designed (accessible to all ages) cycling infrastructure is essential for our health and safety.
- Either fully segregated for cyclists OR alternative give priority to cyclists on the roads surrounding UCD and surrounding neighbourhoods.

- Bollards and painted lines are not good enough. Proper segregation, with kerbs, is needed. On this route, motorists often speed and encroach on the cycle lanes.
- Drivers regularly drive or park in the painted lanes, making them redundant.
- The raised cycle track should continue further towards the junctions of Clonskeagh Drive and Annsbrook, and both these junctions should have a tighter turning radius and flexible bollards up until the turn.
- This scheme has excessive use of painted cycle lanes without good reason. It is acknowledged that merging cycle lanes back onto the road before intersections is a design standard. However, especially in the southerly direction this seems to be applied excessively, presumably to make space for two bus stops. The purpose of the bus stops reaching over the cycle lane and half into the traffic lane is questionable. On the opposite side of the street it is demonstrated how this can be avoided, both with and without a bus stop island.

### **Junctions:**

- There is no treatment/protection at junctions to improve the safety of people cycling.
- When turning right onto Beech Hill Road from Clonskeagh Road, there's no protection for people on bikes. This will put off most people from taking up cycling. The people that are already cycling aren't really the people who should be targeted. There is a need to target and cater for those who want to cycle, but who are too afraid to cycle in the current hostile car-dominated road environment.
- All junctions should have pedestrian priority (including the junction of Annsbrook with Clonskeagh Road). There should be a continuous footpath with the stop sign pushed to behind the continuous footpath.
- The crossings at Whitebeam and Whitethorn are too wide, are unpleasant for a pedestrian crossing them, and should be narrowed.
- Segregated cycle lanes should be provided at junctions. The junctions at Whitebeam Road and Whitethorn Road are dangerous on a bike.
- Outbound cars turning right usually can't see a cyclist on the inside of the cars, which carries a high risk for collisions between vehicles and cyclists. Raising the lane alongside colour contrast and wands/ curbs might help tackle this.
- Junctions along the route must adopt the Dutch style junction segregation, it would be totally counter-intuitive to segregate cycle lanes along the route only to mix cycle traffic and motor traffic at every junction.
- The Clontarf Cycle Routes, and the latest BusConnects drawings, have some high-quality junctions.
- Poorly designed intersections will prevent uptake by vulnerable users and force other cyclists to primary position on the main road.
- Allow integration to Dodder, to Dundrum, Ranelagh, Donnybrook and Stillorgan Cycle Schemes.
- The junction at Beech Hill Road can be a terrifying experience. Please do this properly and put every effort into making this safe for people cycling. Bollards are not the answer.
- The Dodder Greenway and inbound/outbound cycling traffic should be given priority over cars at the junction of Beech Hill Road.
- If investment is to be made at this junction, it should be done right. The current proposal will be subject to post-engineering with flexible bollards added when it becomes clear that the Beach Hill road junction is still dangerous for cyclists.

### **Narrow cycle lanes:**

- Narrow segments (painted or segregated) will force cyclists into primary position on the main road.
- Most of the cycle lanes are too narrow. They should all be 2m wide and segregated.
- The amount of space provided to cyclists in the proposal is not sufficient for such a busy route, a minimum of 2m would be required to allow cyclists to pass each other safely.
- A significant number of sections are not sufficiently safe due to narrow cycle lanes painted on the road with no additional protection being provided by up stands etc. All of the cycle lanes should be min 2m wide where at all possible and protected with more than paint. Every day on Roebuck Road people ignore the painted cycle lanes and drive/park their cars on them (and the paths), and this would end up the same.
- The limited amount of segregated cycle lanes and the continued reliance on painted lanes in this proposal is a concern.



- Cycle lanes should be min 2m wide to facilitate overtaking. This will encourage use by a broader range of the population. People should not be made afraid to cycle by poor cycling infrastructure but should be encouraged to do so by the best infrastructure possible.

**Response:**

*A segregated cycle track is provided as much as possible throughout the scheme, in line with the NCM. On road cycle lane is provided, as shown on the drawings, for ease of cycle movements (moving from the cycle lane to turn right, across 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.*

*Segregated cycle tracks with split levels with raised kerb provides protection for cyclists from motorised traffic and helping to prevent motorists from ingress into the cycle lane. There are constraints to providing segregated cycle tracks and footpaths away from the main carriageway by introducing a verge strip due to numerous, large, shallow underground services on both sides of the carriageway, and knock on implications of having to sacrifice the existing trees along the northbound of Clonskeagh Road.*

*The short right turn lane from Clonskeagh Road to Beech Hill Road is proposed to be removed and it is acknowledged that this will reduce junction capacity, particularly in the AM peak. Removal of this right turn lane will avoid a pinch-point in the cycle lane and footpath at both sides of the road. This will allow for a 2m wide cycle track on each side of the junction.*

*The left turn movement from Clonskeagh Road to Beech Hill Road is also required to facilitate access to Beech Hill Road from Clonskeagh Road, including Belfield Office Park. Viable alternatives routes that could be used as an alternative to this left turn are both remote from this location and circuitous.*

*Cyclists will be able to make this right turn either in the traffic lane or using the toucan crossing.*

*This scheme will tie-in to the crossing of the Dodder Greenway in this location once it is complete.*

*Cyclist priority junctions' treatment will be considered at Beech Hill Road junction, Clonskeagh Drive, Whitebeam Road, Whitethorn Road and Annsbrook.*

**Issue 2 - Increase in traffic congestion**

A number of submissions (2 no.) and CRA has questioned the necessity of the proposed scheme and the existing traffic congestion on Clonskeagh Road has not been addressed in the proposed scheme.

The reasons that the scheme would increase traffic congestion on Clonskeagh Road included:

- The existing cycle lanes currently allow for a successful free flow of cycle traffic and, as such, the proposed widening of the lanes is considered to be of questionable necessity. Currently vehicular traffic pressures give rise to serious traffic stress on road users with near daily traffic queues extending from the UCD / AIB Road Junction down to the Clonskeagh Bridge Junction and further towards the Milltown Road Cross Road Junction. The traffic issues in turn gives rise to serious negative impacts and particularly leads to the diminution of residential amenity. It is contended that a designated traffic light signal filter system to facilitate left hand turning movements from Clonskeagh Road be urgently reinstated at the UCD access location. Such a proposal would be of some assistance in alleviating the current unacceptable road traffic issue. In context and having regard to the relative short university term times, consideration should be given to introducing a flexible traffic light sequence system in order to provide for periodic improved traffic flow opportunities on Clonskeagh Road. It is pointed out that term times are spread over a maximum of six months per university year.
- The close proximity of the public access road serving Beech Hill / Belfield Park Office developments to the Clonskeagh Bridge junction gives rise to daily lengthy daily traffic holdups which in turn back-up along the Clonskeagh Road. Notably, no proposals are made to address the issue.



- The current bike lane arrangement is adequate. The recent scheme is over engineered with narrow footpaths particularly at the pelican crossing close to Annsbrook. The changes in signalling have caused significant congestion on the road at all times of the day every day of the week and weekends. There has been a reduction in air quality and increase in noise due to the increased traffic held up on the road due to slower speeds. The previous scheme took ages to deliver and caused significant disruption over the course of the project.
- The existing scheme has caused significant congestion on the road with pedestrian crossings and traffic lights that are poorly timed. We were assured that the previous scheme would not increase congestion on the road and this is not the case. It can take me 10 mins to travel from Beaver Row to Annsbrook.

**Response:**

*The only potential to reduce the volume of traffic on this route and, thereby, reduce congestion and improve air quality is to increase the number of trips using sustainable modes. Improvements, such as those proposed in this scheme, bring with them the potential to increase the number of road users choosing walking and cycling as an alternative to driving a private motor vehicle.*

*The left slip lane currently had very little impact on the operation of the junction, however, this lane increases crossing time for pedestrians on Clonskeagh Road and underutilises space that can instead be used to enhance the pedestrian and cycling offer.*

**Issue 3 – Tree removal and increased bike speed**

The scheme proposes to remove a number of mature trees. The existing scheme has increased bike speed on the route with no enforcement of speed limits (e.g. introducing cyclists traffic calming) or red light breaking.

**Response:**

*It is proposed to remove 3 no. of existing trees to facilitate the proposed scheme. However, 15 no. of mature new trees are also proposed within the scheme. The condition of the existing mature trees to be removed will be surveyed for possibility of relocation.*

*The proposals are not likely to increase the speed of cyclists over current speeds.*

**Issue 4 – Cycle priority traffic light**

There are number of submissions (6 no.) that would like to have cyclist priority traffic light signals at the junctions with no left-turning (e.g. northbound on Clonskeagh Road/Beach Hill Road junction) to allow cyclists travelling straight to proceed; whereas for junctions with left-turning, additional bollards/barriers (e.g. Whitebeam Road, Whitethorn Road, Clonskeagh Drive) or cyclist priority traffic light (Southbound on Clonskeagh Road/Beach Hill Road junction) are preferred to allow cyclist travelling straight to travel ahead of the left-turning motorist to avoid conflict.

**Response:**

*Cyclists travelling northbound on Clonskeagh Road/Beach Hill Road junction shall travel together with the northbound motorists in the proposed scheme. The right turn lane from Clonskeagh Road to Beech Hill Road is proposed to be removed to provide for a 2m wide cycle track on each side of the junction. The left turn movement from Clonskeagh Road to Beech Hill Road is also required to meet existing vehicular traffic demand. Provision of a jug turn for cyclists from Clonskeagh Road turning into Beech Hill Road was investigated but has not been brought forward due to the space constraints in this location. Cyclists will be able to make this right turn either in the traffic lane or using the toucan crossing. This scheme will tie-in to the crossing of the Dodder Greenway in this location once it is complete. Consideration will be given to providing bollards along the cycle track edge as it proceeds towards the junction.*

*Cyclist priority junctions' treatment will be considered at Beech Hill Road junction, Clonskeagh Drive, Whitebeam Road, Whitethorn Road and Annsbrook.*

### **Issue 5 – shared areas**

There are a number of submissions (3 no.) that feel that the shared cyclist and pedestrian space at the junctions are inappropriate, especially the shared waiting area at the bus stop No. 879 and the park entrance. In their opinion, commuter cyclists usually speed through the junctions which may cause conflict with the pedestrians or people waiting at the bus stop and the park entrance.

#### ***Response:***

*The shared area at the junction is provided for cyclists who wish to use the toucan crossing to access Beech Hill Road in line with NCM. These cyclists will be slow moving, preparing to stop, or stopped in this shared space. This scheme will tie-in to the crossing of the Dodder Greenway in this location once it is complete. Bus stop No. 879 will be reviewed and re-designed in accordance with the Preliminary Design Guidance Booklet for BusCorridors Core Bus Corridors, Figure 27. The purpose for the narrower track section and tighter bends are to reduce the speed of the northbound cyclists while directing the cyclists to go behind the bus stop as a safer route.*

### **Issue 6 – Removal of right turn lane onto Beech Hill Road**

There are number of submissions (7 no.), including the Irish Cycling Advocacy Network (Cyclist.ie) and DLR Cycle Group, requesting removal of the right turn lane onto Beech Hill Road in order to provide 2m fully segregated cycle track at this junction.

It was suggested that most inbound vehicle traffic has alternative routes to access the N11 e.g. using Roebuck Road, Mount Anville Road/Foster Avenue, or using Milltown Road/Eglinton Road. Reducing the number of cars using Beaver Row would also benefit inbound passengers on the number 11 bus. Currently, this bus is constantly stuck in traffic, and could take 20 minutes or more to get from Goatstown to the Dodder bridge some mornings. Removing the right turn onto Beech Hill Road would remove a huge volume of inbound traffic on Clonskeagh Road, and dramatically improving the reliability of this bus service.

Irish Cycling Advocacy Network has also suggested removal of both right turn and left turn lanes on Beech Hill Road to create segregated cycle track on both sides of Beech Hill Road.

#### ***Response:***

*The short right turn lane from Clonskeagh Road to Beech Hill Road is proposed to be removed and it is acknowledged that this will significantly reduce junction capacity, particularly in the AM peak. Removal of this right turn lane will avoid a pinch-point in the cycle lane and footpath at both sides of the road. This will allow for a 2m wide cycle track on each side of the junction.*

*The left turn movement from Clonskeagh Road to Beech Hill Road is also required to facilitate access to Beech Hill Road from Clonskeagh Road, including Belfield Office Park. Viable alternatives routes that could be used as an alternative to this left turn are both remote from this location and circuitous.*

*Cyclists will be able to make this right turn either in the traffic lane or using the toucan crossing.*

*This scheme will tie-in to the crossing of the Dodder Greenway in this location once it is complete.*

### **Issue 7 – Removal of left turn lane**

There are number of submissions (4 no.) supporting the removal of short left turn lane approach from Clonskeagh Road southbound to Beech Hill Road, but also requesting a safer approach to the junction.

- Fully segregated cycle track across the junction
- Use of bollards/barriers to reduce conflict between cyclists and left-turning motorists
- Separate cyclist traffic light which allows straight ahead cyclist to go before the motorists

There is also one submission that does not agree with the removal of the left turn lane.

#### ***Response:***

*Cyclist priority junction treatments will be considered at Beech Hill Road junction. Consideration will be given to providing bollards along the cycle track edge as it proceeds towards the junction.*

*The left slip lane currently had very little impact on the operation of the junctions, 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 8 – Reduce junction widths**

There are number of submissions (2 no.) requesting that the width of road crossings at junctions (e.g. Beach Hill Road, Whitebeam Road, Whitethorn Road) be reduced and to omit the traffic islands to provide single pedestrian crossing movement.

***Response:***

*Cyclist priority junctions' treatment will be considered where possible at junctions in this scheme. Curve radii will be reduced and crossing widths will be reduced.*

*The signalised crossing at Beech Hill Road/Clonskeagh Road junction will have single pedestrian crossings on each arm. There are no staggered crossings proposed.*

#### **Issue 9 – Reduce kerb radii at junctions**

There are number of submissions (3 no.) in relation to the kerb radii proposed for the scheme,

- reduce kerb-radii on Beech Hill Road where it meets Clonskeagh Road to reduce speed of vehicles turning the corner
- The turning radius at the corners of Beach Hill Road (BHR) and Clonskeagh Road seem to be getting ever wider than they are now
- The raised cycle track should continue further towards the junctions of Clonskeagh Drive and Annsbrook, and both these junctions should have a tighter turning radius and flexible bollards up until the turn

***Response:***

*The corner radii at Beech Hill Road has been designed specifically to allowed for an articulated vehicle to turn the corner without encroaching into the cycle lane and the right turn traffic northbound on Clonskeagh Road.*

*The corner radii proposed at all minor junctions are in accordance with NCM. These junctions have also been re-aligned to allow for installation of tactile paving at these uncontrolled crossings.*

#### **Issue 10 – Ban right turn into Whitebeam Road and/or Whitethorn Road**

Almost half of the submissions received raised concerns relating to the safety at the Whitebeam Road and Whitethorn Road junctions, which are often used by ~~at~~at-runners in the morning to access to Milltown/Dundrum.

The majority of the submissions requested that the right turn into Whitebeam Road and/or Whitethorn Road junctions is banned. This is because the traffic turning right onto Whitebeam Road and Whitethorn Road often fails to observe cyclists travelling northbound on Clonskeagh Road. It is noted that a larger yellow box could improve visibility.

Additionally, traffic waiting on Clonskeagh Road to turn right onto Whitebeam Road and Whitethorn Road blocks traffic travelling southbound on Clonskeagh Road. This sometimes causes motorists to undertake on the left, encroaching the cycle lane which causing a hazard to cyclists. The motorists turning left from Whitebeam Road and Whitethorn Road onto Clonskeagh Road often blocked the yellow box, especially in the morning, which blocks cyclists travelling northbound on Clonskeagh Road and forces them onto the roadway.

There are requests that Whitebeam Road be closed to vehicular traffic for the safety reasons outlined above and because as a driver it is just as convenient to use Whitethorn Road.

Traffic calming and zebra crossings should be introduced at side roads. This would make it safer for pedestrians but also for cyclists. There are ~~Stop~~road markings, but some cars treat junction more like yield and emerge without stopping. Kerb build outs would slow Whitethorn Road motor traffic merging with Clonskeagh Road. An elevated road surface (ramp) at the junction to match the footpath/cycle track

would ensure the continuity of pedestrian/cycle track and prioritise pedestrians and cyclists over motor vehicles.

The Irish Cycling Advocacy Network and DLR Cycle Group commented that: These roads are currently used as a rat run connecting Milltown/Dundrum with Beaver Row. Residential roads are not suitable for the function of carrying through traffic, and these rat runs should be closed or restricted. This should be included as part of this proposed scheme. At the very least, the right turn into Whitebeam Road should be banned.

This rat running also creates a number of safety hazards on Clonskeagh Road, which have not been addressed in this scheme.

- Particularly during periods of heavy inbound traffic, vehicles turning right from Clonskeagh Road onto Whitebeam Road or Whitethorn Road do so across a yellow box junction in stationary traffic. This is a hazard for cyclists continuing straight inbound, especially when taller vehicles are in the stationary traffic, as right-turning drivers often fail to observe oncoming straight-ahead cyclists. Compounding this, the cyclists are travelling downhill at faster speeds in large numbers making sudden braking more dangerous.
- The rat running is also responsible for some of the congestion on Beaver Row. Often a driver waiting to turn right onto Whitebeam Road prevents other traffic from moving out of Beech Hill Road. Banning this right turn would improve the safety of people cycling and improve the flow of traffic.
- Both traffic flow and the safe movements of pedestrians and cyclists are disrupted by the junctions with Whitebeam Road and Whitethorn Road. Either one of these junctions should be permanently closed to entering/exiting traffic. These roads are residential roads, not appropriate roads for connecting Dundrum/Milltown with the N11 or Ranelagh Roads. Drivers using these as through-routes from Dundrum Road, are using them to access Beech Hill Road/Beaver Row in order to reach Donnybrook. The more appropriate routes for these journeys are to use Bird Avenue or Milltown Road.

The benefits could be:

- Potential for relocating a bus stop into the space made available from closing one of the junctions to through traffic. This would also provide better conditions for both pedestrians and cyclists for an island bus stop.
- Reducing the number of turning conflicts for cyclists, as outlined above.
- Segregated cycle tracks could be maintained for greater distances throughout the scheme.
- Reduction in the volume of traffic using Whitebeam and Whitethorn Road as a %at-run+thereby creating more pleasant and safer streets for residents, and children in particular.
- Fewer roads for pedestrians to cross when walking thereby better conditions for pedestrians.
- Fewer vehicles using the Clonskeagh Bridge junction, particularly to turn right hence better traffic flow for public transport and private vehicles using Clonskeagh Road as a primary route.

#### **Response:**

*Cyclist priority junctions' treatment will be considered at Whitebeam Road and Whitethorn Road.*

*Closure of Whitebeam Road to vehicular traffic entering from Clonskeagh Road is proposed. Vehicular traffic will still be able to turn from Whitebeam Road to Clonskeagh Road and cyclists access to/ Whitebeam Road will be provided for.*

#### **Issue 11 – Upgrading to Beech Hill Road Junction**

The majority of the submissions in support of the proposed scheme requested that the Beech Hill Road and Clonskeagh Road junction to be upgraded with segregated cycle track and footpath, by removing the right turn lane onto Beech Hill Road to create more space of the segregated cycle track and connectivity to Beech Hill Road.

The Irish Cycling Advocacy Network and DLR Cycle Group shared images and suggestions of segregated cycle track at junctions in their submissions.

The requests for segregated cycle track at the Beech Hill Road junction included:



- The exit from the park leads to dangerous interactions between bikes and pedestrians due to reduced visibility. This path should be designed to indicate explicitly how bikes should proceed and create a safe area for them to come out onto the road-based cycle-path without endangering pedestrians. It's not clear around Beech Hill Road how all of this will fit into the Dodder Greenway plan - the current and proposed set up makes it really difficult to cross the Clonskeagh Road, especially on a cargo bike carrying kids.
- Currently very difficult to cross from Dodder path onto Clonskeagh Rd towards UCD. Improvement needed at these traffic lights.
- The design of the junction at Beech Hill road could be improved for cyclists. Segregation could be increased for north bound cyclists north of the island bus stop.
- Beaver Row right through to Anglesea Way is dangerous if you are cycling. It would be great if there was a way to improve that route considering it's used by many cyclists.
- While going straight and left turns are accommodated, safe right turns are not. A layout similar to the 'stay left to go right' at UCD needs to be considered. Due to the volume and speed of traffic on the Clonskeagh road it is not safe for cyclists to wait in the middle if the road to go right.
- Beech Hill Road intersection remains dangerous for cyclists in both directions and adds further dangers for pedestrians. The proposed crossing at the narrowest part of the footpath which presumably will also be sloped is a very poor design e.g. for pram users, especially considering the high footfall towards and from the Dodder path. From a cycling perspective, using a painted lane in the northerly direction is very poor. It is now and will remain one of the most dangerous parts with cars regularly swerving into the cycle lane to give extra space to right turning vehicles. This does not seem to be addressed in the scheme. It appears odd that Beech Hill Road requires such a generous turning radius on the south side. Instead it could be led onto Clonskeagh road in a more perpendicular fashion thereby allowing the crossing to be moved further north into the wider section of the road. With that the footpath bottleneck would be eased and the cycle path on the western side could be raised.
- Heading south at Beech Hill Rd, cars turning left squeeze the cycle lane. Because of the staggered light sequence, left turn is held while motorists can continue south, cyclists often take the risk of passing cars on the left to continue straight without knowing when the cars will be given the green light.
- In particular, the junction with Beech Hill Road needs to be reconsidered. The inbound cycle track must be protected as it passes through the junction - when right turning traffic is stationary cars can come down the hill at speed towards a bend to pass on the inside of the stationary traffic. If you're on that cycle lane you are very vulnerable. If the driver misjudges the gap, or the sweep of the bend, there's no room for evasive action and anyone on the cycle lane is likely to be hit.
- There should be cycle-priority lights at the junction of Beech Hill Road and Clonskeagh Road, especially because those coming from Ranelagh direction will be starting off uphill and will take time to cross the junction.

### **Response:**

*The short right turn lane from Clonskeagh Road to Beech Hill Road is proposed to be removed and it is acknowledged that this will significantly reduce junction capacity, particularly in the AM peak. Removal of this right turn lane will avoid a pinch-point in the cycle lane and footpath at both sides of the road. This will allow for a 2m wide cycle track on each side of the junction.*

*The left turn movement from Clonskeagh Road to Beech Hill Road is also required to facilitate access to Beech Hill Road from Clonskeagh Road, including Belfield Office Park. Viable alternative routes that could be used as an alternative to this left turn are both remote from this location and circuitous.*

*Cyclists will be able to make this right turn either in the traffic lane or using the toucan crossing.*

*This scheme will tie-in to the crossing of the Dodder Greenway in this location once it is complete.*

*The corner radii at Beech Hill Road has been designed specifically to allow for an articulated vehicle to turn the corner without encroaching into the cycle lane and the right turn traffic northbound on Clonskeagh Road.*





*The Dodder Greenway will provide an alternative to Beech Hill Road for cyclists. This scheme will tie-in to the crossing of Clonskeagh Road that will be provided by the Greenway. As part of this scheme, a toucan crossing will be provided across Clonskeagh Road to Beech Hill Road.*

#### **Issue 12 – Island bus stop No.880**

While majority (8 no.) welcome the proposed island bus stop No.880, which reduces conflict of cyclists with busses and avoid conflict with people waiting at the bus stop, there are queries on the tight radii/bends and narrower (1.2m) track sections proposed. It is also suggested that the island bus stop shall be relocated to a more suitable location, e.g. at a proposed closed Whitethorn Road or Whitebeam Road junction.

There is also a query in relation to the proposed tree at the island bus stop which may block the visibility of the right turn motorist onto Whitebeam Road, where a cyclist coming off the track behind the bus stop might not be seen.

***Response:***

*The proposed bus stop layout is the appropriate design option according to the NCM.*

*The proposed tree location will be reviewed.*

#### **Issue 13 – Relocation of bus stop No. 859**

Proposed relocation of the existing Dublin Bus Stop [No 859] would potentially have an adverse safety impact on traffic turning right from Whitethorn Road onto Clonskeagh Road. The proximity of the public road leading to the existing Richview Office Park / UCD developments is regarded as a further consideration in evaluating the relocation proposal. In context, it is notable that large scaled new redevelopment works are envisaged at the existing School of Architecture and Planning site. Specifically, a Dept. of Education Model School Building project is reported to be under consideration. The benefits of the referenced bus stop relocation are therefore challenged.

It is also suggested that segregated cycle track shall be introduced at Bus Stop No. 859, similarly to Bus Stop No. 879.

***Response:***

*Noted. The location and island type of Bus Stop No.859 will be assessed and reconsidered if space is allowed.*

#### **Issue 14 – Segregated bus stop No.879**

Bus passengers boarding or alighting to share space with people cycling on a main route is unacceptable. Bus Stop No. 879 should be moved to the other side of the car dealership, where ample grass verge space exists.

***Response:***

*The proposed bus stop layout is the appropriate design option according to the NCM.*

#### **Issue 15: Yellow box**

Coming out of Annsbrook there is a yellow box and there is another yellow box outside the old Philips UCD entrance. However, there is a gap between both boxes that cars go into. If the car is SUV or bigger it is impossible to get vision of city bound traffic on the Clonskeagh Road when leaving Annsbrook. This results in drivers having to slowly edge out of Annsbrook onto the Clonskeagh Road which very often results in blockage of the out of city bike lane.

If the yellow box is continuous from the Annsbrook entrance to the other side of the UCD/ Philips entrance the situation would be a lot safer for all concerned, including cyclists.

***Response:***

*Noted. The suggestion will be considered.*

#### **Issue 16 – Slippery red paint**

Please do not use red paint only. It can be slippery when wet and when it starts to chip can cause punctures and holes are dangerous. A coat of paint is not a cycle lane as cars will always turn into it. There needs to be bollards of some kind.

**Response:**

*High Friction (HFS) or Anti-skid Surfacing epoxy red resin will be used for this scheme.*

#### **Issue 17 – Link with Dodder Greenway**

There are number of submissions relating to the integration of the proposed cycle track in this scheme with the proposed Dodder Greenway in a long-term plan.

The reasons included are,

- The design of the Beech Hill Road junction does not appear to take into consideration the proposed Dodder Greenway route which is proposed to cross the road at this point. It is important that this is considered at this stage in the process to avoid abortive work and/or compromising the design of either or both routes.

**Response:**

*The final proposal for the proposed Dodder Greenway, and how it crosses Clonskeagh Road, has not be finalised yet. It will cross somewhere in the vicinity of the Beech Hill Road junction and the interventions that are made by this scheme will be integrated into or improved by the Dodder Greenway proposals.*

#### **Issue 18 - Excessive signage**

Roadside street signage in the subject area is deemed excessive and has resulted in unwarranted visual clutter. The issue therefore needs to be addressed in the interest of overall public safety and local amenity.

**Response:**

*Noted. Signage will be reviewed accordingly.*

#### **Issue 19 – Error in cross section B-B/Reduction in grass verge width**

The wide public grass margin area along Richview Villas offers a unique and highly significant visual public amenity and is considered worthy of protection in its entirety. The grass verge has been omitted from the existing cross section B-B and instead a 5.76m wide ~~footpath~~ is shown. This is presumably a drafting error, and added to the fact that both Sections A-A and B-B are drawn ~~NTS~~ i.e. not to scale, it is confusing to try to compare the existing and proposed section drawings on the plan, e.g. comparing the existing ~~footpath~~ width of 5.76m against the proposed footpath and grass verge widths of 2.22mts + 2.51mts = 4.73mts. This is 1.03m smaller in width than the existing ~~footpath~~ but it doesn't look smaller if you compare the distances between the wall, and the perpendicular red lines on both existing and proposed Sections B-B on the plan. The existing grass verge which is proposed to be reduced from 4.00mts to 2.51mts which in my opinion is excessive and not necessary to that extent.

Will the footpaths be a constant width as they move from No. 9 to No. 3 Richview Villas, or will the grass verge be a constant width? The Richview Villas footpath at circa 1.75mts is adequate for current pedestrian traffic, and could easily cater for many more pedestrians. It would be more prudent to properly trim the edges of the grass verge which overlap the footpath leaving the footpath with a further 20cms. Currently, the telegraph poles are situated at the edge of the Richview Villas grass verge and close to the footpath. As it is proposed to widen the footpath to 2.22mts, these telegraph poles will need to be moved onto the footpath and up against the garden walls where they will, by default, block the footpath.

**Response:**

*Revised section B-B is given overleaf. Both existing and proposed sections are drawn to scale.*

- *The existing centreline has been shifted to the left by 0.33m from the existing CL to accommodate the horizontal curvature.*
- *The proposed carriageway width of 3.25m is in line with the DMURS guidelines to accommodate for larger vehicles, e.g., HGV and buses.*



- Additional dimensions have been added to clarify the section and for comparison.
- Proposed grass verge on the northbound is offset to 2.50m consistently throughout.
- There are a number of OH ESB/Light poles and OH Eir poles to be relocated to the back of footpath on the northbound side. The width of the proposed footpath in the scheme (e.g. 2.24m shown in section B-B) has taken into consideration of the relocated poles to ensure that an adequate unobstructed clear width of footpath (2.0m where possible) is maintained throughout the scheme.
- Minimum of 2.5m Verge and trees are proposed where possible in this proposed scheme.

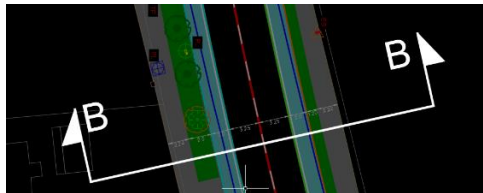


Figure 1

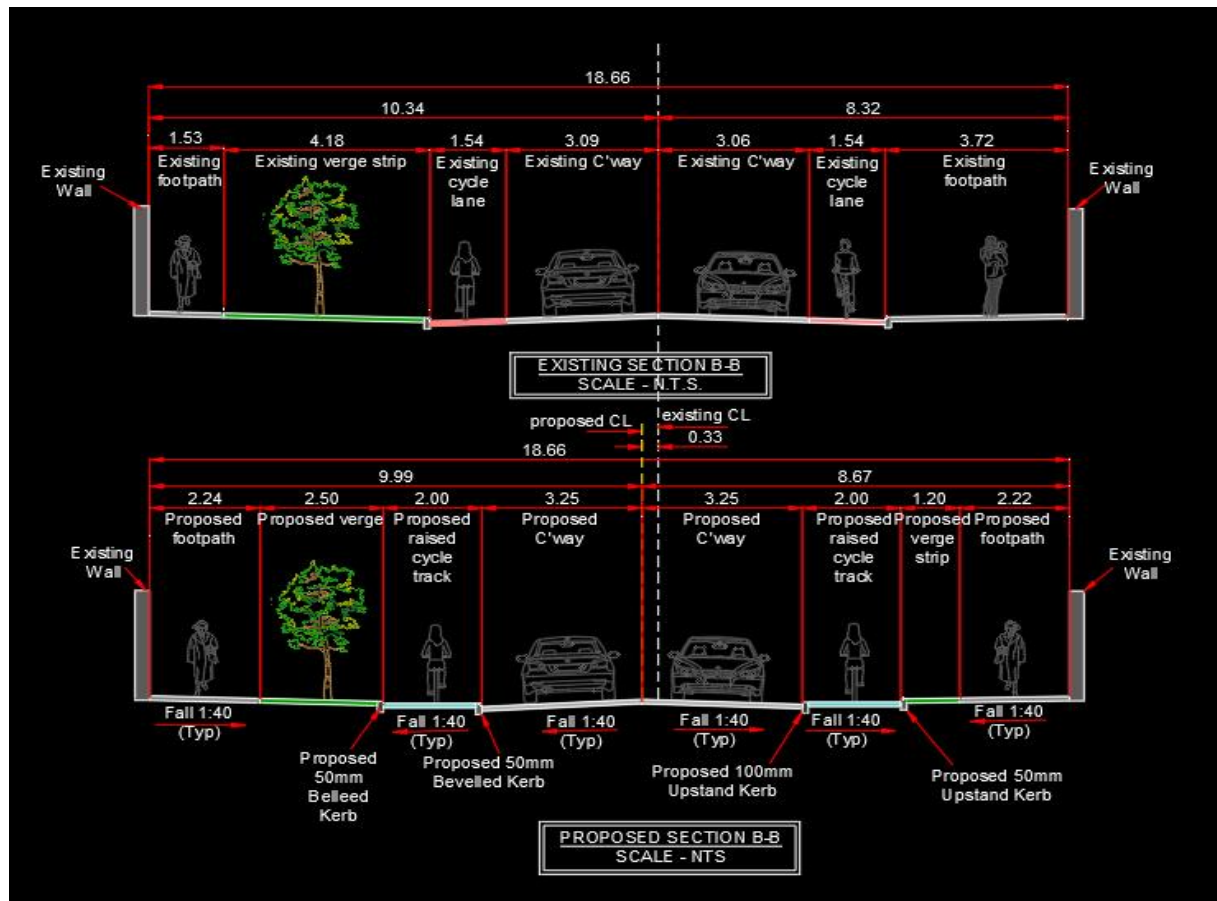


Figure 2

### Issue 20 – Drainage/gully

Drainage . By widening the cycle lanes into the existing grass verges the existing road drains will be situated in the middle of the new cycle lanes. This will lead to a significant safety issue. Are there plans to move the existing road drains? There are existing ponding issues outside the houses at Richview Villas. Works were carried out in circa 2014 to re-tarmac Clonskeagh Road from Clonskeagh Bridge to UCD back entrance. As a result of this work the road surface is higher than the driveways to the houses at Richview Villas. This has resulted in ponding on the driveways even after only minor rainfall. The introduction of a raised curb cycle way can only add to this current drainage issue and could also lead to safety concerns for cyclists as water ponds at the cycle lane / driveway junctions.

**Response:**

*The affected gully road gullies will be relocated to the proposed kerbline to facilitate construction of the proposed cycle track and raised kerb. However, this will not increase the existing levels at the threshold entrance/driveway. The proposed footpath levels shall be graded to fall away from the threshold where levels permitted. Where levels do not permit this, a drainage channel will be provided at the property entrances.*

**Issue 21 – Reduce width of carriageway**

There are a number of submissions (3 nos.) requesting that the width of carriageway be reduced, e.g. 2.75m or 3.0m in accordance with BusConnects guidelines.

**Response:**

*The proposed carriageway width of 3.25m is in line with the DMURS guidelines to accommodate for larger vehicle e.g., HGV and buses.*

**Issue 24 – Trees**

We welcome the introduction of additional number of mature trees at the junctions of Clonskeagh Road with Whitebeam Road and Whitethorn Road. We also welcome the maintaining of most of the trees along the existing Richview Villas wide grass verge. This grass verge varies in width from 4.00mts to 5.00mts along the length of Richview Villas and is a unique and highly significant visual public amenity for pedestrians, cyclists, motorists and residents which should be maintained as much as possible.

There are already robust established cycle tracks on Clonskeagh road that are sufficient by design. The proposed design will not increase cyclists safety, safety for pedestrians, traffic flow or decrease congestion. the design will not enhance visually the unique picturesque vista along Clonskeagh Road with the grassy verge and leafy suburban design that must be preserved.

**Response:**

*Minimum of 2.5m verge and trees are proposed where possible in this proposed scheme.*

*The proposed scheme will increase safety for cyclists and pedestrians. The proposed cycle tracks are wider and segregated where possible. Additional signalised crossing points are provided for pedestrians.*

*The only potential to reduce the volume of traffic on this route and, thereby, reduce congestion and improve air quality is to increase the number of trips using sustainable modes. Improvements, such as those proposed in this scheme, bring with them the potential to increase the number of road users choosing walking and cycling as an alternative to driving a private motor vehicle.*

**Issue 25 – Parking on track / Clonskeagh Motors car display on footpath**

There are number of submissions (20 no.) raised concerning illegal parking on the existing cycle lane, and same problem is foreseen if no proper raised kerb/ barrier is implemented along the new cycle track/cycle lane.

Additionally, Clonskeagh Motors has been using the existing footpath as a show car display, which has blocked the access for pedestrians.

The concerns included,

- Painted lines are not enough. Yellow boxes, hatched lines and kerbs on footpaths do not prevent cars encroachment. So, a painted white line and some red tarmac won't either. The car dealership uses the public road/footpaths as a free showroom and little is done about it.
- It's important not to have cyclists have to give way at every minor junction, or they won't use it. Also enforcement of laws regarding parking on them is vital.
- Some measures should be taken to prevent cars (or other vehicles) from stopping on the cycle lane and blocking it.
- Cycle lanes should have bollards so cars can't park across them.
- Pavement parking is a problem currently opposite the old Phillips building. When passing the vehicles cyclists don't know when they will start moving or if a door will open.



- There should be an additional deterrent for cars parking on cycle lanes with raised curbs. This is currently an issue encountered nearly daily on the raised cycle lane between Wynnsward Drive and Wynnsward Park roads in particular - cars using the northbound pedestrian walkway as free car park spaces, and sometimes parking half-on the pedestrian and half-on the cycle lanes. This forces cyclists to leave the cycle lane entirely and enter general flow of traffic to avoid possible opening car doors.
- I would like to see the Council properly address illegal parking in this area. It makes life difficult for people with disabilities (wheelchair users sometimes have to squeeze past a car parked on the footpath) and it makes cycling risky as the cyclist has to move into the centre of the road to get past the car. It is also a disgrace that Clonskeagh Motors is allowed to park multiple cars blocking the footpath in front of their showroom.
- One thing that is really disappointing is that the mayhem for pedestrians around Clonskeagh Motors - which seems to have simply taken over the public footpath - has not been addressed adequately. There does seem to be a segregated cycle path - but is it protected? Most importantly, will the pedestrian access along that side of the road be protected? The current lack of respect for the public realm here should not be tolerated by the new plans.
- Far greater thought needs to be given to physical separation (not painted lines), cyclist priority at junctions, pedestrian ease and safety, and ways to prevent vehicles from entering and parking on cycle lanes and footpaths
- You should also install bollards along Clonskeagh drive, as people illegally park there every day, so when some cars come flying out of the business parks they can't see much. Many UCD students use road for the Richview entrance to the University. A cyclist was knocked off her bike because of this design flaw.
- Young children can no longer cycle on the footpath due to social distancing. There is no provision for protecting the cycle lane a certain key points from parking like at Clonskeagh Motors. If plastic wands are installed, they will be indiscriminately and purposefully destroyed by a lorry or delivery van.
- Painted lines are not enough. Yellow boxes, hatched lines and kerbs on footpaths do not prevent cars encroaching and a painted white line and some red tarmac won't either.
- The design still encourages illegal parking on footpaths especially by Clonskeagh Motors, which is odd since DLRCC have been promoting how dangerous illegal parking is on social media.
- Try to prevent illegal parking on footpaths, especially around Clonskeagh Motors.
- Cycle lanes are great but need to be physically separated from the road or else they just get driven on and parked on.
- Cycle lanes are great but need to be physically separated from the road or else they just get driven on and parked on.

**Response:**

*Noted. Proposed raised kerb will be implemented where possible to prevent illegal parking. Additional boundary treatment will be considered, e.g. planter box, no parking/fine sign, and double yellow lines to prevent illegal parking.*

**Issue 26 - Poor cycle track and road maintenance**

To ensure the roads are maintained as there are a number of potholes that are dangerous for cyclists.

**Response:**

*Pavement restoration is part of the work proposed in this scheme.*

## 6. Summary of Items Raised That Do Not Relate Directly to the Scheme Displayed

The following is a summary of the key issues raised that do not relate to the scheme that went on public display and the Council's response to each issue.

### **Issue X1**

The main UCS stops (at the AIB) should be relocated and proper shelters built. Currently they are located at a dangerous pinch point right at the junction, leading to tailbacks and delays for cyclists and motorists. Plenty of wasted space is available to correct this. Northbound should be moved to location at link below:

#### **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 X2**

An extension to town in time would be nice.

#### **Response:**

*There are future plans to extend the scheme along the length of this route into the City Centre, parts of which are at various early design stages (Feasibility, Preliminary Design), and are being progressed by Dublin City Council.*

### **Issue X3**

The route must also take into the consideration of pedestrians and how they will be affected by these new cycle lanes. I don't think the cycle lanes are the safest on Clonskeagh Road, but I also don't think many cyclists or cars make it safe for pedestrians. Cyclist break clear rules of the road putting pedestrians in danger. Hopefully, improvements to the cycle lanes will dramatically cut down on the cyclists' violations. Or conversely, put a Garda presence to hand out violations.

#### **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.*

### **Issue X4**

It is imperative that the highly dangerous painted cycle lane at the junction with Roebuck Road is made segregated. It is the narrowest dangerous spot due to two lanes of traffic with trucks and vans drifting into the cycle lane. I would recommend the removal of the turn right car lane - making the road no right turn, bringing traffic turning right to turn at the Goat. This would free up space for segregated cycle lanes in both directions.

#### **Response:**

*Noted.*

### **Issue X5**

Another dangerous junction in by the yellow house in Rathfarnham and also Terenure junction and Harold's cross junction- the rest is a safe route into town but cycle lane poles would be great.

#### **Response:**

*Noted.*

#### **Issue X6**

The more clear separating of bikes and cars via tracks at junctions is so important and protection poles along the route. Extension to Sandyford would be great.

**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. 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).*

#### **Issue X7**

There are often cars parked in the cycle lane next to the AIB branch on Clonskeagh Road. Wands would be a great way to keep the lane free of cars.

On-street parking should be banned on Wynnsward Drive. This can be dangerous for cyclists and pedestrians alike. This is a public road, and the residents have ample space to park cars on their own property.

**Response:**

*Boundary treatment will be considered, e.g. planter box, no parking/fine sign and bollards to prevent illegal parking.*

#### **Issue X8**

The speed limit is 50 kmph in this section. Safety could be improved at this section (and throughout the Dublin area) by bringing the limit to 30 or below. It is safer for pedestrians and cyclists and reduces the risk of a fatal injury occurring.

**Response:**

*Speed limit of 50kmph is the recommended speed limit for a road like Clonskeagh Road, an arterial link, in urban area.*

#### **Issue X9**

The quality of some of the recent infrastructure (e.g. Seapoint to Sandycove Coastal Mobility Route) shows that DLRCC knows how to provide high-quality facilities which enable and encourage people of all ages and abilities to cycle. Please use the same approach when designing further changes to infrastructure. The increased numbers of people who will cycle instead of drive will lead to cleaner air, safer roads for all, and less congestion for those who have no alternative but to drive.

**Response:**

*Noted.*

#### **Issue X10**

Traffic light time for right turn at UCD is really slow for cars and bikes and there is a lot of dead time nothing moving at junction. Improve light timing and advanced cycle go lights would be good.

**Response:**

*Noted. Traffic light sequence will be assessed at this junction.*

## 7. Conclusion and Recommendations

The submissions received during the public consultation raised a number of issue, which have been summarised and addressed in section 4 above.

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

- Removal of northbound right turn lane onto Beech Hill Road.
- Remove access for vehicular traffic into Whitebeam Road from Clonskeagh Road while allowing vehicular to enter Whitebeam Road.
- Provide raised tables at minor junctions.
- Consider boundary treatments to prevent illegal car parking on cycle track/cycle lane.
- Provide segregated cycle track at Bus Stop No. 879
- Consider segregated cycle track at southbound Bus Stop No. 859.

Next Steps:

- Detailed Design completed in December 2020
- Tender Issued in January 2021
- Procurement and Award in March 2021
- Construction commencement in March 2021
- Construction duration . 6 months



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