



Clifton Scannell Emerson
Associates

Public Consultation Report

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



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County Council

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1. Introduction

This Report has been prepared by Clifton Scannell Emerson Associates (CSEA) on behalf of Dún Laoghaire-Rathdown County Council (DLR), outlining the proposed approximately 500m of cycle and pedestrian route from the DLR boundary on Clonskeagh Road (R825) (at the River Dodder crossing) to the Annsbrook junction near UCD, linking the new cycle track on Clonskeagh Road to the proposed Dodder Greenway at the Beech Hill Road Junction and the existing or any proposed cycle tracks along the route in the Dublin City Council area.

Clifton Scannell Emerson Associates (CSEA) were commissioned by Dún Laoghaire-Rathdown County Council (DLR) to carry out consultancy services for the design of the proposed scheme, which forms part of the Route 11 scheme in the National Transport Authority (NTA) published Greater Dublin Area Cycle Network Plan (GDACNP). High quality cycle facilities in each direction are to be developed along this route with associated works including provision of upgraded signalised junctions, improvement of mobility impaired facilities and cycling facilities. It is an important route from both a local and strategic viewpoint.

2. Scheme Objective

The objective of the Project is to develop a high quality commuting and leisure cycle route along Clonskeagh Road that provides linkage to key local trip attractors and further develops the cycle route between Sandyford and the City Centre. It also aims to improve safety for all road users along the route and through the junctions. The route will be continuous and consistent in terms of alignment and feel.

The specific objective of this proposed scheme will be to provide segregated cycle and pedestrian facilities where possible. The objective of the proposed scheme is to give existing cyclists a safer, more convenient route, while also encouraging a growth in the number of commuters accessing Sandyford, UCD, Dublin City Centre and other trip attractors via sustainable transport modes. Ultimately the route should be delivered to improve safety, reduced vehicle speeds, reduce journey times, and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchments.

3. Need for the Scheme

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

Over the last decade Dublin has embraced significant traffic management changes that have begun to change the culture and expectation of mobility within the city. Such changes have contributed greatly to increased use of public transport and other sustainable transport modes, such as cycling. These changes are required in order to adapt to and anticipate the needs of the current and growing population.

At present, there is latent demand for good cycle facilities along this route with it being the most heavily used cycle route in the County. The Clonskeagh two-way cycle counters show daily usage of 1000+ in each direction. Clonskeagh Road is the route to some major trip attractors including Sandyford Industrial Estate, University College Dublin, Ranelagh Village and Dublin City Centre, with significant scope for mode shift to cycling should improved facilities be provided. The proposed scheme will not only increase accessibility and permeability within the Clonskeagh area but will also provide enhanced and safer connectivity with other areas and routes, such as UCD, Dodder Greenway and Belfield

Business Park.

The challenge is to reconcile the complex and often competing demands for the available space through innovative design and engineering. There is a need to provide high-quality facilities for pedestrians, cyclists and public transport in order to encourage people to switch to sustainable modes of transport and to provide safe and efficient movement of people within the Clonskeagh Road corridor. This provision would be an investment in the County, its economy, environment and its public realm. This investment would facilitate increased pedestrian, cycle movement across the County improving connectivity between businesses, schools, housing, places of worship. It would also reduce dependence on the use of cars for short and short to medium trips reducing carbon footprint.

There is opportunity with this scheme to reward the cycling and walking culture by delivering a high-quality pedestrian and cycling facilities along this popular route. Clonskeagh Road is a busy mixture of residential, commercial, business, school and amenity use. It is part of the route to the daily workplace for many thousands of people, and many of those accessing Dublin City Centre and Dún Laoghaire-Rathdown County from the south and north travel along the GDACNP Route 11.

The movement of pedestrians and cyclists shall be prioritised in line with national, regional and local policies that place pedestrians and cyclists at the top of the movement hierarchy. To the fore is pedestrian and cyclist safety. The Design Manual for Urban Roads & Streets promotes the creation of walkable, cycleable and public transport orientated communities. DMURS states that in order to encourage more sustainable travel patterns and safer streets, designers must place pedestrians then cyclists at the top of the user hierarchy.

4. The Proposed Scheme and Constraints

The proposed scheme is identified as part of the Primary Cycle Route 11 in the Greater Dublin Area Cycle Network Plan. The scheme aims to deliver a high quality, safe, coherent, direct, and attractive pedestrian and cycling facility. The delivery of this infrastructure will provide opportunities to upgrade and enhance the public realm along the road, assisting in providing inherent orientation, and enhancing the physical presentation and appeal of localities so as to encourage more walking and more cycling for trips to destinations along and within the lateral catchment of the route.

In general, the proposed scheme involves upgrading of facilities for cyclists and pedestrians including raised cycle track on both sides of Clonskeagh Road, signalised toucan crossing across Clonskeagh Road, an island bus stop where space permits, upgrading of an inline bus stop, traffic signals, trees and third-party utilities. The proposal also includes removal of the existing short left turn lane approach from Clonskeagh Road southbound to Beech Hill Road.

The geometric design of proposed scheme is based on the 50km/hr speed limit, a 6.5 m wide road carriageway is proposed to facilitate the proposed road scheme, which consist of 2.0 m wide raised cycle track and minimum of 2.0 m wide footpath. A typical road cross section (Section B-B) is shown in the *Figure 1* below.

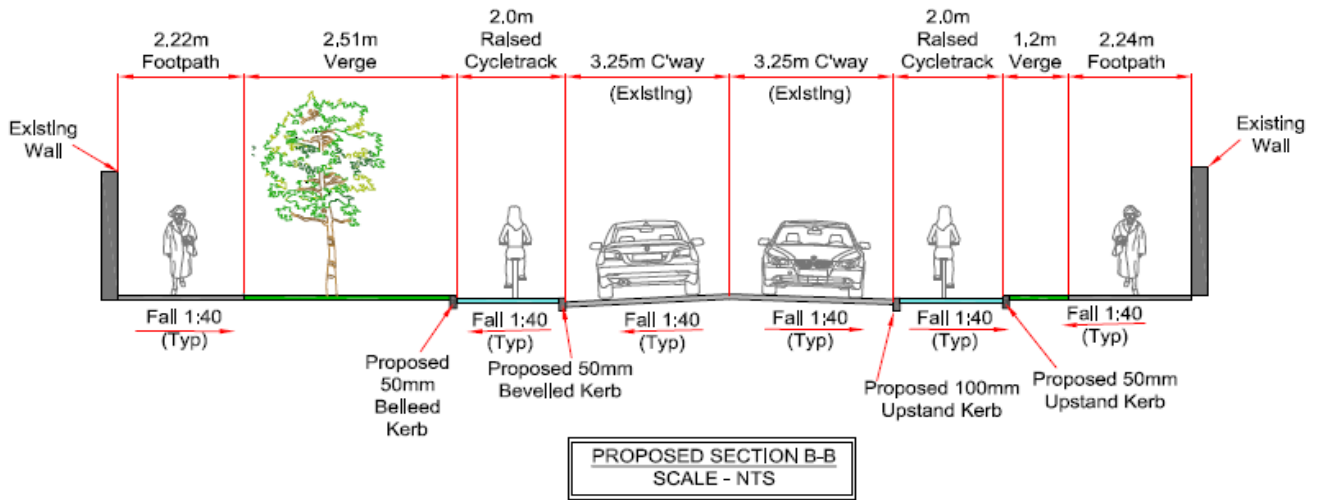


Figure 1: Typical Cross-section

The geometric design of the proposed road scheme is in compliance with the DMURS guidelines, except at a 'pinch point' at the approach from Clonskeagh Road South, where adjustment has been made to the width of carriageway and footpath as follow;

- Lane width = 3.0m min.
- Cycle lane = 1.5m
- Footpath = 1.5m min.

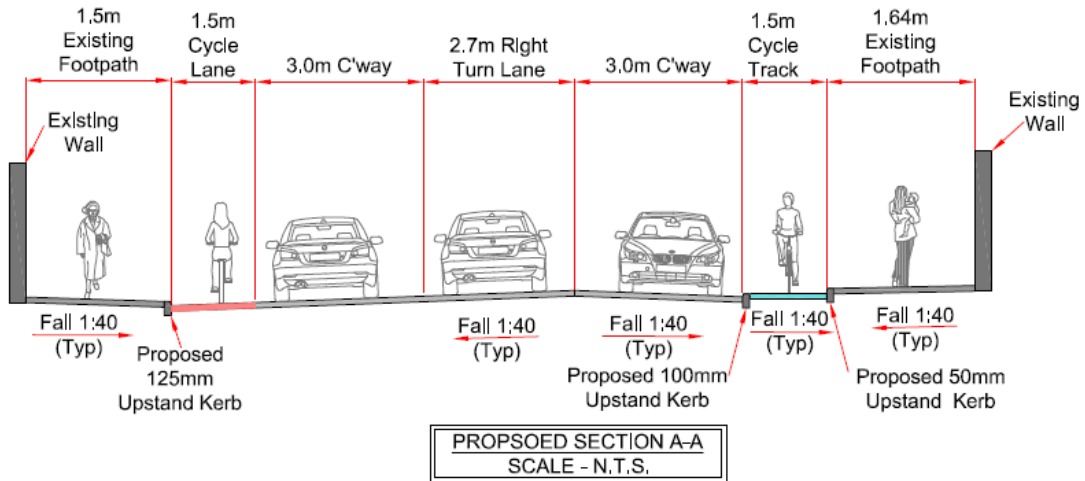


Figure 2: Cross-section at location of 'Pinch-point'



Figure 3: Extract from Google Streetview showing the location of the 'pinch point'



Figure 4: Extract from Google Streetview showing the location where the short left turn lane will be removed

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