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## **Public Consultation Report on Submissions For Updated Scheme**

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



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

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**Date: December 2020**

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**CONSULTING ENGINEERS**

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(UCD to Clonskeagh Bridge)

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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.

On Friday 3rd July, 2020 to Thursday 6th August, 2020 DLRCC Traffic & Road Safety Section had undertaken a Non-Statutory Public Consultation for the above scheme in accordance with Section 38 of the Road Traffic Act 1994 and with 264 responses received on the scheme as proposed. Following the consultation, an update was presented at the Dundrum Municipal Area Committee meeting on Monday 5th October 2020 and a follow-up briefing on the updated scheme was given to Dundrum Area Committee members on Wednesday 14th October 2020. Following this briefing, it was decided that, due to the nature of the changes made to the scheme following the public consultation, a further period of consultation would be held to inform the public of these change and to get their feedback.

This report is a summary of submissions received to the updated scheme following the public consultation.

## 2. Updated 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).

Two main issues arose during the initial public consultation process. Concerns were raised that the width of the cycle track on Clonskeagh Road at the junction with Beech Hill Road was not in accordance with the National Cycle Manual and the cycle track widths were not adequate for the volume of cyclists on the road. Cars queuing to turn right into Whitebeam Road was raised as an issue that often resulted in conflict between cyclists and cars at the junction.

Arising from the main two issues, two changes were proposed for the scheme:

- On Clonskeagh Road approaching the junction with Beech Hill Road, reduce the number of traffic lanes from two lanes (straight ahead plus right turn) to one lane (straight and right). The right-turning traffic movement into Beech Hill will be maintained. This will allow for the provision of 2.0m wide cycle tracks and footpaths on both sides of Clonskeagh Road; and
- Introduce a ~~No Entry~~ into Whitebeam Road from Clonskeagh Road to minimize the conflict between cyclists and turning traffic at the junction.

### 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 for the Updated Scheme

Updated scheme drawings and description were available online on the DLR Consultation Hub from Tuesday October 20<sup>th</sup>, 2020 to Monday 9<sup>th</sup> November, 2020 at <https://dlrcoco.citizenspace.com/transportation/clonskeagh-road-revised-pedestrian-and-cycle-impro/> where members of the public could complete an Online Survey about the scheme. The online survey contained specific questions related to the two main changes to the proposed 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 was Monday 9<sup>th</sup> November, 2020 and was further extended to Thursday 19<sup>th</sup> November, 2020.

A leaflet drop was carried out on roads in the general areas and to the Richview Office Park. Following an extension to the public consultation deadline, a further leaflet drop was carried out. The roads included in both leaflet drops were Clonskeagh Road, Whitebeam Road, Whitethorn Road, Maple Road, Laburnum Road and Richview Office Park and other nearby roads.

As with round one of the public consultation, details of the public consultation was made known to and published by the dlr Public Participation Network. Social media was used extensively to create awareness of the second round of public consultation.

A total of 727 no. submissions were received through the Online Survey form, and 70 no. by letter or emails during this period.

## 5. Summary of Submissions Received

### A) Reduction to the number of traffic lanes from two lanes to one lane on Clonskeagh Road approaching the junction with Beech Hill Road while maintaining the right turn into Beech Hill

Of the 727 responses received via the DLR Consultation Hub, 548 (75%) of the submissions supported this proposed change to the scheme.

In total, 157 (22%) of the online submissions received were not in support and/or totally against the proposed changes to the scheme mainly due to the expected increase in traffic congestion on Clonskeagh Road northbound and southbound and the impact on the bus service, while believing that the current cycle lane and footpath are adequate. Most of the public consultation emails received from local residents raised concerns with this proposed changes to the scheme.

The main reasons for objections are:

- There has been a significant increase in congestion on Clonskeagh Road southbound and northbound following the previous upgrading works. It has been observed that, despite of reduction in volumes of traffic on the road during both lockdowns, there has been a perceived increase in congestion on Clonskeagh Road, including at weekends. Elimination of the two northbound lanes from Clonskeagh Road at Beech Hill Road will cause significant back up on Clonskeagh Road, increase congestion and air pollution in the area, would seriously impact the smooth flow of all traffic through Clonskeagh and the wider area and would create even more congestion at peak rush-hour times. Specifically, serious traffic hold-ups would not just impact on the junction at Beech Hill Road, but furthermore on the Richview Road and other access roads to UCD from Clonskeagh Road, to Bird Avenue, Roebuck Road, and Goatstown Road etc. Such an impact would be contrary to the intended improvements of the traffic flow designed to benefit all road users and would create an undue negative impact on the residents of Clonskeagh.
- The proposal to remove the filter lane to Beech Hill Road will reduce traffic flows and cause traffic tailbacks into Whitethorn Road and Whitebeam Roads, reducing quality of life for all residents and driving up air and noise pollution and increasing safety risks for local residents.
- The proposed work may create significant tailbacks towards Goatstown Road and will have a negative impact on the speed/progress of Dublin Bus services in the area.
- The pavement width proposed along parts of the development will not allow pedestrians to maintain the mandated 2m distance required for social distancing. Because once the grass verge is removed, this will necessitate pedestrians stepping on to the proposed cycleway.
- In the existing situation, the queue in the right-hand turning lane on Clonskeagh Road northbound begins at the Whitebeam Road junction and vehicles can exit onto Clonskeagh Road and cross to this lane. With the removal of the right-turning lane, there will be a tailback from the Goatstown Road to the junction of Beech Hill Road, which may lead to cars coming from Goatstown Road turning left into Leinster Lawn and then using Maple Road to exit onto the Clonskeagh Road via Whitebeam Road or using Laburnum Road to exit onto the Clonskeagh Road using Whitethorn Road. This will result in cars being diverted from the R825 into residential areas which are not designed for heavy traffic and may pose safety issues and risk to pedestrians and cyclists in these areas, including the elderly and young children.



- There are currently a number of unsegregated bus stops where bikes and cars have to give way when buses pull in after crossing the bridge toward Ranelagh. By increasing the width of the cycle lane for such a short distance and consequently removing the existing right turn lane into Beech Hill will inadvertently create undue negative consequences for local residents and other road users, while cyclists will still encounter cycle facilities that are below current standards to the north of the bridge.
- A segregated cycle path that prevents cyclists from leaving the cycle path is dangerous. It prevents commuter cyclists from overtaking leisure cyclists or forces them to overtake within the physical boundaries segregating the cycle lane thereby risking collision with the leisure cyclist or the physical structures in situ. In addition, it is common that segregated cycle laneways are obstructed with manholes (which are slippery when wet), debris, litter, leaves or twigs (which will be particularly the case with this scheme which includes the planting of trees adjacent to the cycle lane) thereby causing an interference to cyclists who are prevented from leaving the laneway due to the physical boundaries.
- The segregated cycle track with a bevelled kerb may not prevent the cyclist from leaving the cycle path and can be dangerous as there is a difference in the level between the cycle path and the roadway. Notably, however, it allows cars to enter the cycle path with little resistance and so does not protect cyclists. This is an especially dangerous design considering the acknowledgment that the proposed roadway and cycle path is narrow at the pinch point and there is no provision to safeguard cyclists against this risk.

The table and chart below show the summary of responses received from submissions within Dún Laoghaire-Rathdown (DLR) County and affected local residents exclusively residing on **Clonskeagh Road, Milltown Bridge Road, Maple Road, The Maples, Whitethorn Road, Whitebeam Road, and Laburnum Road**.

	Very Supportive	Broadly Supportive	Neutral	Not Supportive	Totally against
Others*	281	15	8	2	15
Townlands within Dún Laoghaire-Rathdown County except listed below	190	13	1	2	27
Clonskeagh Road	4	0	1	0	5
Milltown Bridge Road	0	0	0	0	1
Maple Road/ The Maples	3	1	3	2	11
Whitethorn Road	1	1	6	9	28
Whitebeam Road	5	3	0	4	16
Laburnam Road	2	1	3	1	9
<b>Sub-total:</b>	<b>486</b>	<b>34</b>	<b>22</b>	<b>20</b>	<b>112</b>
<b>Total submissions:</b>	<b>727</b>	Note*: 'Others' refers to submissions received outside of County DLR, e.g. Dublin City, South Dublin, North Dublin, County Wicklow as well as unknown addresses received			
<b>Duplicate submission**:</b>	<b>53</b>	Note**: Duplicate submissions refer to submission under the same name			

Note: The summary does not take into account the duplicate submissions

**Table 1.0**

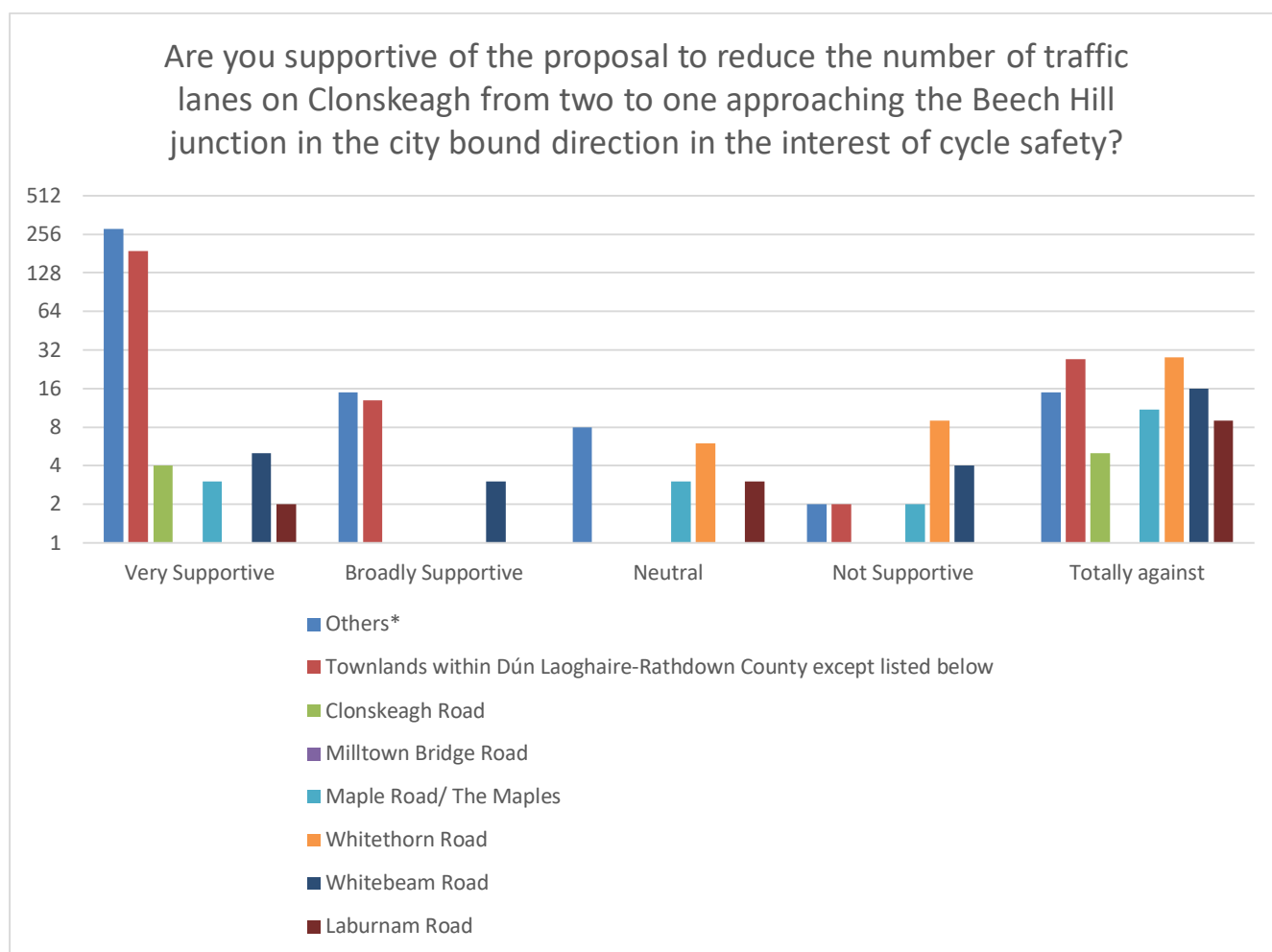


Chart 1.0

**Response to 5A:**

*While the proposed changes would increase delays for motorised traffic, they would provide significant improvements for cyclists and pedestrians.*

*In general, footpath widths are proposed to be maintained as they are or increased in width as part of this scheme.*

*This scheme is part of a cycle route that runs from south of the M50 to the City Centre. The cycle track and bus stops on Clonskeagh Road in the Dublin City Council area are proposed to be upgraded in the future.*

*The proposed raised and adjacent cycle tracks have been introduced on a number of schemes and few issues have been raised with cyclists getting on and off the cycle tracks. Where possible, segregation will be provided along the route, in line with the National Cycle Manual requirements.*



## B) Introduce a 'No Entry' into Whitebeam Road from Clonskeagh Road while maintaining entry of cyclists

Of the 727 responses received via the DLR Consultation Hub, 550 (76%) of the submissions supported this proposed change to the scheme. Most of the public consultation emails received from local residents raised concerns with this proposed change to the scheme, in particular the additional through traffic that would divert onto Whitethorn Road and other nearby roads.

In total 153 (22%) of responses received were not supportive and/or totally against the proposed change to the scheme with a number of submissions proposing that through traffic should be restricted during the morning peak (7am - 10am) and afternoon peak (4pm to 7pm) Monday to Friday only and reducing the speed limit to 30kph.

The main reasons for objections are:

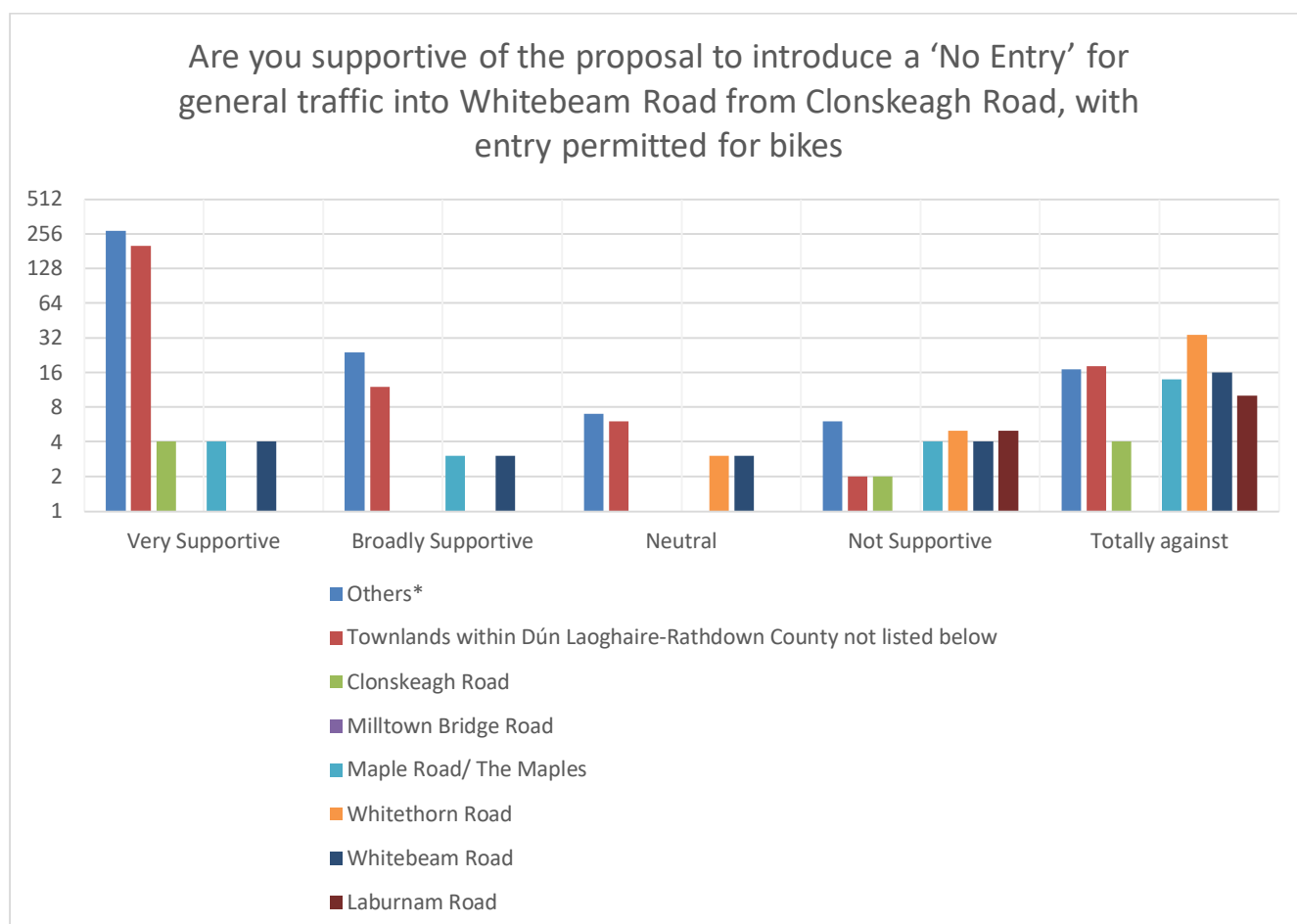
- Inconvenience to local residents on Whitebeam Road and Whitebeam Avenue.
- Unnecessary through traffic going to Dundrum/ Milltown will look for alternative routes, which is likely to increase traffic through Whitethorn Road, Maple Road, Laburnum Road etc., which have not been designed for heavy traffic and may pose safety issues and risk to local residents including children, the elderly, cyclists and pedestrians. Moreover, the risk is exacerbated by the fact that there is no regulated on-street parking in the area which means that many users of Richview Business Park and students of UCD park on these roads and children have to cross the road between parked cars.
- In the existing situation, the queue in the right-hand turning lane on Clonskeagh Road northbound begins at the Whitebeam Road junction and vehicles can exit onto Clonskeagh Road and cross to this lane. With the removal of the right-turning lane, there will be a tailback from the Goatstown Road to the junction of Beech Hill Road, which may lead to cars coming from Goatstown Road turning left onto Leinster Lawn and then using Maple Road to exit onto the Clonskeagh Road via Whitebeam Road or using Laburnum Road to exit onto the Clonskeagh Road using Whitethorn Road. This will result in cars being diverted from the R825 into residential areas which are not designed for heavy traffic and may pose safety issues and risk to pedestrians and cyclists in these areas, including the elderly and young children.
- The proposal will put further pressure on local residents as unnecessary through traffic will be diverted from Whitebeam Road to the already heavily congested Whitethorn Road. In addition to the major social impact for residents on Whitethorn Road, the change will require all northbound cyclists to cross a junction which will now have increased traffic volumes at the Whitethorn Road junction thereby increasing the risk to cyclists. Hence, any attempt to restrict traffic on Whitebeam Road must also include traffic reduction measures at Whitethorn Road such as narrowing on the entry at the Clonskeagh road junction. Narrowing of the entrance would act as a deterrent to the ~~at~~ run traffic improve safety of the junction for cyclists while at the same time still allow access for the needs of local residents.
- Concerns were raised by the residents that the emergency vehicles have been known to occasionally use Whitebeam Road while travelling to/from Donnybrook. If Whitebeam Road becomes a 'No-Entry', it would increase the critical time needed to attend to local residents and request that an impact assessment to be completed for Emergency Services response in regard to the proposed scheme.

The table and chart below show the summary of responses received from submissions within Dún Laoghaire-Rathdown (DLR) County and affected local residents exclusively residing on **Clonskeagh Road, Milltown Bridge Road, Maple Road, The Maples, Whitethorn Road, Whitebeam Road and Laburnum Road.**

	Very Supportive	Broadly Supportive	Neutral	Not Supportive	Totally against
Others*	273	24	7	6	17
Townlands within Dún Laoghaire-Rathdown County except listed below	201	12	6	2	18
Clonskeagh Road	4	0	0	2	4
Milltown Bridge Road	0	0	0	0	1
Maple Road/ The Maples	4	3	1	4	14
Whitethorn Road	1	0	3	5	34
Whitebeam Road	4	3	3	4	16
Laburnam Road	0	1	0	5	10
<b>Sub-total:</b>	<b>487</b>	<b>43</b>	<b>20</b>	<b>28</b>	<b>114</b>
<b>Total submissions:</b>	<b>727</b>	<i>Note*: 'Others' refers to submissions received outside of County DLR, e.g. Dublin City, South Dublin, North Dublin, County Wicklow as well as unknown addresses received</i>			
<b>Duplicate submissions**:</b>	<b>35</b>	<i>Note**: Duplicate submissions refer to submission under the same name</i>			

*Note: The summary does not take into account the duplicate submissions*

**Table 2.0**



**Chart 2.0**

**Response to 5B:**

*When travelling by motorised vehicle, residents of Whitebeam Road and Whitebeam Avenue and other local residents could continue to access and egress their homes as they do currently, and to access their homes will have a slightly increased distance to travel. The proposed change would see a decrease in through traffic on Whitebeam Road.*

*While the proposed changes would increase delays for motorised traffic on Clonskeagh Road, they would provide improvements for cyclists and pedestrians.*

*The proposed 'no entry' to Whitebeam Road' would allow access by Emergency Vehicles.*

## **6. Other Issues Raised in the Submissions**

**Issue 6A**

The proposed works are out of character with the adjoining residential area and landscaping as mature trees (e.g. Mountain Ash) will be removed and grass verges will be reduced, which have been in place for a significant time. The grass verges have an established use as external parking spaces on the road. An Environmental Impact Assessment (EIA) was requested on the impact to the ecology and wildlife of the trees proposed to be felled.

**Response to 6A:**

*A tree survey has been carried out as part of the scheme. All trees being removed will be replaced as part of the scheme. The proposed scheme does not meet the threshold for requiring an EIA to be carried out.*

*The width of existing grass verges cannot be maintained due to space constraints without land take from private residents on the road to facilitate the proposed scheme's wider cycle tracks.*

**Issue 6B**

The proposed works along Clonskeagh Road will make it impossible for delivery trucks to stop at the residents' entrances with no space allocated or considered at any point of the carriageway/cycleway which will severely impact the ability for residents during any refurbishments / renovations / restorations works and to receive necessary grocery deliveries to their doorstep. The proposed works has not taken into consideration space for residents to pull in to open a closed gate or to easily reverse into their driveway.

**Response to 6B:**

*The cycle lane on Clonskeagh Road is currently a 24-hour cycle lane which prohibits parking. The proposed scheme introduces some stretches of 24-hour cycle track and in other places upgrades the 24-hour cycle lane.*

*Under S.I. No. 182/1997 – Road Traffic (Traffic and Parking) Regulations, 1997, residents are permitted to cross a footpath and/or cycle track to access their premises. This access includes stopping a vehicle solely for the purpose of loading or unloading goods.*

**Issue 6C**

Concerns have been raised by Clonskeagh Motors and local residents regarding the relocation of Bus Stop No. 879 to in front of the business's premises.

**Response to 6C:**

*Based on submissions from Clonskeagh Motors and residents, Bus Stop No. 879 will not be relocated to in front of Clonskeagh Motors. An alternative landscaping solution will be implemented in front of Clonskeagh Motors in the paved area.*

**Issue 6D**

The proposed pedestrian lights that are being relocated closer to Whitethorn Road should be moved entirely to the junction of Whitethorn Road and Clonskeagh Road. As currently proposed, there is going to be a significant traffic build-up on Clonskeagh Road. With the bus stop 880 being moved out into the carriageway, this will result in traffic building behind the buses. This in turn will lead to traffic exiting Whitethorn Road heading north to build up in the proposed yellow box. This will also be replicated if the proposed pedestrian lights are red. This means that traffic will spill over in the way of pedestrians and also into the cycle lane, especially so at peak times. By moving the signals to the Whitethorn Road junction, traffic management becomes much safer for pedestrians, cyclists and for drivers too. This is even more important if the closure of Whitebeam Road is to go ahead.

***Response to 6D:***

*Noted. The suggestion will be considered for implementation.*

**Issue 6E**

A property owner raised concern of works on a previous scheme which had caused traffic disruption during the construction period and damage to the property front wall and gate posts due to the pavement works.

***Response to 6E:***

*It is intended that construction works period will be from 10.00am to 4:00pm, Monday to Friday to avoid the peak hours in the morning and evening with some works allowed outside of these hours.*

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

**Issue 6F**

There are submissions from the local residents looking for an increase in public transportation routes through the Clonskeagh area, particularly addressing the high traffic volumes during peak times coming from J13/J14 of the M50 and travelling towards Ballsbridge / Grand Canal dock via Clonskeagh. A Park-and-Ride scheme from Dundrum Town Centre towards Grand Canal Dock is suggested and buses serving these affected areas should be promoted and implemented as part of the Bus Connects scheme.

***Response to 6F:***

*This matter is outside the scope of this public consultation. Nonetheless, DLR County Council will engage with the NTA to further develop the bus network within DLR county. A review of bus services has been under taken by NTA as part of the Bus Connects project and is available under <https://busconnects.ie/initiatives/new-dublin-area-bus-network>*

**Issue 6G**

There are submissions from local residents raising concern over the use of bollards / barriers in the proposed scheme as it will detract from the overall serenity of the neighbourhood.

***Response to 6G:***

*Consideration will be given to providing bollards along the cycle track edge where it provides significant additional safety to cyclists. However, the use of bollards along the scheme will be minimised as much as possible.*

**Issue 6H**

Submissions from local residents raised a query in relation to the links to Dodder Greenway and suggested that a dedicated cycle crossing light could be sequenced into the junction at Clonskeagh Bridge / Beaver Row directly from the Dodder cycleway allowing cyclists safely cross onto Beaver row / Clonskeagh Road Southbound and not focus them onto the pedestrian crossing on the Clonskeagh Bridge, albeit that the pedestrian crossing can be sequenced in simultaneously as it was observed that it is quite unpopular for cyclists to move down to this pedestrianised crossing.

**Response to 6H:**

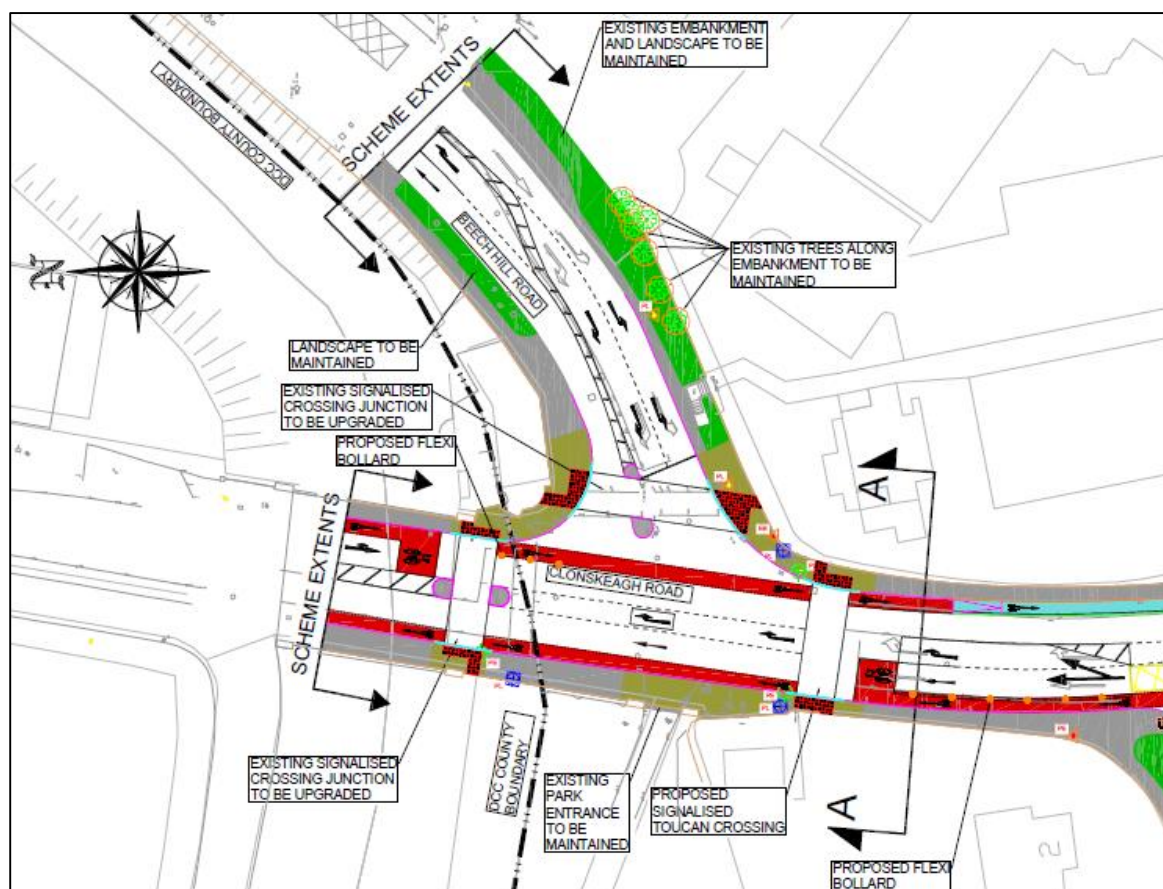
*This matter is outside the scope of this public consultation. Nonetheless, DLR County Council will engage with NTA and all relevant parties in relation the Dodder Greenway Scheme. The crossing and junction layout will be reviewed as part of this scheme.*

## 7. Conclusion and Recommendations

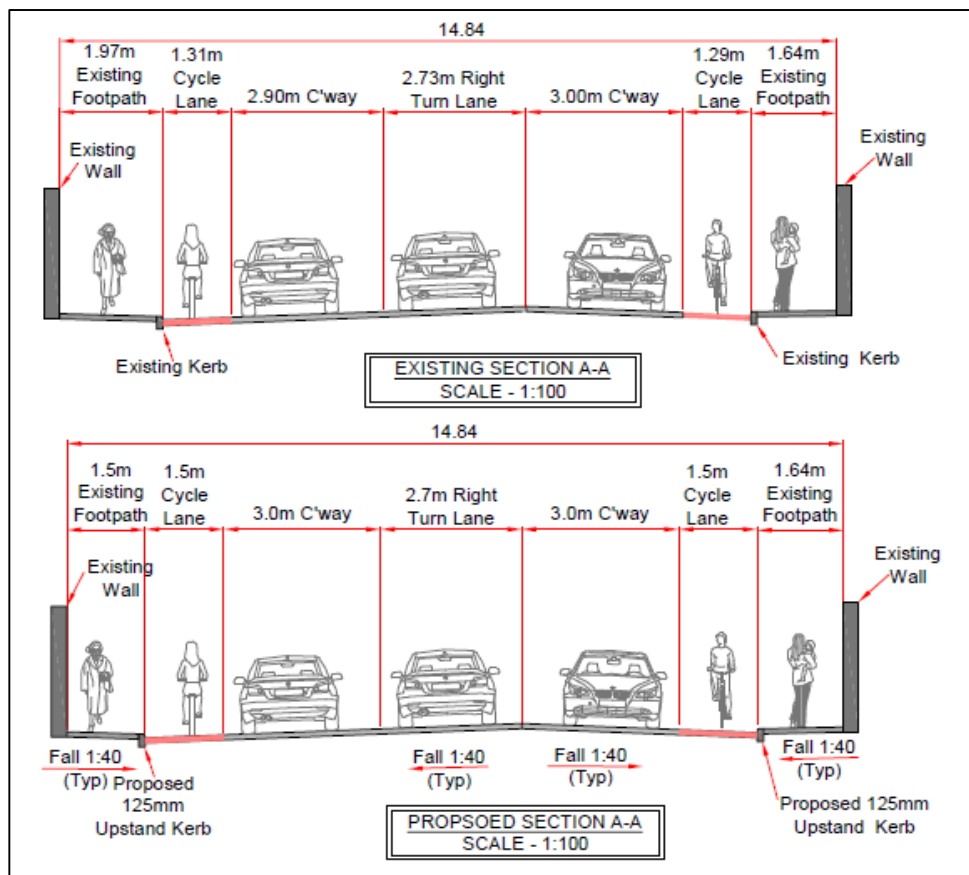
Round 2 of the public consultation process focuses on two main proposals, namely the removal of right-turn traffic lane from Clonskeagh Road to Beech Hill Road and the introduction of a ~~No Entry~~ from Clonskeagh Road to Whitebeam Road. These proposed amendments were made to the scheme to further enhance pedestrians and cyclist facilities at the junction.

The majority of submissions were supportive of the proposals, However, many concerns were raised by residents and residents groups in the immediate area, in particular the significant impacts that both proposals would have the nearby residential areas due to additional traffic congestion on Clonskeagh Road, additional through traffic on nearby roads and on the bus service on Clonskeagh Road.

Based on feedback from local residents and feedback from Dundrum Area Councillors at the Area Committee Meeting and with due consideration of the potential negative impact on Dublin Bus services, it is recommended that the right turn traffic lane towards Beech Hill Road junction and access to Whitebeam Road are retained. Therefore, this element of scheme will proceed as per the original design which allows for improvements for pedestrians and cyclists over the existing situation at the junction.







It should be noted that the operation of the Clonskeagh Road / Beech Hill Road junction will be reviewed again as part of the Dodder Greenway Cycle scheme

A number of submissions requested that the Council address the issues of high volumes of through traffic using Whitebeam and Whitethorn Road. The following proposals can be examined after the cycle lane comes into operation:

- Implementation of a partial right turn ban into Whitebeam Road, e.g. during peak morning and evening hours.
- Road closure to prevent through traffic with the location to be decided locally.

### **Next Steps:**

- Detailed Design completed in February 2020
- Tender Issued in March 2021
- Procurement and Award in April 2021
- Construction commencement in May 2021
- Construction duration . 6 months

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