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Scheme Update following Public Consultation

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



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. This report is an update to the proposed scheme following submission arising from the public consultation.

2. Public Consultation

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

Following this meeting, a scheme drawings and description were available online on the DLR Consultation Hub from Friday 3rd July, 2020 to Thursday 6th 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 6th August, 2020 and was further extended to Friday 14th 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, 198 no. were made by commuter cyclists and 151 no. were made by leisure cyclists, with 64 of these cyclists destined for UCD.

Following the consultation, the revised scheme was presented at the Dundrum Municipal Area Committee meeting on Monday 5th October 2020 and a follow-up briefing on the revised 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.

3. Summary of Key Issues Raised in Submissions

In general, majority of the submissions received supported the proposed scheme (90%), 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, almost half of the submissions received have raised concerns, mainly in relation to:

- i. Lack of continuous segregated 2m wide cycle track and footpath throughout the scheme and requested that the route shall be made safer for cyclists and pedestrians with more protection, especially at the 'pinch-point',
- ii. The right turn into Whitebeam Road and/or Whitethorn Road junctions, which are often used by joggers in the morning and evening to access to Milltown/Dundrum and beyond and causes hazards to cyclists and delays to motorists on Clonskeagh Road.

Other key issues arising from the submissions include,

- Junction treatment/protection should be considered at Beech Hill Road
- Cyclist/pedestrian priority should be considered at minor entrances
- Segregated bus stops for cyclists is preferred option
- Error in Cross Section B-B
- Illegal parking on footpath/cycle lane/cycle track an issue for cyclists and pedestrians
- Use of footpath by Clonskeagh Motors

4. Recommended Scheme

The recommended scheme layout has taken into consideration the submissions received during the Public Consultation and 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 updated scheme comprises the following:

- i. Removal of existing right turn lane approach from Clonskeagh Road northbound to Beech Hill Road (right turning from a straight and right lane will be permitted),
- ii. Removal of access for vehicular traffic into Whitebeam Road from Clonskeagh Road while permitting entry for cyclists, and
- iii. Revised bus stop layouts at 2No. bus stops.

The advantages and the disadvantages of the originally proposed Public Consultation scheme and the Recommended Scheme are summarized in the table below.

Proposed Layout	Advantages	Disadvantages
Maintaining right turn lane onto Beech Hill Road	<ul style="list-style-type: none"> No significant impact to traffic turning onto Beech Hill Road on Clonskeagh Road northbound. Minor additional delay may be expected for traffic on all arms mainly due to the additional traffic signal sequence being introduced at the junction for pedestrians crossing in one single stage and removal of short left turn lane onto Beech Hill Road from Clonskeagh Road southbound. 	<ul style="list-style-type: none"> 1.5m wide cycle track and footpath are provided at the <i>pinch-point</i> on both sides of the road due to existing road geometry and lanes constraints, which may force cyclists into carriageway when passing each other. The proposed route is below preferred minimum standards for cyclists and pedestrians in this location which has high volumes of traffic and also is one of the busiest cycle routes in the city. Lack of protection from the main carriageway for cyclists.
Removal of right turn lane onto Beech Hill Road (Recommended Scheme)	<ul style="list-style-type: none"> Removes <i>pinch-point</i> on cycle-lane and footpath, which allows provision of 2.0m wide cycle lane/track and footpath on both sides of the road. More convenient and safer for cyclists and pedestrians. Cyclists are protected by bollards as an additional safety measure. Potential reduction in traffic volume on Clonskeagh Road as people who used to use this route to get to city centre and beyond may look for alternative routes, adjust their time or travel or change mode. 	<ul style="list-style-type: none"> The junction capacity will be reduced significantly as vehicles turning right and going straight will be sharing the same lane. There will be longer waiting times and longer vehicular queuing lengths at the junction, especially during the morning peak hour (between 8am to 9am). People who used to use this junction to go the city centre and beyond may look for alternative routes, which may increase traffic volumes on other routes.
Maintaining right turn onto Whitebeam Road from Clonskeagh Road southbound	<ul style="list-style-type: none"> This route serves as alternative access to Dundrum/Milltown which reduces traffic volume on Clonskeagh Road travelling southbound. Residents of Whitebeam Road have direct access from Clonskeagh Road. 	<ul style="list-style-type: none"> Creates a hazard to cyclists as right turning vehicles often fail to observe cyclists travelling northbound. Create block-back to the southbound vehicles while right turning vehicles are waiting to make the right turn onto Whitebeam Road. Creates a hazard to cyclists as some vehicles use the narrow, unprotected cycle lane to under take cars waiting to turn right. Subjects residents of Whitebeam Road to rat-running traffic.
Banning right turn onto Whitebeam Road from Clonskeagh Road southbound (Recommended Scheme)	<ul style="list-style-type: none"> Improves safety for northbound and southbound cyclists. Removes potential block-back to the Beech Hill Road junction. Increased length of segregated cycle track can be provided. May reduce rat running to Dundrum/Milltown which may provide more privacy and increased road safety for the residents on Whitebeam Road. 	<ul style="list-style-type: none"> Some rat runners may potentially use the alternative routes to Dundrum/Milltown, e.g. Whitethorn Road, which may potentially increase the traffic volume on other alternative routes. May be inconvenient for some residents on Whitebeam Road.



Figure 1: Extract from Google Streetview showing the location of the 'pinch point' and where the right turn onto Beech Hill Road will be removed

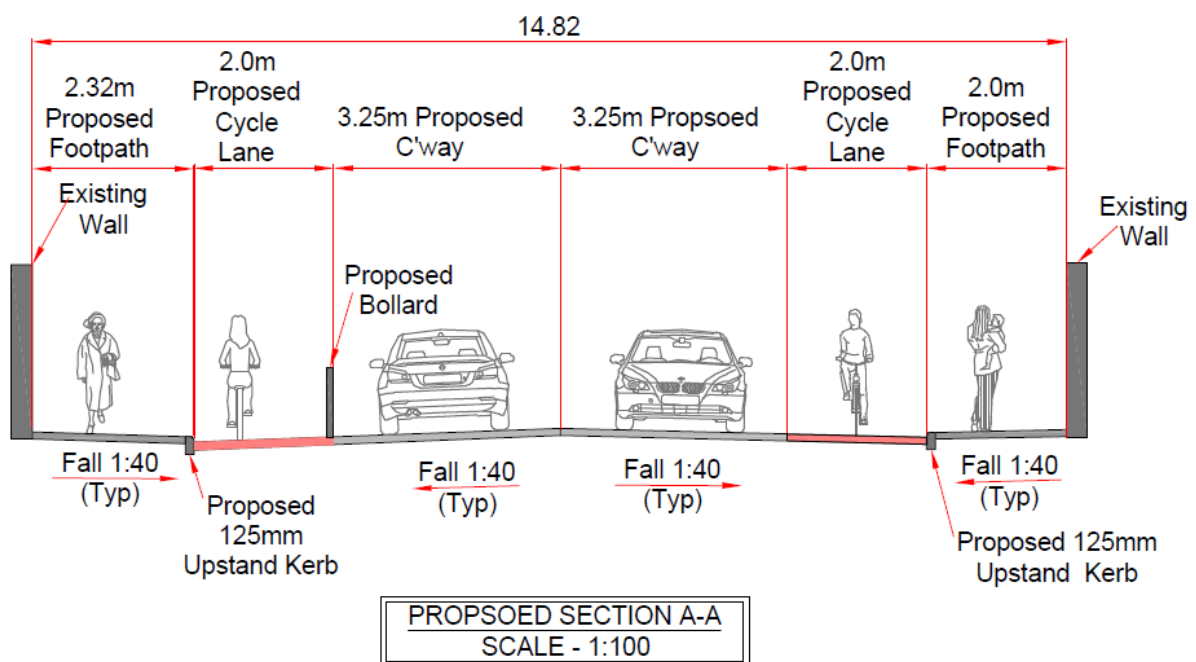


Figure 2: Cross section of the Recommended Scheme with removal of right turn lane onto Beech Hill Road, which allows provision of 2.0m wide cycle lane and footpath on both sides of the road at the existing 'pinch-point'

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