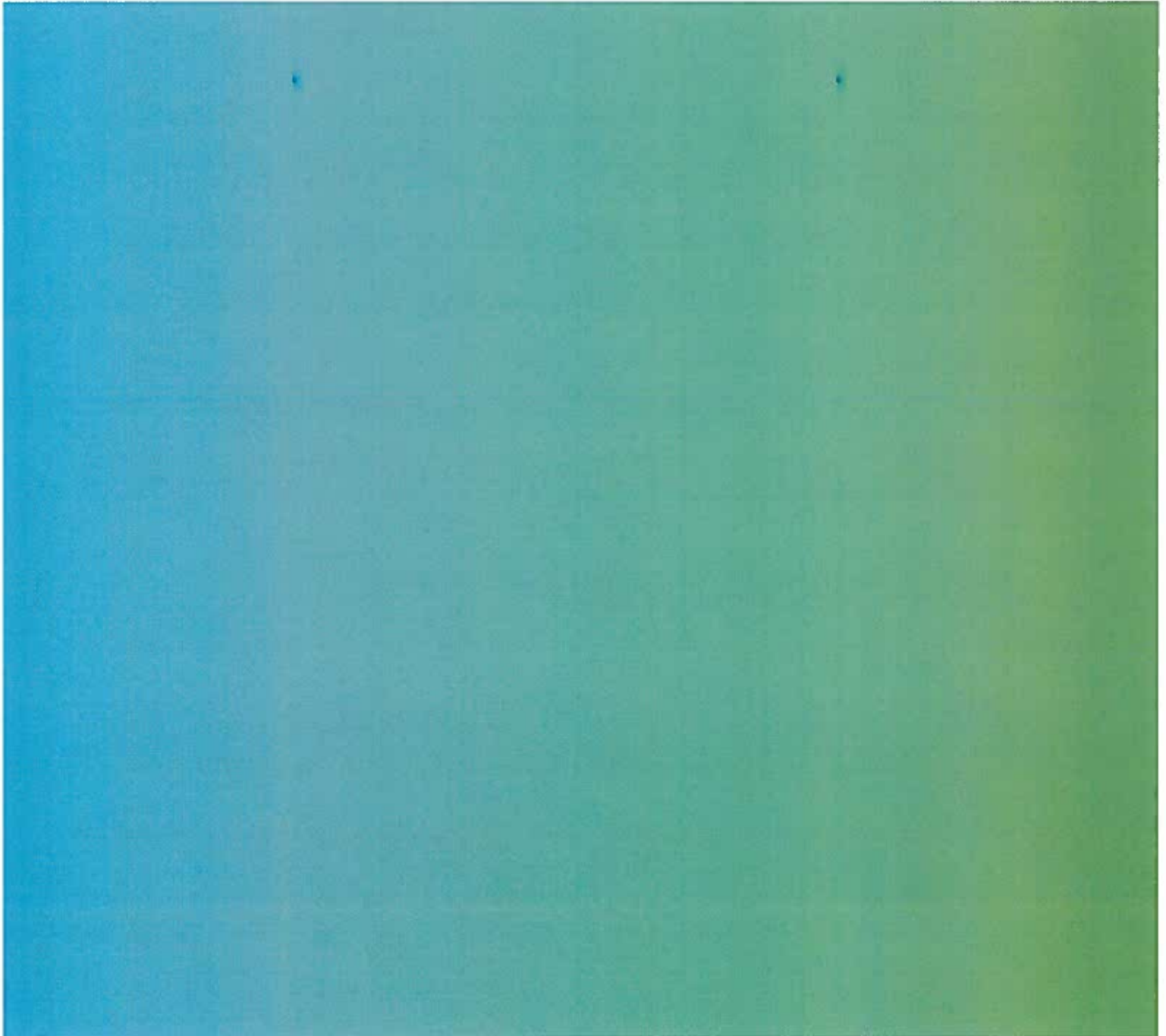


Public Consultation Report



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Public Consultation Report

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0	Internal Review	JB	JS	17/11/2015
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2	Draft following DLRCC Comments	JB	JS	14/04/2016

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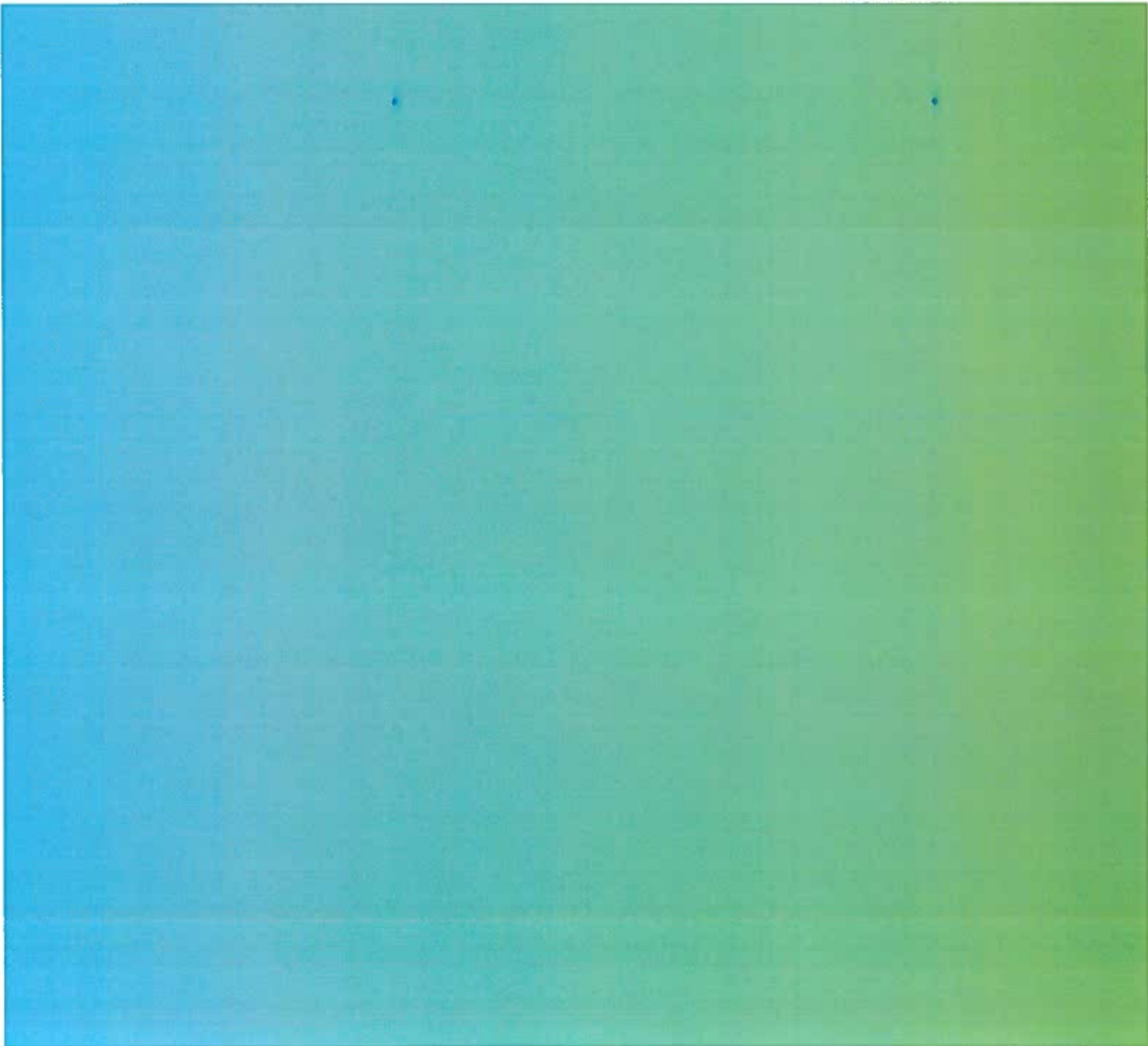
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Table of Contents

Public Consultation Report 1
Appendix A 10
Appendix B 11

Public Consultation Report



Report Following Statutory Public Consultation

1. Introduction

Preliminary Consultation 2015

Following a Circular from the Department of Transport, Tourism and Sport (RSD 01/2014) Dún Laoghaire-Rathdown (DLR) County Council committed to undertaking a review of speed limits in residential estates. An initial Preliminary consultation took place from the 5th February 2015 to 2nd March 2015 which invited interested parties to make submissions to identify estates for the possible introduction of a 30km/h speed limit.

In total 167 submissions/observations were received as part of this preliminary consultation by the closing date and these were generally supportive of a 30km/h limit in residential estates, and identified particular estates for consideration for the introduction of a 30km/h speed limit.

Assessment

Following this consultation, the DLR Traffic and Road Safety Section identified additional streets to those proposed from the public consultation and assessed these for inclusion in the 30km/h limit. The assessment took place between August and October 2015, and a final list of streets was included in the Draft Road Traffic Special Speed Limit Bye-Laws for Public Consultation.

Public Consultation

Statutory Public Consultation on the Draft Road Traffic Special Speed Limit Bye-laws took place between 16th October 2015 and 15th November 2015 inclusive. The draft Bye laws were displayed in the Dún Laoghaire Rathdown Council offices (County Hall Dún Laoghaire and Dundrum).

The Scheme was also available for viewing on the DLR Council's website, and was incorporated into the DLR Public Consultations Citizen Space.

Please note: No changes were proposed in the Draft Bye-laws to any special speed limits in the first to eight schedules, as part of this review. The proposals were confined to housing estates and local residential roads and a new ninth Schedule "Special Speed limit 30km/h on housing estates and local residential roads' was included.

Objective

The Objective of the Consultation was to:-

Consult in relation to proposals for the introduction of 30km/h special speed limit on housing estate and local residential roads, and to consult in relation to amendments to the speed limit bye-laws.

2. Assessment and Guidance

The Preliminary public consultation identified a number of roads to be included in the Assessment for a 30km/h special speed limit. Where submissions provided additional information in relation to a particular estate/street, this information was retained and was used to inform the Assessment.

Each identified street/estate was assessed in accordance with the new "Guidelines for Setting and Managing Speed Limits in Ireland" (March 2015).

These Guidelines:

"...constitute a direction of the Minister for Transport. ... The use of these Guidelines, a statutory document, is mandatory when setting and managing speed limits."

The Guidelines can be viewed on the following link:

http://www.dttas.ie/sites/default/files/upload/general/Guide_speed_limits_Mar_2015.pdf

The Assessment was expanded to include other estates, streets with large numbers of vulnerable road users (such as schools, crèches, nursing homes, etc), parks, greens, etc.

The Assessment was expanded further to include roads and estates identified by the Area Engineers, DLRCC Traffic and Road Safety Section. These areas included streets previously identified to DLRCC Traffic and Road Safety Section as problem area, or where the Engineer was concerned with speeds.

The Assessment process involved the following:

- Identification and removal of Distributor Roads/Link Roads and Roads with a major traffic function from further consideration. As per guidance, Distributor roads such as N11 (for example) are not considered suitable for the application of a residential 30km/h speed limit.
- Neighbourhood cells were identified, which included self-contained residential cells bounded by link/distributor roads.
- The movement and place function was also considered. Streets with higher movement function were considered inappropriate to be included in the scheme. The traffic function of the road should be limited to the area itself.
- Streets with large numbers of vulnerable road users (including schools, parks and greens) were mapped. Accident data was also mapped, with particular focus on pedestrians and cyclists.
- Evaluation of streets included a review of road widths, geometry, presence of on-street parking, layout in relation to bends/junctions/accesses/horizontal and vertical deflection. The presence of these features can give the illusion of visually narrowing the carriageway and reducing forward visibility, hence increasing driver caution. In addition, house frontage was considered.
- Finally, speed surveys were carried out for a variety of road types, including traffic calmed and non-traffic calmed streets, cul-de-sacs, main estate road artery roads etc. It also included many of the streets identified in the initial public consultation.

This data was gathered, further informing the Assessment process. The Assessment was carried out between August and October 2015.

The following is an extract from the "Guidelines for Setting and Managing Speed Limits in Ireland":

Road authorities should give serious consideration to the lowering of the speed limit from 50km/h to 30 km/h within housing estate areas and should distinguish between roads within estates in the following categories:

1. Roads which are through roads within estates and which have very little direct frontage housing and are not immediately adjacent to play areas. These roads would generally have a speed limit of 50 km/h but may be reduced where the road authority deems it to be appropriate.

2. Roads which have direct frontage housing or are immediately adjacent to play areas should have speed limits of 30 km/h. The level of signage provided will depend on prevailing speeds.

(i) Where the 85th percentile speed is already less than or equal to 30 km/h minimal signage will be required. A speed limit plate of 450 mm diameter would be appropriate placed on a pole on the left hand side of the road at the entry point(s).

(ii) Where the 85th percentile speed is greater than 30 km/h then additional warning signs may be required in combination with the 30 km/h sign. These should be placed on a pole on the left hand side of the road at the entry point(s). The 30km/h plate should normally have a diameter of 450 mm except where the local authority decides that increased prominence is required. Where that occurs the size of the speed limit plate (on the combination sign) may be increased to 600mm and/or a sign may be erected on both sides of the road at the entry point(s).

3. In addition to the above and where a speed limit of 30 km/h is being implemented local authorities and community groups should consider the implementation of 'Slow Zones'.

'Slow Zones' should be developed and implemented as a Local Authority supported community based approach to reduce the speed limit to 30 km/h and to add safety measures within a select area in order to change driver behavior. The ultimate goal of a 'Slow Zone' is to lower the incidence and severity of crashes and to enhance quality of life.

'Slow Zones' should be established in self-contained areas that consist of Local Roads. Gateways should announce the entry and exit from a 'Slow Zone'. These are a set of signs and markings at an intersection to alert drivers to the reduced speed limit.

The zone itself should be self-enforcing, reduced-speed area with speed bumps, markings or other traffic calming treatments as required. Slow Zones should be implemented in areas with low traffic volumes and minimal through traffic. When leaving a 30 km/h speed limit or 'Slow Zones' appropriate speed limit signs need to be posted on the reverse side of the entry signage. For exit to high speed roads, i.e. where the speed limit is greater than 60 km/h, appropriate warning signs need to be considered.

Once the signs are in place local authorities should seek to identify if the new speed limits are being observed. Temporary in-situ or portable speed measurement devices can be used by authorities to collect the required information.

Where the measures set out in 2(ii) are not sufficient to achieve an 85th percentile speed of 30 km/h then further measures should be considered and implemented to achieve the necessary reduction. Suitable measures for consideration include;

- Closure of a through road to traffic by way of a road closure at a particular point with continued through access for pedestrians and cyclists. A network level analysis should be considered to ensure that problems do not arise elsewhere.
- Entry treatment
- Build outs and/or increased on-street parking
- Pinch points
- Chicanes
- Ramps or speed cushions
- Speed tables

As noted above, it is a requirement for the 85thile speed to be 30km/h with signage alone. Where signage is not sufficient to achieve this, further measures should be considered to achieve the necessary reduction, including use of chicanes, build outs, entry treatments etc.

Following on from the Assessment, a number of housing estates and local residential roads were put forward as 'appropriate' for the introduction of a 30km/h special speed limit. These housing estates and local residential roads were mapped, a schedule of roads was created and the Draft Road Traffic Special Speed Limit Bye-laws 2015 were prepared.

Roads which require provision of further physical measures to reduce vehicle speeds to 30km/h or below will be dealt with separately when funding is identified.

3. Public Consultation

The Submissions, which were received through the on-line Public Consultation Citizen Space, e-mail direct to DLRCC, as well as written submission received in the Council offices (County Hall Dún Laoghaire and Dundrum area office) can be summarised as follows:

- 62 no. submissions/observations received;
- 49 no. submissions (79%) agreed or strongly agreed that a reduced speed limit of 30km/h is appropriate in residential housing estates;
- 7 no. submissions (11%) did not agree;
- 42 no. submissions (68%) agreed with the introduction of special speed limit of 30km/h in the proposed residential areas, as listed in the proposed Bye Laws. Detailed submissions are discussed in this report;
- 54 no. submissions (87%) stated they are willing to slow down in residential estates to ensure housing estate roads are as safe as possible for pedestrians, cyclists and especially children, and to encourage others to do the same;
- 48 no. submissions (77%) supported the possibility of DLRCC introducing low cost measures such as staggered parking layouts, chicanes or additional warning signs to reduce speeds where they are not below 30km/h;

In addition, a number of stakeholders were invited to comment on the scheme. Submissions were also received from An Garda Síochána, Transport Infrastructure Ireland, and Dublin City Council

Main Issues Raised in Public Consultation

A response to the main issues raised is contained below, and individual responses are contained within Appendix A.

I. Request for additional areas to be included in the 30km/h speed limit. (20 submissions)

Response:

The housing estate and local residential roads put forward in the ninth schedule of the Draft Bye-laws are considered appropriate for the introduction of a 30km/h special speed limit as they currently have 85th percentile speeds which are less than 30km/h, or 85th percentile speeds close to 30km/h. It is considered that these streets comply with the requirements of the guidelines for 30km/h housing estate and local residential roads, and the lower limit can be introduced with erection of signage only, and will not rely on excessive enforcement, or require further engineering measures.

Where other areas have been requested for inclusion, these roads have been assessed. Due to the 85th percentile speeds in the area being above the criteria set, reduced speeds will not be achieved by erection of signage only and these areas will require further physical measures to be put in place to gain reductions in vehicle speeds. There is a requirement for streets to be self-enforcing and not to rely on excessive levels of enforcement.

It is proposed to introduce the lower limit initially in 'appropriate' areas which currently have low vehicle speeds. It is proposed to deal with estates that require physical speed reduction measures separately, identifying funding and resources to provide additional measures, and also developing a policy to guide the implementation in a fair manner.

It is the intention of the DLRCC Traffic section to put forward a policy for the implementation of Slow Zones to the Transport and County Wide Movement Strategic Policy Committee. Funding for the implementation of Slow Zones, specifically for the provision of physical measures within these self-contained residential estates will also have to be identified.

It is important to note, that implementation of the 30km/h in 'appropriate' locations will allow Dún Laoghaire Rathdown County Council monitor and establish the effectiveness of signage alone. If successful it may be possible to include additional areas into the special speed limit in future without the requirement for extensive traffic calming. It will also act as a catalyst to encourage residents in other estates to lower their speeds to bring their estate in line with the requirements of the scheme.

II. Suggestion that the 30km/h speed limit areas should be focused in locations where there are existing problems, high levels of vulnerable road users or high levels of accidents. (4 submissions)

Response:

The Assessment of streets for consideration took these locations into account, as noted in the Assessment and Guideline section above. School, parks and greens were mapped, while accidents involving pedestrians and cyclists were also plotted. In addition, problem areas, which have previously been identified to DLRCC Traffic and Road Safety section, were reviewed as part of the assessment. The road function and use was considered and inappropriate roads removed, such as distributor roads. Road geometry and traffic speeds were also considered.

It is a requirement of the Guidelines that the 30km/h speed limit be applied to streets where this speed is self-enforcing. This requires that the design speed, which is the speed the majority of vehicles will travel under normal conditions, is aligned with the posted or intended speed limit. This will ensure that the speed limit can be enforced with minimal Garda enforcement.

The introduction of an inappropriate speed limit, out of context and/or without associated speed reduction measures is unlikely to succeed. Therefore the 30km/h speed limit is not appropriate for streets where there are existing high speed issues. These areas will require additional measures and possibly physical measures to reduce speeds. A number of streets/estates have been identified for inclusion within the 30km/h areas; however will require additional works to ensure the speed limit is self-enforcing.

The streets selected for inclusion in these Draft Bye-laws are deemed currently suitable for application of a 30km/h special speed limit with the erection of signage only.

Where additional measures are required for other streets, funding will have to be identified, and a policy agreed to guide the provision of additional measures and guide the consultation process between community/residential groups.

Estates with accidents or with large numbers of vulnerable road users will be prioritised for provision of further measures.

III. Concern that 30km/h is still too fast (2 submissions)

Response:

There is currently no legal provision to implement a 20km/h special speed limit on a public road. The Roads Authority cannot introduce a 20km/h speed limit in the absence of guidance and legislative provision.

iv. Comments in favour of estates initially included, which have subsequently been removed (2 comments)

Response:

Due to a number of reasons outlined in Section 4 below, a number of areas initially proposed in the draft Bye-laws are to be removed from the final scheme. This is required as the threshold for acceptable speeds to be included in the scheme has been reduced from 40km/h to 36km/h, to within 20% of the limit, in line with best practice and current guidelines. The areas previously included, but now removed, will require physical measures to ensure compliance with the posted speed limit. These areas will also require community buy-in and acceptance of the physical measures proposed.

An Garda Síochána Submission to Consultation

A summary of the submission made is provided in Appendix A.

Response:

The Comments of An Garda Síochána are noted, and DL RCC are in agreement with the comments received.

Adjoining Local Authorities

One Adjoining local authority made a submission regarding the proposals, and had no objections.

TII Submission to Consultation

TII had no comment regarding this scheme as it does not include National Roads.

4. Next Steps

Further to the results of the public consultation, the initial scheme proposals have been scaled back for the following reasons:

Since the October 2015 Public Consultation, further training/workshop sessions in relation to the speed limit guidelines were rolled out by DTTAS for those involved in the setting and managing of speed limits. In addition, discussions were held with other local authorities in the area to assess how neighbouring authorities were implementing the scheme, as well as consultation with An Garda Síochána.

During the workshop it was noted that (the 85thile) vehicle speeds in areas included within the 30km/h speed limit must comply with the posted speed from the outset. In addition, the requirement for the scheme to be self-enforcing was reiterated as the policy was not intended to require additional policing and should only be provided on streets that can naturally operate in a self-enforcing manner.

Safety concerns were raised by the department and An Garda Síochána during the workshop that if funding for speed reduction measures cannot be guaranteed prior to the introduction the scheme then there would be a significant safety risk in introducing the scheme where the speed limit would not be self-enforcing from the outset.

Best practice suggests that signage alone is seen to be effective in reducing speeds when it is within 20% of the posted limit. Areas of higher speeds will require additional measures to ensure compliance with the speed limit. No funding has been identified for the required works in areas where speeds are above 36kph.

Combining the above reasons and lack of identified funding to implement the works required, it has been decided to reduce the scale of the proposed scheme, as identified in the initial draft Bye-laws. *A number of areas initially proposed in the draft Bye-laws are to be removed from the final scheme. Streets with 85th percentile speeds above 20% of the 30km/h limit are now removed, as they will require physical measures to ensure compliance with the posted speed limit.*

This results in the removal of a number of larger residential estates. A full list of streets to be removed is provided in Appendix B.

It is proposed that a 30km/h special speed limit be adopted on housing estate and local residential roads, where speeds are appropriate. These housing estate and local residential roads are listed in the revised Ninth Schedule of the Draft Road Traffic Special Speed Limit Bye-laws 2016.

These Draft Bye-laws will be brought to the Dún Laoghaire Area Committee Meeting of 25th April 2016, to the Dundrum Area Committee Meeting of 4th May 2016, and to the full County Council meeting in June 2016 for adoption.

5. Recommendation

The comments received from the community and other stakeholders have been taken into consideration.

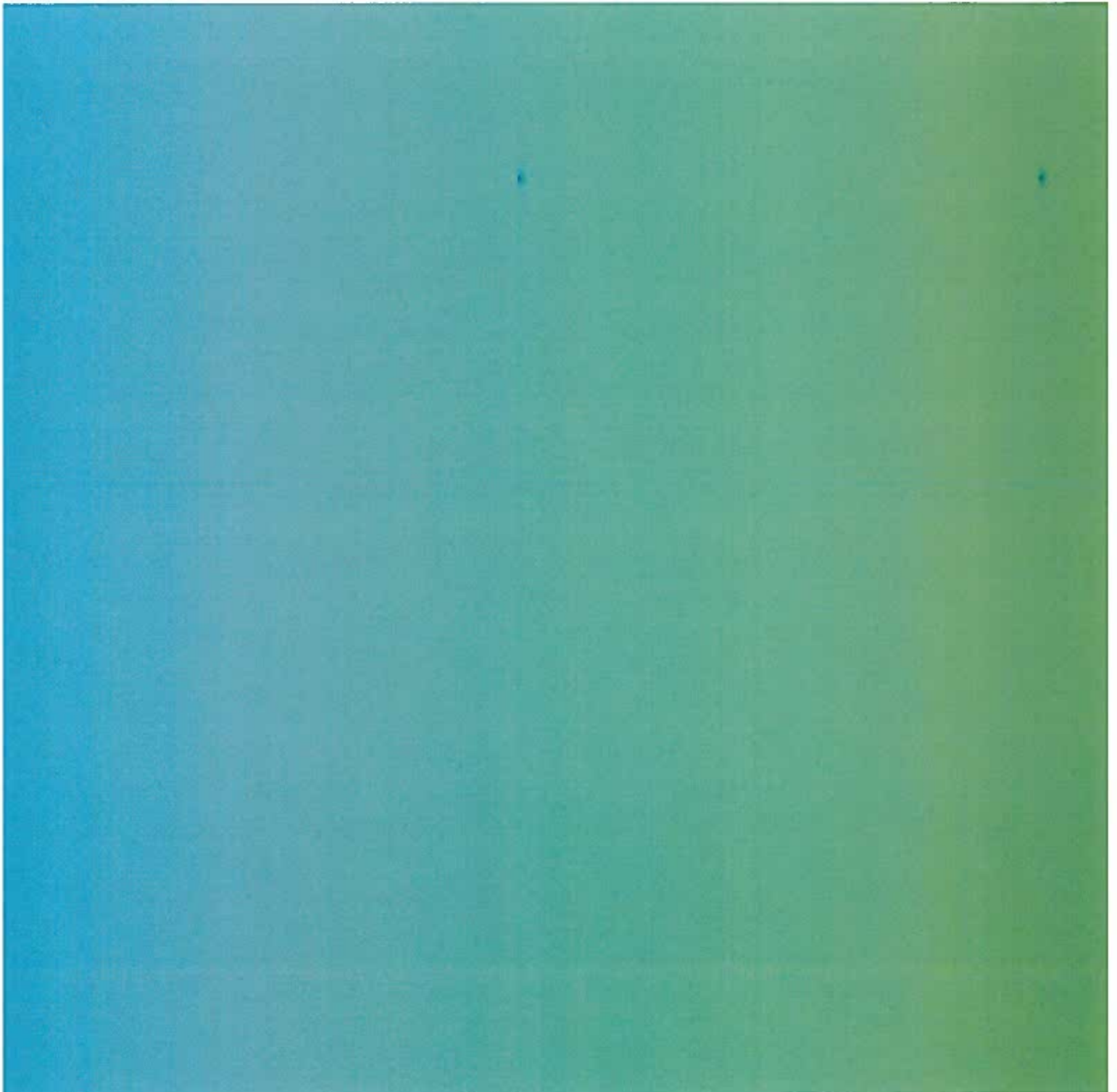
The scale of the proposals has been reduced. Roads considered suitable for the introduction of 30km/h with erection of signage only, in line with the Guidelines for Setting and Managing Speed Limits in Ireland are listed in Ninth Schedule of the Draft Road Traffic Special Speed Limit Bye-Laws 2016.

Without identified funding, it would be inappropriate to include further streets at this time.

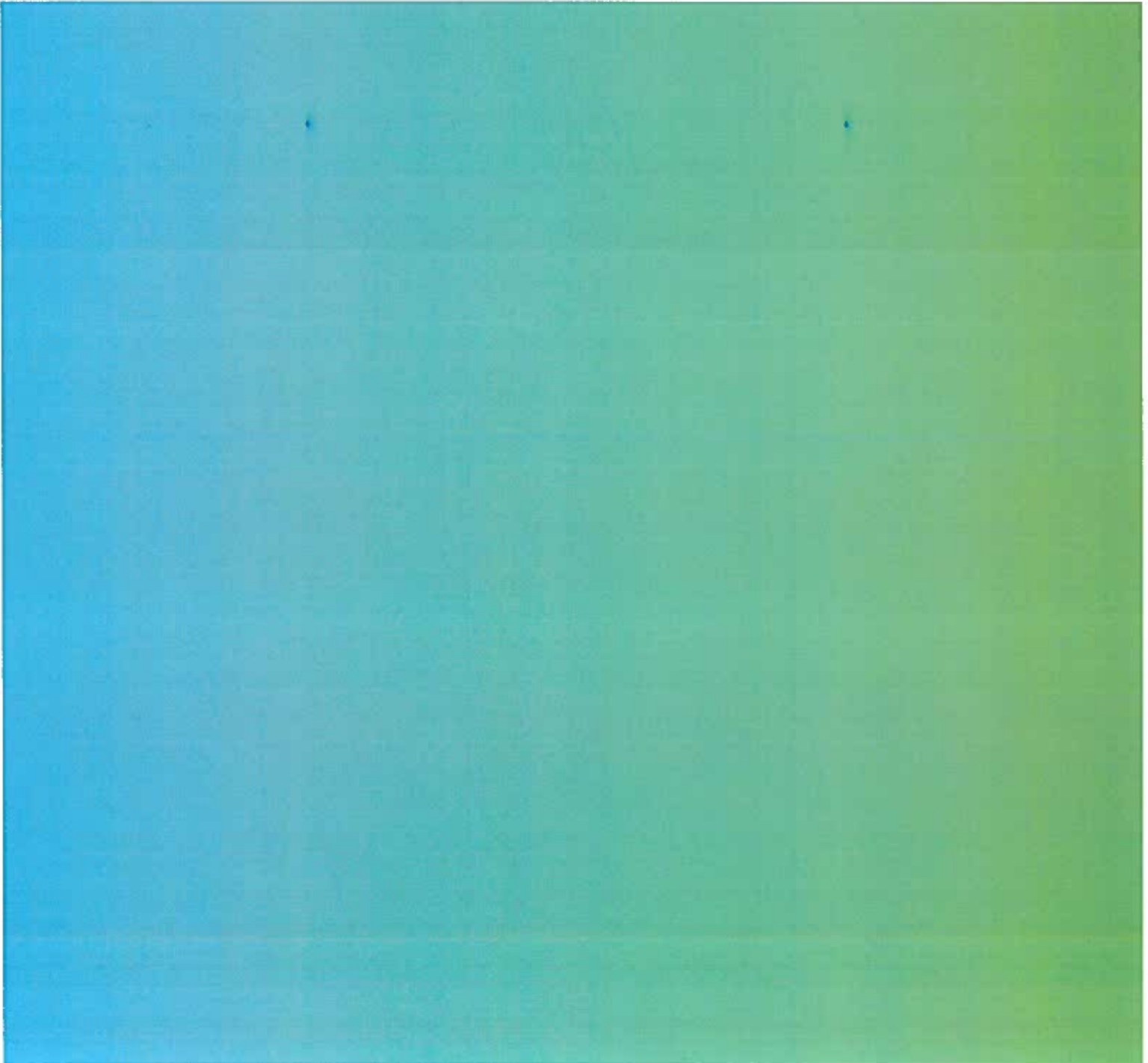
It is important to note, that the implementation of this scheme will allow DLRCC to establish the effectiveness of signage alone, through monitoring. Should it be found that the streets are in compliance, it may be a case that the additional streets can be added in the 2017 County wide speed limit review. It will also allow DLRCC to enhance their experience of implementing this special speed limit, and determine what factors reduce speeds, and what low cost measures should be considered to further widen the scheme at a later date. (Such as a combination of on-street parking and tree planting, or road markings and entry treatments).

It is recommended that the elected members consider the technical assessments as carried out in accordance with the Guidelines for Setting and Managing Speed Limits In Ireland 2015, a mandatory document, and adopt the Draft Road Traffic Special Speed Limit Bye-laws 2016 as currently proposed for the implementation of 30km/h in the appropriate areas at the June 2016 Council Meeting.

Appendix A



Appendix B



Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

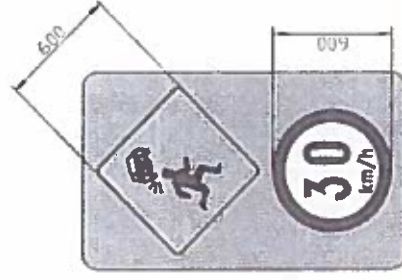
DLRCC Ref	Ref	Submission	Key concern	Response
ANON-Q31W-M2FK-V	1	Yes and no, there are some estates where it really isn't necessary as the road is too short etc or the layout doesn't allow for speeds higher than that anyway. I would be more concerned with reducing the speed on residential roads that are through roads (and used as 'rat runs').	Focus on rat runs	Noted. Refer to Response ii
ANON-Q31W-M2F9-A	2	On behalf of the Glenomena Woodbine Residents Association, I would like to say that we are strongly in favour of the reduced limits on Woodbine Road and surrounding roads.	In favour	Noted. Refer to Response iv
ANON-Q31W-M2FR-3	3	It seems a ridiculous waste of taxpayers' money, which would be better spent identifying problem areas & treating those, rather than what appears to be a blanket exercise which may look good on paper but is unlikely to be respected or enforced. A more sensible approach should be considered.	Focus on problem areas	Refer to Response ii. According to Circular RSD 01/2015 issued by the Minister for Transport, Tourism and Sport, there is a specific requirement for local authorities to implement a 30km/h speed limit in housing estates that are suitable, in accordance with the guidelines for setting and managing speed limits in Ireland

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

ANON-Q31W-M2FH-S	4	The area affected is too extended, it would make more sense to target only high risk (high level of accidents) areas	Too large, Focus on high risk areas	Agree – DLRC propose to further reduce the scale of proposals to ensure the speed limits proposed are achievable and appropriate. Refer to Response ii – It is proposed to deliver policy to implement Slow zones and to seek funding for provision of measures
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Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

<p>ANON-Q31W-M2FT-5</p>	<p>5</p> <p>While I am in favour, 30kmh is still too fast for most estates, I'm worried that if signs saying 30kmh are erected that people will see this as a target and many cars will actually increase speed.</p> <p>I'm just wondering why Seafield Court is omitted from the 30kmh limit whereas Bayview is?</p> <ol style="list-style-type: none"> 1.) Seafield Court is under charge by DLRCC 2.) They are local residential roads in a housing estate. 3.) Are the further measures deemed to be required? If so what are they? How does the estate differ from Bayview? <p>I prefer to see a sign that says "Slow kids Playing " or "Go Mall" or similar</p>	<p>30km/h too fast</p>	<p>Noted. Refer to Response ii.</p> <p>Speed surveys in the area indicate the 85%ile speeds were in the region of 51.5km/h and physical measures will be required to reduce vehicle speeds to below 30km/h.</p> <p>The option of providing additional warning signage is available and will be implemented where appropriate. An example of the type of signage that can be used in this situation is shown below:</p> <p>Combination of 30 km/h sign and Warning sign W142</p>
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Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

ANON-Q31W-M2FC-M	6	Although I think some should be even slower!	30km/h too fast	Refer to Response iii A lower speed limit is not currently provided for in legislation.
ANON-Q31W-M2FE-P	7	I live in Hillside, Dalkey and I agree with the speed limit, being reduced on Hyde Road as that has become somewhat of a racetrack for the young generation of today. However, I would like to see it applied in other residential areas such as where I live. The top end of Hillside, not too far from where our house is situated, is on quite a severe bend and cars are constantly coming around the bend at extremely dangerous speeds. The age demographic of the estate has changed dramatically in the past 2 or 3 years as quite a number of families with very young children have moved in. There have been a number of 'near misses' and incidents recently giving great cause for concern. Something needs to be done before a child is seriously injured or even worse. In some other parts of Dublin allocated streets and roads have restricted access at designated hours of the day which is something I think should also be looked at here.	Include additional area	Refer to Response i and ii. Speed surveys in the area indicate the 85%ile speeds were in the region of 43.2km/h and physical measures will be required to reduce vehicle speeds to below 30km/h.
ANON-Q31W-M2F6-7	8	Marley Grange estate has not been included, despite clear request from residents association representing ~80% of the houses in the area.	Include additional area	Refer to Response i and ii. Speed surveys in the estate indicate the 85%ile speeds were in the region of 43.9km/h
ANON-Q31W-M2F4-5	9	The schedule should be extended to all Residential areas. My immediate concern is my own estate, Marley Grange but 30 km/h is the desired limit for residential areas	Include additional areas	Refer to Response i and ii. Speed surveys in the estate indicate the 85%ile speeds were in the region of 43.9km/h

**Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016**

ANON-Q31W-M2BC-G	12	<p>I agree with the proposal to introduce the limit but disagree with the proposed locations. It seems to me that a lot of the proposed 30kph zones are in cul de sacs or small estates with one entrance to a main road. There doesn't seem to be a proposal to extend the restriction to through roads that are used as "rat runs" (such as Woodlands Road in Cabinteely) by non-residents to avoid traffic lights/bottlenecks.</p>	<p>Include additional areas</p>	<p>Refer to Response i and ii. Speed surveys on the street indicate the 85%ile speeds were in the region of 41km/h</p>
ANON-Q31W-M2BQ-X	13	<p>The Board of Management of Gaelscoil Phadraig Ballybrack, welcomes the proposed introduction of a 30kph speed limit in residential estates. We believe that this measure will improve safety for vulnerable road users and children walking or cycling to school. It should be noted that good street design, education and enforcement will be key to its success. We are disappointed that Sheelin Avenue on which the Gaelscoil is located, and the adjoining streets have not been included in the proposed 30kph streets (ref. drawing 37). Gaelscoil Phadraig actively promotes sustainable transport modes for its pupils and has previously made representations to DLRCoCo and the Gardaí about road safety in the vicinity of the school. We have unsuccessfully sought a lollipop lady for crossings close to the school. We therefore request that Sheelin Avenue and adjoining streets in the Sheelin estate are included in the 30kph zones. Yours sincerely,</p>	<p>Include additional areas</p>	<p>Refer to Response i and ii.</p>
ANON-Q31W-M2BX-5	20	<p>DLR tell us that this speed limit is not suitable for Marley Grange. I agree with all measures needed to slow traffic in our estate.</p>	<p>Include additional area</p>	<p>Refer to Response i and ii. Speed surveys in the estate indicate the 85%ile speeds were in the region of 43.9km/h</p>

**Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads.
 Summary of Submissions from Public Consultation
 April 2016**

ANON-Q31W-MZFY-A	22	<p>I am a resident of Old Conna Wood estate and a member of the Residents Committee. We had applied earlier this year for Old Conna Wood to be included in the review of housing estates to have a 30km/hr speed limit applied. I understand from the report and maps produced as part of the review phase that Old Conna Wood has not been selected by the Council to progress to the next phase. I would be grateful if you could confirm the basis on which Old Conna Wood was excluded.</p> <p>I would also like to lodge a formal appeal to the Council to reconsider Old Conna Wood for inclusion in the scheme on the basis of the number of children within the estate, the frequent use of the main road through the estate 'The Drive' by children crossing to play on green areas/visit friends and the volume and speed of traffic entering the estate between the hours of 5pm and 7pm. As there is also a high volume of parked cars along the drive (in particular the end close to the entrance) the risk of injury/fatality of a child is further increased.</p>	Include additional areas	Refer to Response i and ii.
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Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

ANON-Q31W-M2BW-4	26	In the interest of pedestrians and vulnerable road users, particularly children and the elderly, I support the introduction of the 30kph speed limit in all residential estates throughout DLRCoCo. This will help the development of 'healthy neighbourhoods', promoting sustainable modes of transport. The 30 kph speed limit should also extend to village centres and main streets in the county. In the absence of a widespread 30kph limits, I would specifically request that the Maple Avenue and Sheelin Avenue (and adjoining streets in this estate) be included in the 30kph zones, as this is the route that my children, and others, walk to school.	Supportive of proposal Include additional areas	Refer to Response i and ii.
ANON-Q31W-M2BP-W	29	Til have no comments on the proposals	-	No comment
ANON-Q31W-M2B4-1	30	The scale of the proposals should be reduced initially due to limited funding available to provide measures, and limited resources to enforce the proposed lower limit areas. Further liaison should take place between residents groups and DLRCO in respect of provision of measures	-	Noted. DLRCC is in agreement with the submission.
BHLF-Q31W-M2FW-8	10	Perhaps a Chicane style narrowing of the road.	Speed reducing suggestion	These will be considered where appropriate where physical measures are required to reduce speed
BHLF-Q31W-M2F7-8	11	Please add Lakelands Close and Lakelands Avenue to proposed list of 30km/h Roads -Map 8- Both long roads running alongside children's play areas- motorists can get quite a speed.	Include additional areas	Refer to Response i and ii.

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

BHLF-Q31W-M2BF-K	14	Watson Killiney Residents Association submitted a list of roads within the estate for inclusion in the 30kph development plan. It is noted from the draft development plan that no roads from this list are included in the plan. The residents of Watsons are not satisfied with this decision and wish to have the original list of roads included in the final plan.	Include additional areas	Refer to Response i and ii. Speed surveys on the street indicate the 85 th ile speeds were in the region of 45km/h
BHLF-Q31W-M2BB-F	15	Boosterstown TT-089-20	-	No comment to respond to
BHLF-Q31W-M2BE-J	16	30kp/h is too slow to encourages to people to speed up. 50kp/h (30 mph) is more reasonable.	30km/h too slow	Noted.
BHLF-Q31W-M2B6-3	17	Rather than a blanket 30km/h limit in residential roads I think it is better to identify areas in its specific needs i.e. School roads. And Newtownpark Avenue there is a primary school and a secondary school in close proximity it would seem appropriate to put a school road limit of 30 km/h in this area where there is also a church with many elderly people crossing to church services and where there has been a fatality and many road accidents. I think the traffic calming money should be spent where the greater number of vulnerable people traverse.	Focus on areas with high numbers of vulnerable road users	Refer to Response i and ii. Newtownpark Avenue is a distributor road, with a strategic function, therefore is not appropriate for inclusion in this study. There is a County wide review in 2017 and the comments received will feed into that review.

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

<p>BHLF-Q31W-M2B1-X</p>	<p>18</p> <p>This would seem bring the proposed bye-laws into conflict with the Guidelines for Setting and Managing Speed Limits - Appendix C. Essentially, the council is telling drivers to speed up as they go through traffic lights / pedestrian crossings / change direction, which is the wrong message. The issue is highlighted on the attached map, where there are sections of yellow extending off the dual carriageway into housing estates, etc. These sections should have the lower limit, with the limit signed after the junction, not before. The issue can be seen here on Google Street View. https://www.google.com/maps/@53.296886,-6.203192,3a,66.8y,249.4h,86.48t/data=!3m4!1e1!3m2!1sRx5dfVxTTOhqY3jTwVd-6qI2e0 https://www.google.com/maps/@53.272017,-6.171627,3a,66.8y,27.42h,88.88t/data=!3m4!1e1!3m2!1s7SiAXHVWY1ey1wcz10WjuA12e0 This was previously flagged with the engineers.</p>	<p>Location of speed limit signs before junctions</p>	<p>At junctions, speed limit signs are located at the start of the area to which they apply to give drivers due warning of a change in speed limit. If the sign is located too close to a bend/junction drivers may not see the speed limit sign. Speed limit signed at change of limit in urban locations differ to rural locations due to no. of junctions and approaches. As noted within the Traffic Signs Manual, speed limits often change at junction, where the driver is required to take in large volumes of information, such as signs, road markings, traffic signals, conflicting traffic movements, pedestrians cyclists, etc. Due to the call on the drivers concentration, repeater signs will be considered on the main line soon after the start of the speed limit.</p>
<p>BHLF-Q31W-M2BG-M</p>	<p>19</p> <p>Watson is not included. Was previously included as a priority road for the introduction of calming measures. Please advise on what grounds Watson is excluded</p>	<p>Include additional area</p>	<p>Refer to Response i and ii. Speed surveys on the street indicate the 85%ile speeds were in the region of 45km/h</p>

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

BHLF-Q31W-M2BR-Y	21	I agree with these proposals and make it the same between St Patricks and Church of Ireland	Include additional area	Refer to Response i and ii. Location referred to in comment unclear, unable to offer a specific response.
BHLF-Q31W-M2JZ-F	23	I wish to express my disappointment and disgust at the exclusion of Old Conna Wood from the inclusion in the 30 km/h speed limit process. I find it extremely hard to fathom why this estate was excluded given the extremely large number of children living in the environ. I wish to request that this decision be reversed for the safety of our children and the wider community.	Include additional areas	Refer to Response i and ii.
BHLF-Q31W-M2JJ-Y	24	I would like to have the Sheelin estate in Ballybrack included in the above initiative. There a lot of houses in the estate with steady traffic volumes throughout the day. There is also a school in the estate which increases the amount of children in all areas at certain times. Can you let me know what is required to add this to the list?	Include additional areas	Refer to Response i and ii.
BHLF-Q31W-M2B9-6	25	I write to fully support the placing of a 30 km/hour speed limit on the following roads: Belgrave Road, Eaton Square, Eaton Place and access roads. This area has a high density of young children (4- 12 yrs.) walking to Scoil Lorcain. I would also ask that speed bumps are placed on Belgrave Road itself as cars frequently travel at 40 km/hr on it and it is in effect a single lane road because of the effect of residential parking. No driver would have sight of a child coming onto the until the child is in front of the car/ vehicle. As a matter of clarity, are all the areas mapped for the speed limit public roadways?	In favour, Request for physical measures.	Noted. Implementation of physical speed reducing measures is not part of this study.

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

<p>BHLF-Q31W-M2BM-T</p>	<p>27</p>	<p>On behalf of Belgrave Square Residents Association, which I chair, I would like to support the proposed 30kph limit which is proposed for the Square. We would, however, strongly suggest that of the signage should not be placed in the Square itself (which is an Architectural Conservation Area) but close to Monkstown Road and Seapoint Avenue. This should be possible since Belgrave Road, Eaton Place and Eaton Square are part of a combined 30kph area, so that all of the signs should be close to Monkstown Road and Seapoint Avenue. On a related matter, since the Square is so close to a National School (and now also a Naionra), would it be possible also to put in ramps at the entrance to the Square in order to further slow traffic?</p>	<p>In favour</p>	<p>Noted. Signage will be placed appropriately.</p>
<p>BHLF-Q31W-M2BT-1</p>	<p>28</p>	<p>Regarding the above speed limit reduction for our estate, I am appalled and concerned to learn that Old Connawood is not being considered further by the Council for this status. It baffles me to understand the reason why in this regard. As a Resident, my experience of vehicles travelling 50km/h plus, with cars parked on either side of the road, quite daunting to say the least when I try to enter my driveway safely. I have experienced near impact in the past. A lot of damage can be done through impact from a vehicle travelling at 50km/h to man, women, child, animal or car. It should be mandatory that the above speed limit of 30km/h should apply with signage to all residential estates, to ensure a safer environment.</p>	<p>Include additional areas</p>	<p>Refer to Response i and ii. Erection of signage only in estates where speeds >50km/h will not successfully achieve a reduction in vehicle speeds to the level required to be included in this scheme.</p>

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
 Summary of Submissions from Public Consultation
 April 2016

BHLF-Q31W-M2J5-A	31	<p>I must say a lot of the residents are disappointed that the Hainault Road, Kilteragh Road, Gordon Avenue are not included in the Draft, as these roads are used as "rat runs" Especially when some "roads" like Gorsefield off Westminster are not wide enough to fit two cars at one time. The other cul de sac will be delighted with the reduced speed.</p> <p>Again I will ask about the speed in Foxrock Village this is still 50Kpm, if we cannot get it reduce the speed please let me know who I need to contact about putting a ramp in the village?</p> <p>Again today I saw a person nearly knocked down due to speeding in the village... it's just a matter of time before something happens.</p>	<p>Include additional areas</p>	<p>Refer to Response i and ii.</p> <p>Speed surveys in the area indicate the 85%ile speeds were in the region of 58.7km/h and 52.6km/h.</p> <p>Village centers are not the focus of this study and therefore have not been included.</p>
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Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

ANON-Q31W-M2J5-8	32	<p>The 60kph speed limit should be extended to the road from the Tara Towers Hotel along the Merrion Road, Rock Road, Blackrock Bye pass, Temple Hill and continue out to where the Clonkeen Road meets the N11.</p> <p>60 kph should be continued along all of the Wyattville Road from the Killiney shopping centre roundabout to where that road meets the Cherrywood Roundabout.</p> <p>60kph should be applied from Cherrywood Roundabout to and including the M50 junction.</p> <p>30 kph should not be applied as outlined in the proposal as:</p> <ul style="list-style-type: none"> i) Most drivers in these areas are the residents of the area. ii) The likely hood of this speed limit being complied with are slim iii) A significant number of cyclists will exceed this speed limit iv) My understanding is that the primary driver for this new speed limit is an incident where a child fatality resulted. It is questionable to use a specific instance as the basis of such a general change of law. v) There is little if any hope of buy in by road users 	Alternative speed limit (60kph)	<p>These are distributor roads, with a strategic function, therefore are not the focus of this study.</p> <p>Your comments are noted and will inform future county wide speed limit reviews.</p> <p>Reduced speed limit can be successful if implemented in appropriate settings or if accompanied by physical measures.</p>
BHLF-Q31W-M2B8-5	33	<p>welcomes proposal, error in maps private lane at North end Scoil Lorca is private right of way</p>	In favour	Noted
CRM 052210	34	<p>If the roads department could revisit the decision not to include Marlay Grange in the early phase of new reduced speed limits, and to implement the reduced speed limit in said Estate as a matter of urgency.</p>	Include additional area	<p>Refer to Response i and ii.</p> <p>Speed surveys in the estate indicate the 85%ile speeds were in the region of 43.9km/h</p>

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

<p>Written response 27/10/2015</p>	<p>35</p>	<p>On behalf of Marley Grange Residents Association I wish to formally note our concern that our estate appears to have been completely omitted from the proposed 30km/h speed limits for residential estates initiative. (per maps 6 and 9 of https://dlrcoco.citizenspace.com/transportation/30-km-h-speed-limit-in-residential-estates-review)</p> <p>We have lobbied for such a speed limit since well before the beginning of the statutory consultation process, and have patiently awaited the outcome despite being willing to act as a pilot for the scheme. I attach our correspondence from 2nd November 2014 on the issue, and I note that DLRC did acknowledge receipt on November 10th and reassured us that request was in the system.</p> <p>Perhaps you can explain why none of the roads in our estate have been included. I will start with the assumption that this may have been an oversight, and may have been due to the fact that our estate is very close to the county boundary with SDCC. Indeed if I understand the exact location of the boundary the school in our estate and the final access road is in fact in SDCC. I am hopeful that the omission can be corrected before the plan is finalised. If we have missed any step in the process which has led to this situation, please let me know and we will comply.</p>	<p>Include additional area</p>	<p>Refer to Response i and ii. Speed surveys in the estate indicate the 85%ile speeds were in the region of 43.9km/h</p>
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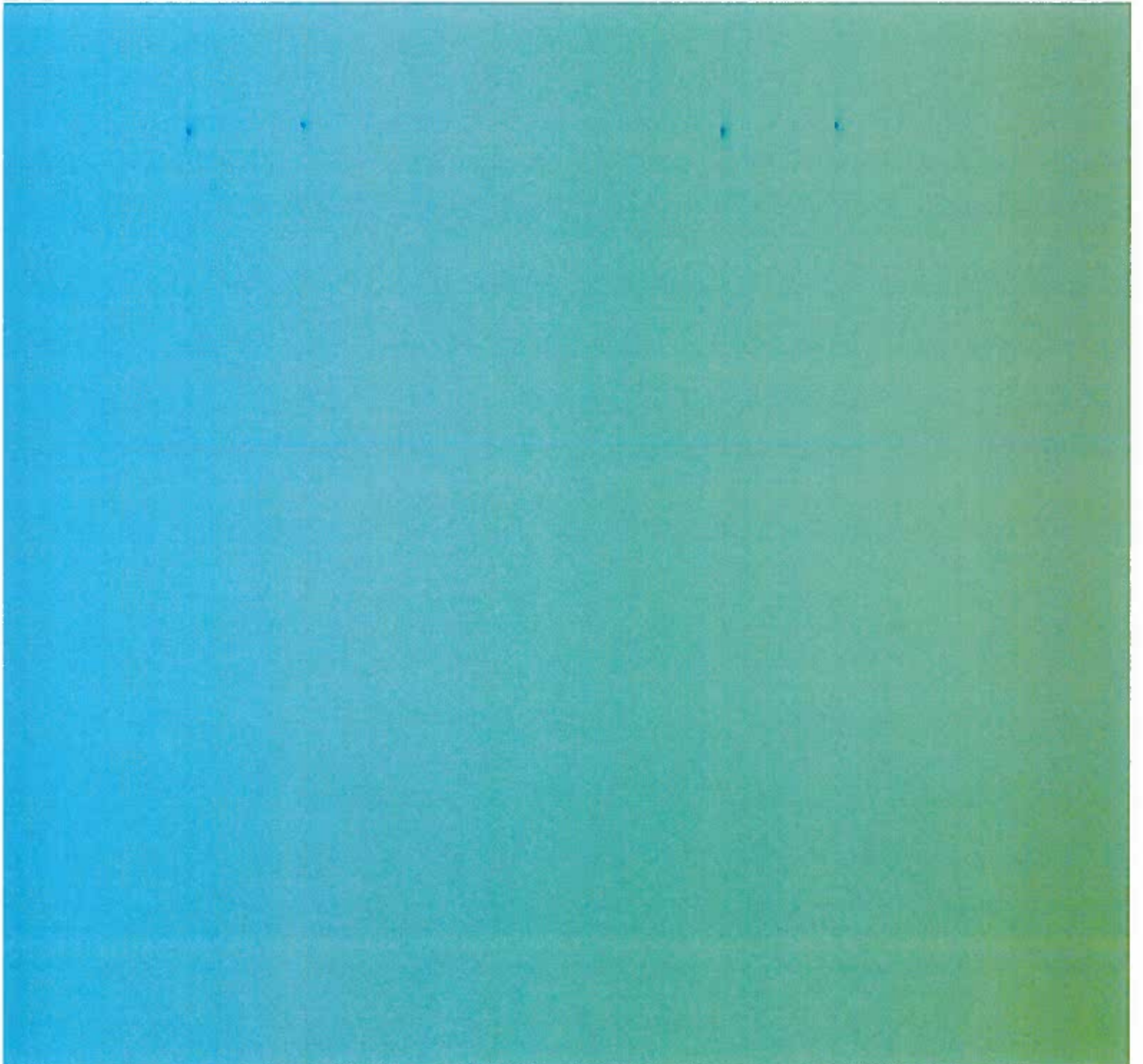
**Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016**

	<p>36</p> <p>The Woodlawn Park residents Association Committee were encouraged to hear the Dún Laoghaire-Rathdown County Council has now proposed amendments to the current Road traffic Special Speed Limit Bye-Laws, and that Woodlawn Park has been assessed as an estate which requires a 30Kmph speed limit. The residents of Woodlawn Park have long identified the serious nature of the excessive speeding through our estate and the committee welcomes any movement towards addressing this urgent and serious matter. Due to the gravity of the speeding problem on our road, we are hopeful that Woodlawn Park would be prioritised by the Council for immediate works to ameliorate what is now a critical issue for our residents. At minimum, we anticipate that appropriate signage identifying the speed limit and reminding drivers that children are crossing will be introduced at the earliest possible juncture. The DLRCC refers to "Community Involvement" as a key success driver for reducing speed on our roads. The Woodlawn Park Residents Association committee are keenly focused on achieving a safer estate for all our residents especially the growing numbers of small children and elderly on our street. We expect the same focus from our County Council and are happy to work with the Council in any way to achieve this goal.</p>	<p>In favour</p>	<p>Noted Refer to Response iv.</p>
<p>Written response 20/10/2015</p>	<p>37</p> <p>Watson is not included. Objection to the Draft Bye-laws Should be expanded to include 30km/h default on all residential estates</p>	<p>Include additional area</p>	<p>Refer to Response i and ii. Speed surveys on the street indicate the 85%ile speeds were in the region of 45km/h</p>

Proposed 30km/h Special Speed Limit on Housing Estate and Local Residential Roads
Summary of Submissions from Public Consultation
April 2016

Written response 12/11/2015	38	All estates should be included, particularly Watson Estate.	Include additional area	Refer to Response i and ii.
Written response 16/11/2015	39	<p>Limited nr. Of housing areas proposed to have 30km/h speed limits No new school locations, no new villages/towns proposed, legacy issues relating to junctions on Stillorgan Road/Bray Rd not dealt with Detailed submission technical writing of bye-laws</p>	Technical writing	<p>Refer to Response i and ii. Ninth schedule only being considered Noted</p>
Written response	40	Please add Pine valley Park and Pine valley avenue, speeding is a serious issue especially for young children	In favour	Refer to Response i and ii.
Written response	41	Would like to see 30km/h introduced in Main st/Newtown Avenue Blackrock as well	In favour	Refer to Response i and ii.
Written response 13/11/2015	42	Campaign group submission in favour of scheme.	In favour	Noted
Written response	43	What about Watson Rd and Churchview Rod both suffer speed problems and both used by children on way home from local schools	In favour	Refer to Response i and ii.
Written response		Submissions indicating agreement with proposals but with no specific comments attached for response	In favour	Noted.
Written response		Submissions indicating disagreement with proposals but with no specific comment attached for response	Opposed	Noted.

Appendix B



Streets to be Removed

Achill Road
Allen Park Drive
Allen Park Road
Anglesea Avenue, Blackrock
Anville Drive
Aran Avenue
Aran Close
Aran Drive
Ashgrove
Ashton Park
Avoca Place
Beaumont Drive
Beaumont Gardens, Blackrock
Belfield Downs
Birch Grove, Kill O'the Grange
Brook Court
Callary Road
Carrickmount Avenue
Carrickmount Drive
Chestnut Road, Mount Merrion
Churchtown Road Upper between Junction
with Churchtown Road Upper and
Sweetmount Ave
Cloister Avenue
Cloister Close
Cloister Gate
Cloister Green
Cloister Grove
Cloister Square
Cloister Way
Clonkeen Road parallel to Main Road
Clonkeen Road Service roads East and
West parallel to Main Clonkeen Road
Clositer Park
Cois Cualann
Convent Road, Blackrock
Cromlech Fields
Carysfort Park
Cypress Road
Dale Close
Dale Drive
Dale Road
Dornden Park
Drummartin Crescent
Drummartin Park
Eagle Hill
Faber Grove
Farmhill Park
Farmhill Road
Farmleigh Avenue
Farmleigh Close
Farmleigh Park
Frascati Park
Friarsland Avenue
Friarsland Road
George's Avenue, Blackrock
Glenomena Grove
Glenomena Park
Goatstown Avenue
Green Road, Blackrock
Greenfield Road
Greygates
Hazel Avenue
Hazel Villas
Iris Grove
Kilmacud Avenue
Lambay Close
Lambay Drive
Larchfield Road
Larchfield Park
Laurel Avenue
Laurel Drive
Laurel Road
Mather Road North
Mather Road South
Meadow Park Avenue, Nutgrove
Meadow Park, Nutgrove
Meadow Vale, Blackrock
Meadow View, Nutgrove
Merville Avenue, Stillorgan
Mount Albion Road, North and South
Mount Carmel Avenue
Mount Carmel Road
Mountain View Drive
Mountain View Park
Ophaly Court
Rathmore Avenue
Richmond Avenue
Richmond Grove
Richmond Hill
Richmond Park
Roebuck Avenue
Roebuck Park
Rory O' Connor Park
Rose Park
Rosemount Dundrum
Rosemount Glade
Rosemount Park, Dundrum
Seafield Close, Booterstown
Seafield Crescent, Booterstown
Seafield Drive, Booterstown
Seafield Park, Booterstown
Seafield Road, Booterstown
Slieve Rua Drive
St. Kevins Park, Stillorgan
St. Thomas' Meade
St. Thomas Road
Sweet Briar Lane
Sweetmount Avenue
Sweetmount Drive
Sweetmount Park
Sycamore Crescent, Mount Merrion

Streets to be Removed

Sycamore Road, Mount Merrion
Sydney Avenue
Sydney Terrace
Taney Avenue
Taney Court
Taney Crescent
Taney Grove
Taney Rise
The Close, Mount Merrion
The Laurels
The Pines
The Rise, Mount Merrion, including parallel
access road between The Close/Chestnut
Rd
Trimleston Avenue
Trimleston Drive
Trimleston Gardens
Trimleston Park
Trimleston Road

Waltham Terrace
Weston Avenue
Weston Close
Weston Grove
Weston Park
Weston Road
Wilson Crescent
Wilson Road
Windsor Drive
Windsor Park
Woodbine Avenue
Woodbine Park
Woodbine Road
Woodlawn Crescent
Woodlawn Park, Churchtown
Woodlawn Terrace
Woodley Park