



Glenageary Road Upper

Report following non-statutory public consultation

Feb 2022

Background:

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, is proposing Active Travel Improvements on Glenageary Road Upper between the Sallynoggin and Killiney Towers Roundabouts.

Following a presentation to the Elected Members of the Dun Laoghaire Area Committee (HEPI) the Active Travel Section, undertook a Non-Statutory Public Consultation for the above Scheme and sought feedback from the public about the proposed changes that included:

- The merging of the existing cycle facilities into a two-way cycle facility on the north (sea) side of Glenageary Road Upper. It is also proposed to physically segregate the two-way cycle facility from the vehicular lanes
- The left turn slip lane from Glenageary Road Upper onto Glenageary Road Lower is being removed and replaced with the two-way cycle facility. Traffic counts at this junction noted that this left turn movement is low volume (1.65% of vehicles at this junction) and its removal will not impact the capacity of the junction. The existing island is being modified to provide an overrun area for larger vehicles
- A new toucan crossing of Glenageary Road Lower is proposed to provide a safe and segregated option for pedestrians and cyclists
- Side road junctions along Glenageary Road Upper are being narrowed in line with the recommendations in DMURS and additional green areas provided where possible
- A new toucan crossing is proposed at Rathdown School to cater for school children walking and cycling to the school

Public Consultation:

At the closing date for the consultation a total of 202 submissions were received (172 via citizens space, 30 via email)

In summary the following preference was indicated as part of the feedback:

47% were in favour of the scheme proceeding as proposed

22% were in favour of the scheme proceeding but had comments / queries / suggestions

31% did not want the scheme to proceed citing several different reasons expanded below.

Comments raised:

The table below provides an overview of the comments received and the response / proposed changes:

Comment	%	DLR Response
Toucan crossing to be placed near Rathdown School, near the entrance to Glenageary Road Upper, and Glenageary Road Lower	28%	Noted. The scheme proposes a toucan crossing at Rathdown School and a new crossing across Glenageary Road Lower.
There are very fewer cyclists using the cycle lanes in this area.	26%	The lack of segregation to the existing facilities as well as the lack of onward connections acts as a barrier to cycling. The proposed facilities are fully segregated including through the roundabouts which will encourage less confident and younger users to cycle in this area
The left slip lane from Glenageary Road Upper to Glenageary Road Lower should be maintained as the traffic that use this route if redirected onto the roundabout, will hamper movements on the junction and lead to major traffic congestion.	22%	The left slip lane from Glenageary Road Upper to Glenageary Road lower carries 1.65% of the vehicles at this location. Its removal will not have a significant impact on the traffic capacity of queuing at this location. Removing the lane allows for the introduction of the new signalised crossing and segregated cycle facilities, which could not be provided if the slip lane way retained.
Supportive of raised adjacent kerb across all side road junctions	21%	It is proposed to reduce corner radii at all side roads and to narrow crossing points.
Supportive of having segregated, protected cycle lane structures as these are safer for cyclists, especially children.	20%	As noted in the Bike life Report 2019, safety is the single largest barrier to people cycling. The proposed facilities on Glenageary Road are segregated along its length. At junctions, the corner radii are narrowed to shorten crossing distances and to slow vehicle turning speeds. The support of this design is welcome.
Suggestion to put signalised crossing and speed ramps near Rathdown School, Killiney Towers Roundabout, Bellevue Road, Glenageary Park to Silchester Park	16%	It is proposed to put a signalised crossing at Rathdown School. There are existing ramped crossings at Killiney Towers and Sallynoggin Roundabouts.
Speed limit for cyclist	12%	Cyclists are classed as vehicles under the Road Traffic Act and are required to adhere to the same speed limit as vehicles

Safety concern for cyclists crossing between Glenageary Roundabout and Dalkey Roundabout as there is no proper signage to guide cyclist around the roundabouts.	11%	The proposed signalised crossing provides a segregated option around the perimeter of the roundabout. We will review signage in this area to ensure this route is legible
Requests that this project merges with other cycling routes like The Metals route, Sea to Mountain route, Honeypark to IADT, Silchester Road to the Metals, Dalkey School Projects, and other active travel routes around the area.	10%	This scheme will provide access to the Metals via the walkway to Silchester Park. The Dun Laoghaire Central project (that continues this scheme west from Sallynoggin Roundabout) will provide connections to the IADT / Honeypark and Cualanor
Regular public transports for elderly people who cannot cycle or walk	9%	The provision of public transport is outside of the remit of this scheme
Refurbish the existing road, maintenance of the existing cycle and pedestrian lanes around areas like Bellevue estate, 65 Hillcourt Road, Glenageary Road Lower and Upper,	9%	A full road reconstruction will be carried out as part of this scheme
Provision for landscape planting to the front of Glenageary Shopping centre and beside Glenageary Avenue, Adelaide road towards (Glenageary Road Upper) Provision of a narrow grass verge or planted flower bed (bulbs etc like the various county roundabouts are planted) between the new cycle path and the road to provide a biodiversity strip	7%	There is not sufficient road space to provide a planted verge between the cycle facility and carriageway. We will review the opportunity to provide landscaping in the front of Glenageary Shopping centre.
No black defender kerb as these are trip hazards for cyclists and individuals crossing as they are in dark colours. Suggestion to put visible colour kerb.	6%	It is proposed to use a defender kerb with high visibility markings (rather than a single colour kerb)
Narrowing of the roads will led to major traffic disruptions for emergency vehicles like ambulances, heavy vehicles like garbage trucks.	6%	Emergency vehicles are permitted to use the cycle facilities in the event of an emergency. Regardless of the level of congestion along the route a facility would be available to emergency services (which does not currently exist)
Cycle lane ends at dangerous point past Sallynoggin roundabout. Cyclist seeking to turn right to enter Glenageary Park/Bellevue Rd cannot do it safely	5%	The current design terminates at a signalised crossing allows users to safely cross the road and continue their journeys The Dun Laoghaire Central project begins at this point and will consider how the segregated facilities can be continued. At present crossing into a side road requires a user to leave the cycle facility and cross the carriageway. This will be unchanged in

		the proposed design, but the carriageway width will be reduced which will slow vehicle speeds.
Corner radii on side roads are too tight for larger vehicles	5%	Corner radii have been designed in accordance with the recommendations in DMURS, tracking analysis has been carried out for larger vehicles (who are permitted to cross the centre line of a road for the purpose of access)
Consider placing the segregated two-way cycle lane towards the mountain side	4%	Maintaining the cycle facility on the seaside allows for most of the route to be segregated with less gaps in the segregation for entrances.
All entries and exits to the cycle path and the crossings need to be wide for cargo bikes, wheelchair users, etc	3%	Noted - we will review these gaps to ensure they are sufficiently wide for cargo bikes and wheelchair users (but do not encourage vehicle access)
Against the two-way cycle or the contra-flow cycle lane as this may cause difficulty for people approaching the Glenageary Road from the Dalkey Roundabout. Another concern is that unfamiliar and indifferent cyclist will not cross the road to join the two-way cycle lane thus leading to major accidents.	3%	The objective when designing the cycle facilities would be to provide fully segregated facilities. The existing cycle facilities are 1.5m in width. Providing segregation to these facilities in the form of kerbing would reduce the effective width of the cycle facilities to 1.25m. This is too narrow for most cargo or nonstandard bikes and would be reduced beyond a recommended width. It is also likely to result in faster moving cyclists using the vehicular carriageway to overtake slower cyclists. The incidences of house entrances along the route would also reduce the opportunity to segregate the facility on the southern side. Providing a two-way facility allows for both cycle tracks to be segregated with a single kerb and locating it on the seaside of the road (where accesses are significantly less) allows the route to be segregated along the majority of its length. At either end the route is designed to tie into the existing facilities. At the Killiney Towers Roundabout there are off road facilities that this route ties into. At the Sallynoggin Roundabout there are signalised crossings that facilitate getting on / off the proposed route.
Adding clear road markings and signage for all road users (including wheelchair users) indicating priority for existing lanes	2%	Signage and road markings will be provided in accordance with the Traffic Signs Manual. The cycle track surface will also be treated with a buff colour to distinguish it from the road.

Yellow boxes in front of all housing estate entrance roads on Glenageary road, Rathdown school, Entrance to Bellevue road	2%	Following the introduction of the proposed scheme if yellow boxes are required at a side road entrance these will be provided
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Following the feedback received it is proposed to:

- Review the design of the cycle kerbs to ensure they allow for cargo bike access.
- Review the area in front of Glenageary Shopping Centre for planting
- Review marking and signage around the perimeter of the Sallynoggin Roundabout to ensure routes are clear

It is recommended that the scheme proceed to detailed design and construction.

Appendix A: List of those that made submissions

Aaron	Daniel Walsh	Jason Cullen	Noirin Ni Earcain
Abril Quintero	Dave Homan	Jean McKenna	Nuala McDonnell
Adrian Field	David Abrahamson	Jean Ryan	Padraig Walsh
Agata Kozłowska	David Dallaghan	Jennifer O Dwyer	Pat Kelly
Aidan Hetherington	David Keenan	Jessica Lynch	Patricia Lane
Ailish Young	David MacIver	Joan Needham	Patrick
Aisling Doyle	Deirdre Black	John Keyes	Peter Ryan
Aisling McGillion	Denise Nichol	John Moore	Patrick Vivion Tarrant
Aislinn McDonnell	Dermot	John Paul Mc Cabe	Paul
Alan Coholan	Diarmuid Meldon	Jonathan Crowley	Paul Keaney
Alan Muldowney	Dónal Adams	Kate O'Hanlon	Paul Kiernan
Alan Daly	Donal O Mahony	Kevin Egan	Paul Moore
Alexandra Mulrennan	Dorothy Nolan	Kevin Lynch	Pearse Nolan
Alice Downey	Eamonn Usher	Kim Blake	Peter Craven
Andrew Quirke	Edward Martin	Lean Doody	Peter Crilly
Andrew Whelan	Eileen-Mai Moore	Lee Russell	Peter Fry
Ann Tynan	Eithne Massey	Leon I	Rachel Fallon
Arek	Elaine	Lorcan Nolan	Richard Hamilton
Arnaldo Macari	Elina Birova	Lorna Lafferty	Rob Crowe
Barry Hickey	Emma Morrow	Luke Smith	Robert MacNicholas
Bartho	Eoin Massey	Maeve O'Brien	Roisin Harkin
Bébhinn Murphy	Eoin Smith	Marie Woolhead	Roisin Lafferty
Bill Gleeson	Fintan Jones	Mariena Kelly	Róisín o Grady
Brian Hannon	Fiona Kidd	Marilyn Nyquist	Ronan Tarrant
Brian McCann	Fiona Ryan	Mark Lande	Rory Goodbody no
Brian McKenna	Fionn Kelly	Mark Langton	Rosemary
Brigid & Philip Jacob	Frank Geary	Mark Nagle	Roslyn O'Brien
C Fegan	Frederic Meyer	Mary Lynch	Ross Allen
Calixte Richard	Gareth Little	Mary MacNamara	Rossa Mac Canna
Caroline O'Reilly	Gary Foley	Matthew Johnston	Ruth Hogan-Davis
Carolyn McGovern	Genevieve Bunyan	McDonagh Terry	Ryan O'Hagan
Catherine Tarrant	George Callery	Meriel McClatchie	Samantha Oliveira
Cathy Cunningham	Graham Carroll	Michael Curry	Sarah McDonagh
Chris O Grady	Grainne Doyle	Michael Dunleavy	Sarah Murray
Claire Campbell	Hanna Isseyegh	Mrs Lucy M Kealy .	Sean Parkes
Cliona Carroll	Heloise Tarrant	Ms Fiona Joyce	Søren
Colin Boyle	Hugh Raftery	Natalia García	Soren Thorvald
Colum Clissmann	Jack Quinn	Ronald Lynam	Stephanie Bloom- Nervi
Conor Peoples	James Fahey	Natalie O L	Stephen Murphy

Cormac cull	Janet Byrne	Nicola Redmond	Steve Boucher
Dan	Janet Vernon	Nicolas Cappiello	Thomas Clarke
Daniel O'Connor	Janice Keogh	Nigel Teggan	Thomas Whelan
Tony Randles	Una Hatton	Veronica Ann Kelly	Yvonne O'Neill
Brendan Donohoe	Paul Carberry	Joe Fullen	Shay Dempsey
Gerard Humphries	Gwen Andrews	Glenn Cran	Micheál Walsh
John Kavanagh	Niall & Ann Fortune	Betty Allen	Barbara Cantwell
Eamon O'Donnell	Fiona Joyce	Peter McCartney	Mannie Larchet
Michele Willis	Ossian Smyth	Nuala Griffith	Philip & Brigid Jacob
Jennifer Carroll Mac Neill	Carol McGarry	Fran Agar	Richard Ryan
Cameron Lee			