

**Dún Laoghaire-Rathdown County Council  
Municipal Services Department**



**Monkstown Road Cycle Route  
Report further to  
Public Consultation**



**Report to the  
Dún Laoghaire Area Committee  
August 2018**

## **Introduction**

Dún Laoghaire-Rathdown County Council (DLRCC) intends to provide a cycle route on Monkstown Road from Monkstown Village to Temple Hill Road. This will be done as part of Pavement Rehabilitation Works planned by the Council Road Maintenance Section in August/September 2018. AECOM Consulting Engineers was commissioned by Dún Laoghaire Rathdown County Council to carry out engineering consultancy services for the design of the 1km cycle route.

Monkstown Road forms part of Route '13E South' of the Greater Dublin Area Cycle Network Plan (secondary route) and is also part of DLRCC Cycle Network. The recently completed Monkstown Village Improvement Scheme has traffic calmed the village to allow integrated on road cycling. The Temple Hill/Frascati Road cycle scheme forms part of the primary GDA Cycle Network (Route 13) and there is an opportunity to link these two areas along Monkstown Road.

## **Proposed Scheme**

The width of the existing road from kerb to kerb is approximately 8.0m and thus it was not possible to provide a fully segregated 2.0m cycle track in each direction in addition to maintaining the two traffic lanes. Arising from this road width constraint, the proposed scheme for Monkstown Road includes the following elements:

- Introduction of advisory (with dashed road lining and lane widths 1.5m to 1.7m) cycle lanes in both directions within the existing carriageway.
- Removal of the central hatching road markings along Monkstown Road.
- Installation of speed alert signs along the route and other speed reduction measures.

In addition to the introduction of a cycle lane within the existing road boundaries, the scheme aims to reduce traffic speeds along Monkstown Road in the interest of the safety of all road users. Speed checks carried out in June 2018 midway along the route show an 85<sup>th</sup> percentile traffic speed of 53kph, i.e. 15% of traffic travels at a speed of 53kph or higher. Two way traffic volumes along the route are about 11,500 vehicles per day.

The option of providing a segregated 2.0m cycle track on one side of the road only was assessed as part of the scheme but was deemed to be less favourable to cyclists travelling in the opposite direction due to less width for overtaking by vehicles. Introduction of a cycle route in conjunction with a one-way system for vehicles on Monkstown Road and Seapoint Avenue was outside the scope of this scheme.

## **Council Policy**

The proposed scheme is in accordance with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022 and Council Cycling Policy. The relevant objectives include the following:

### **DLR Cycling Policy**

CP 1.3 Cycling and existing developments

Undertake retro-fit projects within existing urban areas and developments, both residential and commercial, to create cycle-friendly permeable routes that are attractive to cyclists of all ages and abilities.

**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.

**Policy ST30: Traffic Management**

It is Council policy to introduce traffic management schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.

**Public Consultation**

A Public Consultation process was carried out for the scheme in accordance with Section 38 of the Road Traffic Act 1994.

The proposed Scheme was brought, for noting, to the Dún Laoghaire Area Committee (Municipal Services) on Monday June 25<sup>th</sup>, 2018 with a presentation on the scheme made by AECOM Consulting Engineers. Details of the Public Consultation were sent by e-mail to all the Elected Members on June 28<sup>th</sup>, 2018. This included a pdf of the presentation made to the Dún Laoghaire Area Committee.

Scheme details were made available on the dlr Consultation Online Hub at <https://dlrcoco.citizenspace.com/transportation/monkstown-road-cycle-route/> where members of the public could complete an Online Survey about the scheme and this was widely promoted through Twitter and Facebook.

Submissions and observations with respect to the proposed scheme were invited to be made to the Traffic & Road Safety Section of the County Council. The closing date for receipt of submissions and observations was 4.00pm on Thursday July 26<sup>th</sup>, 2018

A total of 68 submissions were received through the Online Survey form and 8 by email to [traffic@dlrcoco.ie](mailto:traffic@dlrcoco.ie) during this period.

Of the responses to the Online Survey form, about 80% were from local residents and 90% regularly walked, cycled or used public transport with many of those responding to the survey cycling long distances for work, school and college trips.

### **Summary of Key Issues Raised in Submissions**

The following is a summary of the key issues raised with respect to the scheme that went on public display and the Council's response to each issue.

#### **Issue 1**

A number of submissions supported the provision of improved cycle facilities and speed reduction measures on the road and welcomed a cycle route for students cycling to Scoil Lorcáin.

#### ***Response:***

The support is noted.

#### **Issue 2**

Many of the submissions requested clear segregation between the cycle and traffic lanes/bus lanes using physical protection, i.e. flexible bollards or raised kerbs. Concerns was raised with cars parking in the cycle lanes, as proposed, and with left turning vehicles driving in the cycle lane before turning into the various junctions along the route.

A number of submissions stated that the road width is too narrow to accommodate two traffic lanes and two cycle lanes and were concerned that buses will have to drive in the cycle lane. A request was also made to segregate bus stops from the cycle lane. Some submissions suggested that cyclists should share a wide traffic lane.

#### ***Response:***

There is insufficient road width on Monkstown Road to provide physical segregation between the cycle lane and traffic lane using raised kerbs, flexible bollards or other physical measures. The provision of road markings (e.g. road lining, logos etc), cycle signage and coloured surfacing in the advisory cycle lane will clearly highlight the presence of the cycle lane for all road users. Also, with the central hatching road markings removed, the traffic lane width is sufficiently wide to accommodate bikes and cars, reducing the need for cars to drive in the cycle lane. This is deemed preferable to the provision of a 4.0m traffic lane, to be shared by cyclists, as the provision of wide traffic lanes, on an improved road surface, is likely to increase traffic speeds on the road.

#### **Issue 3**

The proposed continuous white line for the cycle lane will make it impossible to use by buses as they need a lane width of 2.95m (including mirror width) and the cross section only shows 2.3m. Also the width of traffic lanes approaching Temple Hill is too narrow for buses.

**Response:**

Advisory (dashed lines) cycle lanes are proposed for the scheme that allow buses drive within the cycle lane if required. A review will be undertaken of road widths (eastbound and westbound) approaching with junction near Temple Hill as part of detailed design with a view to accommodating a wider traffic lane for buses than proposed.

**Issue 4**

No cycle lane should be provided on the south side of Monkstown Road approaching Temple Hill as it may increase the potential for conflict between straight ahead cyclist and left turning vehicles. A cycle lane should be provided on Monkstown Road for bikes turning left from Temple Hill due to the high speed of cars at this location.

**Response:**

The inclusion of a cycle lane in the westbound traffic lane going towards Temple Hill helps to highlight the presence of cyclists on the route. There is insufficient width to provide a cycle lane on Monkstown Road on the left turn from Temple Hill. It should be noted that cyclists that turn left from Temple Hill are separated from traffic as part of the traffic signal phasing, i.e. cyclist and vehicles do not turn during the same stage.

**Issue 5**

A review should be undertaken of the traffic signal layout at the Temple Hill junction. Cyclists turning left into Monkstown road currently have to wait for an excessive time before they get a green light. Provision should be made for cyclists to turn right from Temple Hill into Monkstown Road.

**Response:**

The existing traffic signal layout at the Temple Hill junction was implemented to reduce potential conflicts between cyclists and vehicles in particular, straight ahead cyclists and left turning vehicles. A Toucan crossing already exists on Temple Hill that allows cyclists to cross the road and travel along Monkstown Road.

**Issue 6**

The cycle lane should commence directly after Monkstown Village and parking spaces west of the village should be removed.

**Response:**

The parking spaces are required to serve Monkstown Village and a few businesses west of the village. Cycle logos will be placed in the traffic lane to highlight the shared road space.

**Issue 7**

No centerline should be included as part of the scheme as it is a proven traffic calming measure.

**Response:**

Removal of center lining is not deemed appropriate where traffic volumes are high and a road centerline will be maintained as part of this scheme.

**Issue 8**

Removing of the central hatching will result in delays for right turners and the scheme is not necessary.

**Response:**

Traffic speeds on the road are high and removing the central hatching and the introduction of cycle lanes had the potential to reduce these high traffic speeds.

**Issue 9**

Consideration should be given to introducing a one-way system using the Monkstown Road and Seapoint Avenue or to provide cycle facilities to on Seapoint Avenue only and not on Monkstown Road as too narrow. Consideration should be given to changing Monkstown Road to one-way only towards Monkstown Village with a two way cycle route provided on the south traffic lane.

**Response:**

A full examination of a one-way system was outside the scope and time available for this project. The scheme as proposed will make some provision for cyclists that currently does not exist and will help reduce speeds on the road. Introduction of this scheme will not exclude future consideration of a one-way for vehicles.

**Issue 10**

The narrowing of traffic lanes and installation of speed alert signs may not reduce traffic speeds to an acceptable level and physical measures should be provided such as the provision of raised tables at each of the pedestrian crossings. A pedestrian refuge was also requested at the pedestrian crossing at Eaton Square.

**Response:**

In general, reduced traffic lanes widths have been found to reduce speeds on a road. Removal of right turning lanes will also require vehicles to stop or slow before turning right which will also help reduce traffic speeds. Bus friendly raised crossings will be provided at each of the pedestrian crossings along the route. A pedestrian refuge (1.2m) is not deemed necessary at the pedestrian crossing at Eaton Square and its introduction could result in a pinch point for cyclists along the route.

**Issue 11**

Raised tables (entry treatments) should be provided at junction along the route at five different locations in the interest of slowing vehicles entering the various side roads.

**Response:**

As part of the scheme, junction radii will be reduced at many junctions along the route that will reduce entry speeds.

**Issue 12**

A speed limit of 40kph should be introduced on the road.

**Response:**

The introduction of a 40kph speed limit on roads in the County will be considered as part of the next review of the Council Speed Limit bye-laws. Speeds limits cannot be arbitrarily introduced as part of an infrastructure scheme.

### **Issue 13**

The scheme does not connect meaningfully to the existing cycle network and it is not clear how this scheme ties into the cycle network in the area and how it would tie into the S2S. The scheme should be extended all the way to the York Road junction with parking removed along the route.

#### ***Response:***

Monkstown Road forms part of Route '13E South' of the GDA Cycle Network Plan (secondary route) and is also part of DLRCC Cycle Network. This scheme links into the Temple Hill/Frascati Road cycle scheme that forms part of the primary GDA Cycle Network (Route 13). In addition, a number of roads provide a link to Seapoint Avenue from Monkstown Road that connects to a cycle route behind the Dart line at Brighton Vale. There are currently no plans to provide cycle facilities east of Monkstown Village to the York Road junction.

### **Issue 14**

The road surface is very poor on the road and needs to be made more cycle friendly.

#### ***Response:***

As part of Pavement Rehabilitation Works planned by the Council in August and September 2018, the road will be fully resurfaced

### **Conclusion**

The Public Consultation for the Monkstown Road cycle route took place from June 28<sup>th</sup>, 2018 to July 26<sup>th</sup> 2018 with 76 submissions received. A number of matters were raised as part of the public consultation and arising from the submissions, the following changes are proposed as part for the scheme:

- a. Provision of bus friendly raised crossings at the pedestrian crossings along the route.
- b. Adjustment of the traffic lane widths on Monkstown Road approaching the junction at Temple Hill to accommodate buses.

The Traffic & Road Safety Section now intends to proceed to the detailed design stage and preparation of tender documents. Construction is expected to start in August 2018.

This report is being distributed to Dún Laoghaire Area Committee (Municipal Services) Councillors for noting.