

## **Proposed Road Safety Measures on Loughlinstown Drive** **Report further to non-statutory Public Consultation**

### **Introduction: -**

Dún Laoghaire – Rathdown County Council is proposing a number of Road Safety Measures on Loughlinstown Drive, and sought to engage with interested parties in a non-statutory public consultation process.

The proposal was first brought to the attention of Ward Councillors at an informal meeting held on 8<sup>th</sup> April 2015, and was then brought for noting to the Dún Laoghaire Area Committee (Planning and Transportation & Water Services) on 6<sup>th</sup> May 2015.

An advert was placed in the Irish Independent on Friday 8<sup>th</sup> May 2015.

The Scheme went on Public Display in the DLR Council's offices between Friday 8<sup>th</sup> May and Friday 29<sup>th</sup> May 2015 inclusive. The Scheme was also available for viewing on the DLR Council's web-site, and was incorporated into the dlr Public Consultations Citizen Space on the main webpage. The advert was also displayed in the Loughlinstown Leisure Centre.

The advertised closing date for receipt of submissions was, on or before Friday, 29<sup>th</sup> May 2015.

4 submissions/observations were received by the closing date and these were generally supportive of the proposed road safety measures.

Please note that the non-statutory public consultation is now complete.

### **Objective: -**

The Objective of the Consultation was to allow residents and other interested parties to express their views on the proposals.

A number of questions were asked as part of the consultation process to seek views on particular elements of the scheme. The following Questions were asked:

- Do you agree that some road safety measures are needed on Loughlinstown Drive?
- Have you ever had concerns about excessive vehicle speeds on Loughlinstown Drive?
- To what extent do you agree/disagree that the suggested Traffic Calming measures near the playground, schools, and Health centre would improve road safety for all users?
  - Signalised pedestrian crossing
  - Two traffic calming ramps
- Have you any further comments on the scheme?

The results of this consultation are outlined below.

### **Submissions Summary: -**

The Submissions can be summarised as follows:

- 4no. submissions/observations received

- 3no. Submissions agreed that some road safety measures are needed on Loughlinstown Drive.
- 3no. Submissions agreed that they had concerns about excessive vehicle speeds on Loughlinstown Drive
- 3no. Submissions agreed that the suggested Traffic Calming Measures (signalised pedestrian crossing and two traffic calming ramps) would improve road safety for all users.
- There were three further comments on the scheme submitted, and these have been responded to below:

Comment 1:

- I welcome any traffic calming measures along Loughlinstown drive. Living in Ballybrack, my family often avail of facilities such as the Loughlinstown Leisure Centre and the Community Rooms. I find it frustrating that I do not feel it is a safe environment to allow my children to cycle or walk to these facilities, and, even though we live nearby, feel we have to drive. I would support further physical traffic calming measures.
- I am disappointed that the proposed measures are very minimalist in nature. I would like to see a proper segregated cycle path along Loughlinstown Drive included in the proposed works.
- I would also like to see continuity and connectivity increased for pedestrians and cyclists to the Greenways along the Deansgrange Stream and the proposed Loughlinstown River (see DLR Cycle Map, DLR Deans Grange Loughlinstown Greenway). The proposed measure seems not to take in opportunities to address in a broader sense the poor connectivity of Loughlinstown, particularly for pedestrians and cyclists. Nearly all traffic to the area be it vehicular, cycling or pedestrian is channelled along Loughlinstown Drive. As well as being a busy residential area, it contains a number of schools, leisure facilities, employment and retail buildings. The area will also be impacted by the Cherrywood SDZ. It demonstrates the importance of progressing a Local Area Plan for Loughlinstown.

Response 1:

- Comments in relation to the provision of further traffic calming measures are noted.
- Loughlinstown Drive is a 7.3m wide single carriageway road, bounded by footpaths and narrow verge with trees. There is insufficient available carriageway width to easily provide 2m wide segregated cycle tracks, and adequate footpaths while retaining the character of the area. The provision of segregated cycle infrastructure would also require significant funding which is currently unavailable, and Loughlinstown Drive has not been identified as a priority cycle route. The route has been identified on the DLR Cycle Network Map as a low traffic route, suited to cycling. DLR considers that the provision of some measures to calm traffic reducing vehicle speeds, and provide improved crossing points in the area will increase its attractiveness for local cyclists. This scheme is proposing road safety improvement measures which should also be of benefit to cyclists.
- The provision and improvement of connectivity can be investigated further, and if suitable measures are identified, an application for funding can be submitted to the NTA. There is currently no proposal for a Local Area Plan for Loughlinstown.

Comment 2:

- Could speed ramps be brought on up through the estate, as far as the football field?

Response 2:

- The proposed bus friendly flat top ramps have been sited to achieve maximum benefit i.e. to achieve reduction in speeds at locations where there is relatively higher traffic flows, in advance of areas with vulnerable road users i.e. in advance of church/school/playground, etc. Further into the estate, the traffic volumes reduce as

traffic either turns off at the shops/retail area, or into the Leisure centre. After the entrance to the Leisure centre, there is a decrease in vehicular traffic volumes, the road width is narrower and becomes more residential in nature, and therefore the requirement for speed reduction measures is reduced.

Comment 3:

- What plans are being considered or being put in place for cyclists (bicyclists) on Loughlinstown Drive?
- What consideration has been taken and what measures if any are being put in place to address the sometimes dangerous parking in the car park at the Health Centre? This refers to cars that are parked extending on to the road/out over the curb on the turn/curve of the road between the school entrance and industrial area.

Response 3:

- Loughlinstown Drive is identified on the DLR Cycle Network Map as a low traffic route; however this map does not identify any 'Proposed routes' in the immediate vicinity of Loughlinstown Drive which could be provided as part of this scheme.
- DLR has entered into discussions with representatives of the HSE regarding some issues at the Health centre. The Health centre grounds are private property, and there is currently no specific agreement in place, however DLR will continue to working closely with representatives over the coming weeks to identify measures which could be progressed in this location. Any measures are not proposed yet under the current scheme.

**Conclusion: -**

This Report is brought to the Members for Noting.

It is now the intention of the dlr Traffic and Road Safety Section to progress the detailed design of the scheme, to identify funding for the proposed road safety improvement scheme, and to put the works out to tender.

An update will be provided to the Elected Members in due course.