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Sandyford Cycle Route (Kilgobbin / Drummartin Link Road)

Public Consultation – Report on Submissions



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1. Introduction

Dún Laoghaire – Rathdown County Council is currently preparing plans to improve pedestrian and cycle facilities on Drummartin Link Road and part of Kilgobbin Road. This will include an upgrade to the Drummartin Link Road and Blackthorn Drive junction near the Beacon Hospital.

Dún Laoghaire-Rathdown County Council, Traffic & Road Safety Section, undertook Non-Statutory Public Consultation for the above Scheme in accordance with Section 38 of the Road Traffic Act 1994. The report below summarised the submissions and observations made on the scheme during the consultation period, and provides a response to each.

2. Proposed Scheme

In line with the requirements of the National Cycle Manual and the Design Manual for Urban Roads and Streets, the main works to be carried out as part of the proposed pedestrian and cycle scheme include the following:

- Development of a new two way cycle track on the east side of Drummartin Link Road and on part of the west side of Kilgobbin Road up to Hillcrest Road.
- Upgrade of the Drummartin Link Road and Blackthorn Drive junction near the Beacon Hospital.
- Scheme tie in from Drummartin Link Road to the proposed Bracken Road link road.
- Reconfiguration of the roundabout over the M50 to provide pedestrian and cycle facilities through the roundabout to link to the proposed routes on Drummartin Link Road and Kilgobbin Road.

3. County Development Plan 2016-2022

The proposed scheme is in accordance with the objectives of the Dún Laoghaire Rathdown County Development Plan 2016-2022. The relevant development objectives include:

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.

4. Public Consultation

As part of a non-statutory public consultation, the scheme was presented to the Dundrum Area Committee on 4th December 2017.

Following this meeting, the scheme was advertised in a local newspaper, notices were fixed to poles in the area, and plans illustrating the scheme were put on display from 18 April, 2018 to 22 May, 2018 at the following locations:

- County Hall, Marine Road, Dún Laoghaire
- Dundrum Area Office, Dundrum

A scheme drawing and description were also available online on the dlr Consultation Hub at <https://dlrcoco.citizenspace.com/transportation/clonskeagh-road-cycle-improvement-scheme-ucd-acces/> 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 the County Council. The closing date for receipt of submissions and observations was 22 September, 2018.

A total of 30 no. submissions were received through the Online Survey form, and 3 no. by letter or email during this period.

Of the 30 no. responses to the Online Survey form 25 were made by cyclists, 15 of these cyclists commute to the city centre, 2 to Clonskeagh and 1 to Sandyford Industrial Estate.

5. Summary of Key Issues Raised in Submissions

5.1 Items relating directly to the scheme which was displayed

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

Items that are welcomed:

- Off road, segregated cycling.
- The two two-way cycle paths on Drummartin Link Road, allowing cyclists to cross further north.
- Non-staggered pedestrian crossing at Balally / Cedar Road.
- Reduction in motor carriageway width.
- Provision of a pedestrian and cyclist facilities connecting Drummartin Link Road to Kilgobbin Road.
- Junction upgrade at Drummartin Link Road/Blackthorn Drive.
- Minor junctions with the main route would not have priority over cyclists.

Response:

This support is noted.

Issue 2

Proposals for the rotary:

- Cyclists will not use the signalised crossings, and will avoid the route or continue to use the road.
- A bridge or underpass should be provided instead of the signalised crossings and segregated path. The 2012 DLR report with bridge proposals should be considered.
- Dangerous and inconvenient.
- The lights will not be timed to accommodate cycle traffic.
- Does not incorporate the Dutch style roundabout design which segregates motor traffic from pedestrian/cycle traffic.
- Cyclists must wait at and cross at 5 signalised crossings, crossing up to 3 vehicle lanes where vehicles move very fast due to gentle geometry and connections to motorway traffic. Crossings would be very dangerous if cyclists do not wait for a green light to cross.
- Will not be appealing to families, visitors or less experienced cyclists, and it will not be a premium route.
- Crossings should allow a long crossing time or show a countdown to green.

Response:

Cyclists who wish to do so can continue to use the road, however, these facilities are intended to encourage additional cycle traffic onto this route.

A bridge or underpass is not considered at this time due to high cost and time implications for delivery of such a scheme. The proposed scheme does not preclude the addition of such a structure in the future. The feasibility of providing a new cycle/pedestrian bridge across the M50 was assessed as part of the scheme. This was undertaken using DMRB, NCM and Universal Access Design standards. The bridge span is a minimum of 140m (not including ramped access), requiring land take at Bearn Park. Necessary clearance from the footbridge deck to the existing traffic lanes, including the M50 slip lanes, was taken to be 5.7m. The M50 is located in a cutting. The height of any bridge piers located in the cutting to support middle spans of the footbridge would be in the region of 11m to ensure clearance over the slips lanes. The ramp down from the structure adjacent Moreen Park would need to double back once in order to reach road level at the junction of Drummartin Link Road/Blackthorn Drive, increasing the length of the cycle and pedestrian route.

A two-way cycle track and footpath on the outside of the rotary, with toucan crossings across the M50 on and off ramps of the rotary, was also considered. This option was not progressed as it would have required additional areas of bridge to be added above the Leopardstown slip lanes. In addition, it would have required that traffic accessing the slip lane down onto the M50 to stop on the rotary while traffic continuing around the rotary could continue which may have led to safety concerns.

Crossing times for pedestrians and cyclists will be adequate for safe crossing of the rotary with adequate intergreen time. A countdown to green will be used.

Issue 3

The scheme is not adopting the Dutch style segregation at junctions, and instead mixes cyclists with motor traffic too much. Dutch style segregation would provide safe cycling infrastructure for all ages and abilities and incentivise motorists to cycle their daily commute.

Response:

Cyclist traffic is only mixed with motor traffic at junctions to allow straight ahead cyclists the opportunity to travel at the same time as straight ahead motorists, reducing their distance and delay at the junction. Cyclists also mix with motor traffic to make right turn either using the 'stay-left-to-go-right' facility or moving with right turning motor vehicles. However, all of these movements can be carried out segregated from traffic should a cyclist wish to do so, using the shared space and toucan crossings at the junctions.

Issue 4

Motor traffic lanes on Drummartin Link Road (north of the Blackthorn Drive) should be narrowed to reduce the constant speeding, and retain green space. Speeding on this road is a major problem and traffic calming should be introduced. This is a residential area with 5 schools immediately adjacent, and reducing speed should be a priority.

Response:

Lanes will be reduced to 3.25m. The R825 Drummartin Link Road is a regional route, a link to the M50, and is of strategic importance. This route is not appropriate for significant traffic calming, however, links from residential areas adjacent to the route are provided with signalised crossings at necessary crossing points.

Issue 5

The crossings at Drummartin Link Road/Blackthorn Drive junction should not be staggered. This is against national guidelines.

Response:

The high vehicle capacity required at the junction on a route that serves the M50 requires staggered junctions. The Design Manual for Urban Roads and Streets (DMURS) states that it is permissible to implement conventional staggered crossings where the balance of place and movement is weighted toward vehicle movement such as on Arterial streets in Suburban areas or more broadly in Industrial Estates and the Rural Fringe. Where applied, the width of the central area for pedestrian circulation should be a minimum of 2m.

Issue 6

The left turn lanes crossing straight ahead cycle lanes are dangerous (e.g. left turn lane from Drummartin Link Road to Sandyford Industrial Estate, Kilgobbin Road to Hillcrest Road).

Response:

The high vehicle capacity required at this junction requires dedicated left turn lanes. In both cases the straight ahead cycle lane is continuous through the junction, in line with the guidance in the National Cycle Manual. Left turning motorists are expected to yield to any straight ahead cyclists before turning left. Cyclists going straight ahead are established in their intended alignment before the left hand pockets are introduced. In addition, flexible bollards will be installed along the outside of the straight ahead cycle lane, with a gap for left turning cars to enter the left turn lane, clearly indicating the priority given to the straight ahead cyclist.

Issue 7

At the Drummartin Link Road/Blackthorn Road junction there is no opportunity for cyclists to turn right from any direction.

Response:

Cyclists can make right turns using the 'stay left-to-go-right' road markings provided.

Issue 8

Too much priority is given to motorists. Pedestrians and cyclists should be given at least equal priority in a residential area. Drummartin Link Road and its junction with Blackthorn Drive are designed for commuters, not for local residents, and are not appropriate for the residential area where they are located. Drummartin Link Road should be narrowed as much as possible to reduce speeding, and more trees should be planted to create a community boulevard, not a motorway slip-road.

Response:

The lane widths on Drummartin Road will be reduced to 3.25m each, and further landscaping will be considered at detailed design stage. The R825 Drummartin Link Road is a regional route, a link to the M50, and is of strategic importance. This route is not appropriate for significant traffic calming, however, links from residential areas adjacent to the route are provided with signalised crossings at necessary crossing points.

Issue 9

Shared pedestrian and cycle facilities should not be used, especially here there will be faster moving cyclists.

Response:

The proposed shared space for access to toucan crossings will be areas where cyclists are not moving at speed due to their proximity to the traffic signals and the turning movements that cyclists must make. In addition, pedestrians and cyclists have clear sightlines to each other approaching the points of conflict.

Issue 10

Cyclists should be able to continue through the junction of Kilgobbin Road and Leopardstown Road and Hillcrest Road without having to use the staggered crossings.

Response:

Cyclists can continue southbound with straight ahead traffic. Travelling northbound they must use the staggered crossings, however, as there are crossings on all arms of the junction they will have the opportunity to cross using the earliest opportunity in the signals (i.e. east and then south or south and then east).

Issue 11

Cyclists going towards the city will not use it as it is on the wrong side of the road and will have many delays due to all of the signalised crossings that must be used.

Response:

Cyclists travelling towards the city may use the road should they choose to do so. The scheme will encourage additional cyclists to use the route who are not comfortable with travelling on such a busy road. While the route is on the opposite side of the road to the

direction of travel, cyclists travelling towards the city centre will only have one additional crossing as they can use the two-way cycle track to cross at the Balally signalised crossing.

Issue 12

There is no segregated filter lane for cycle traffic turning left from Hillcrest Road onto Kilgobbin Road.

Response:

Access to the shared area and two-way cycle facility will be provided from Hillcrest Road to Kilgobbin Road.

Issue 13

There is not sufficient details on proposed landscaping for Drummartin Link Road.

Response:

Landscaping details will be considered at detailed design stage.

Issue 14

At Balally/Cedar Road a zebra crossing with a raised platform should be provided instead of a signalised pedestrian crossing to ensure continuity of pedestrian/cycle facility and provide traffic calming.

Response:

A raised platform will be provided at the Balally signalised crossing point, however, a pedestrian signal that can be called on demand by pedestrians and cyclists will be provided rather than a zebra crossing. The R825 Drummartin Link Road is a regional route, a link to the M50, and is of strategic importance. Zebra crossings are more appropriate for use in low speed and low traffic environments.

Issue 15

At the future Bracken Road Extension junction and the M50 Maintenance yard entrance a zebra crossing with a raised platform should be provided instead of a signalised pedestrian crossing to ensure continuity of pedestrian/cycle facility and provide traffic calming. The signalling should prioritise the pedestrian and cycle crossing to avoid cyclists staying on road.

Response:

A raised platform will be placed at both of these junctions. It is intended that the pedestrian and cycle signals crossing the neck of the Bracken Road Extension would be green with the Drummartin Link Road motor traffic, and the left turn into Bracken Road Extension would run with the left out from this road only.

Issue 16

The scheme should ensure a level difference between the footpaths and cycle tracks.

Response:

A level difference will be provided between the footpaths and the cycle tracks.

Issue 17

A physical barrier should be provided between the road and the cycle track to prevent parking on it.

Response:

A physical barrier would restrict cyclists from exiting the path onto the road should they need to do so. Parking will be controlled by double yellow lines, which can be added to the cycle track if necessary.

Issue 18

The scheme does not respect desire lines.

Response:

The scheme attempts to facilitate the origin/destination of the City Centre/Clonskeagh/etc by providing for two-way cycling on both sides of Drummartin Link Road north of the Blackthorn Drive junction as far as a crossing point at Balally.

The path is provided on the Sandyford Industrial Estate side of Drummartin Link Road south of the Blackthorn Drive junction, and this path can be accessed by signalised pedestrian crossings. On the western side of the road there is insufficient space outside the existing fence to accommodate a footpath up to the M50 off-slip road, and there is a level difference inside the fence. This footpath would then be required to cross this slip road, and separately cross Drummartin Link Road, introducing traffic signals that do not exist currently. Traffic would be required to stop as/after it exits the rotary. This could not be achieved safely without holding traffic at the signals on the rotary and at the top of the off ramp from the M50. This would impact on motor traffic on the rotary. For these reasons, a footpath is proposed on one side of Drummartin Link Road only, where it crosses to the rotary by incorporating pedestrian signals into existing traffic signals, and where there is adequate space for traffic to safely queue approaching these lights.

Likewise and for the same reasons as above, on the Kilgobbin Road side of the rotary, the signalised crossing points are incorporated into existing traffic signals. The path on one side of Kilgobbin Road leads to a junction with signalised crossings on all arms, from which all directions can be accessed.

Issue 19

Two way cycle track with cycling on the right hand side of the track is not normal for Ireland. A road would not be designed with right hand side driving lanes. This is unacceptable and unsafe.

Response:

Two way cycle tracks with cycling on the right hand side of the track are used elsewhere in Ireland on similar links to this scheme, and are in accordance with the National Cycle Manual. The NCM states that the contra-flow cyclist should always be on the inside and furthest from the traffic and yields priority at junctions, and the with-flow cyclist is positioned closest to the traffic. This ensures lower relative speed between cyclist and traffic (Forgivingness Principle) and facilitates transitions from cycle track to cycle lane at junctions. Road markings will make it readily apparent to all road users that track is two-way and the positions of the cyclists will be clearly marked.

Issue 20

Landscaping should be introduced where traffic slip roads are removed and concrete hard standing is significantly increased.

The Kilgobbin Road outbound is a steep hill. Sometimes there is a strong headwind blowing down the hill and this coupled with the gradient can make the cycle up challenging. Additional trees planted on the hill could act as a wind breaker helping the cycle uphill. The drawings indicate 10 trees being planted but I would feel an increased number would make the cycle up easier in the wind.

Response:

Additional landscaping and trees at the Kilgobbin Road/Leopardstown Road junction will be considered at detailed design stage.

Issue 21

Traffic (coming from motorway especially) sometimes takes the slip roads at the Kilgobbin Road/Leopardstown Road junction at speed, and a slightly raised pedestrian crossing on these slip roads giving more pedestrian priority would be much safer.

Response:

Raised platforms will be provided at the remaining slip lanes on this junction.

Issue 22

At the Drummartin Link Road / Blackthorn Drive junction the traffic signals pedestrians (and cyclists) should be allowed green time while the red light is on for cars. Currently, at several of the crossings the green man is very quick to go off, yet traffic is stopped at red light for a long time while pedestrians are waiting. This discourages walking and cycling, and it encourages people to cross without the green man.

Some cars often encroach on the pedestrian crossings at these junctions. Raised platforms should be introduced at the pedestrian crossings and it should be marked more clearly as a space where cars should not stop on. The pedestrian crossing on the slip road closest to the Beacon is dangerous. It is common to see cars drive through this slip road while pedestrians are waiting and while the green man is on. A raised section of road should be put here with markings and make it a pedestrian priority crossing. The pedestrian crossing could be moved further to East.

The pedestrian crossings crossing Blackthorn Road to West side of this junction are not aligned. There are railings on the traffic island in middle of road and if 1 or 2 bikes are waiting then the island is blocked. These crossings should be aligned or enough space allowed for turning or waiting at corners in the crossing.

It is not clear how cyclists heading from South to North are to get to cycle track on LHS of road from cycle track which is on RHS. The full signalised junction may have to be crossed. Experienced cyclists will stay off the cycle path at Bearna Way and stay in traffic after trying out the new cycle route a few times. This is a downhill or flat section of road. There would be 3 stops at on-road traffic lights if cyclist stays on road and it is the most direct route. If there are signalised junctions used as in this proposal there would be 8 or 9 stops at signalised junctions, and waiting for the pedestrian/cycle signal which is much slower than car signal,

and the cyclist crosses from West side all the way to East side and back again to West side of road, not the most direct of routes.

Response:

The signal timings will be reviewed to ensure waiting times for pedestrians (and cyclists) are minimised.

Raised platforms will be provided at the crossings points of the two slip lanes at the junction of Drummartin Link Road and Blackthorn Drive.

This crossing will remain staggered, however, the road layout will be amended to increase the island size.

Cyclists who use the new two-way facility to reach the Drummartin Link Road/Blackthorn Drive junction northbound can continue northbound on the two-way cycle track until they reach the signalised crossing at Balally. Experienced cyclists may choose to make this journey on road, however, these facilities may encourage other cyclists to use the route.

Issue 23

There is potential for conflict between cyclists and pedestrians at the signalised crossing at Balally/Cedar Drive, which should be managed by the design. Currently, at the pedestrian entrance to Balally people cannot see each other until the party coming through the entrance comes through. The fence should be lowered for a small section to the South of the entrance. There is protection with a staggered gate but changing the height of fence for a short section would make the entrance much safer.

Will the traffic signal poles be in the cycle track? The cycle lane should maintain straight line but change to on road like the junction near Kilmacud Luas stop.

A current issue on the road here to the East side of the road is that there are some large gorse branches currently encroaching on the pedestrian footpath. They are completely across the pedestrian footpath and they are a hazard.

Response:

The layout at this pedestrian entrance will be amended to allow intervisibility between people exiting from Balally and those using the footpath and cycle lane on the road. The cycle track layout will also be amended to ensure that no poles are in the path, and to facilitate straight ahead cyclists.

The issue with the gorse bushes is noted.

Issue 24

The proposal does not include a signalised pedestrian crossing to the green route north slip road from Kilgobbin. There is no obvious connection to cycle lanes on the green route south.

Response:

Junctions within the scheme are all crossed using signalised pedestrian crossing. A cyclist coming from south of the M50 on this cycle track would have to use the signalised crossing at the Blackthorn Drive junction to cross the Drummartin Link Road to link up with the green route travelling towards Dundrum.

5.2 Items raised that do not relate directly to the scheme which was displayed

The following is a summary of the key issues raised that do not relate directly to the scheme that went on public display, but are deemed relevant to the public consultation for the scheme, and the Council's response to each issue.

Issue X1

Request for a link to Belarmine from the proposed scheme.

Response:

It is currently possible to travel from Belarmine to Kilgobbin Road via Village Road, and a path leading to Ferncarrig Avenue which connects to Kilgobbin Road.

Issue X2

Ensure that cyclists use the facility and do not use the road.

Response:

Noted. Clear signage and road markings will be provided.

Issue X3

Maintenance and frequent cleaning of cycle paths is required.

Response:

Noted.

Issue X4

Cyclists should use Sandyford Road instead of Drummartin Link Road.

Response:

Sandyford Road does not cater for all of the same cyclist demand as Drummartin Link Road. The origin/destination of the cyclist and the cycling facilities that are present (including their directness) are two factors that dictate the route a cyclist takes. Drummartin Link Road has the potential for a high cyclist demand, and facilitating this demand is likely to produce the most significant mode share increase of cycle traffic.

Issue X5

Funding should be spent on rail projects.

Response:

Noted.

Issue X6

The scheme should extend from Sandyford Hall to Stepside.

Response:

Noted, however, this is outside the scope of the current scheme.

Issue X7

A footpath is needed on both sides of Drummartin Link Road.

Response:

The footpath on one side of the road can be accessed by signalised pedestrian crossings from all origins and destinations. On the western side of the road there is insufficient space outside the existing fence to accommodate a footpath up to the M50 off-slip road, and there is a level difference inside the fence. This footpath would then be required to cross this slip road, and separately cross Drummartin Link Road, introducing traffic signals that do not exist currently. Traffic would be required to stop as/after it exits the rotary. This could not be achieved safely without holding traffic at the signals on the rotary and at the top of the off ramp from the M50. This would impact on motor traffic on the rotary. For these reasons, a footpath is proposed on one side of Drummartin Link Road only, where it crosses to the rotary by incorporating pedestrian signals into existing traffic signals, and where there is adequate space for traffic to safely queue approaching these lights.

Issue X8

Two-way path on Drummartin Link Road is too short.

Response:

Further extension of this two-way cycle track is not part of this scheme.

Issue X9

Road surface needs to be frost proof and high rubber/oil base.

Response:

Noted.

Issue X10

The Kilgobbin road cycle track from across the road from Mount Eagle heading north is not used by many cyclists, including slow moving cyclists. There is a small but sharp kerb bump at the start of the cycle track which makes it dangerous to mount especially as the cycle track is not aligned with the road. To mount safely you need to move out into road and jump your front wheel or mount on the footpath. If the kerb bump was removed it would make this cycle track usable by all cyclists.

Response:

The entry to this cycle track will be reviewed by DLR County Council.

Issue X11

At the Bracken Road Extension, access should be opened for cyclists and pedestrians in advance of construction of the road scheme.

Response:

The Bracken Road Extension requires private lands to be acquired, and this route cannot be opened up in advance of this.

6. Conclusion and Recommendation

The submissions received during the public consultation raised a number of issues. The key issues have been summarised in section 5 above, together with the response to each.

It is recommended that the following amendments are made to the displayed scheme:

- *A countdown to green will be considered for use on the signalised crossings on the rotary.*
- *Lanes widths will be reduced to 3.25m on Drummartin Link Road.*
- *Flexible bollards will be installed long the outside of the straight ahead cycle lanes, with a gap for left turning cars to enter the left turn lane.*
- *Landscaping throughout the scheme will be considered at detailed design stage.*
- *Access to the shared area and two-way cycle facility will be provided from Hillcrest Road to Kilgobbin Road.*
- *A raised platform will be provided at the Balally signalised crossing.*
- *A raised platform will be placed at the signalised crossings across the slip lanes at both junctions.*
- *A level difference will be provided between the footpaths and the cycle tracks.*
- *The road layout will be amended to increase the island size on Blackthorn Drive west.*
- *The layout at this pedestrian entrance to Balally will be amended to allow intervisibility between people exiting from Balally and those using the footpath and cycle lane on the road. The cycle track layout will also be amended to ensure that no poles are in the path, and to facilitate straight ahead cyclists.*

This 1.5m scheme will provide safe segregated cycle and pedestrian facilities where they currently do not exist, and will remove the barrier to walking and cycling that crossing the M50 currently presents. The proposed scheme links the predominately residential catchment to the south of the M50 to the Sandyford Industrial Estate, in addition to linking to existing pedestrian and cycle facilities connecting to Dundrum, Clonskeagh and the City Centre. The scheme gives pedestrians and cyclists a safer route, while also encouraging a growth in the number of commuters accessing Sandyford and the City Centre using sustainable transport modes. This scheme is part of Route No. 11 of the proposed routes in the National Transport Authority (NTA) published Greater Dublin Area Cycle Network Plan (GDACNP).

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