

Dún Laoghaire-Rathdown County Council



Wyattville Road Cycle Improvement Scheme – Phase 2

Public Consultation Report

November 2020

Document Control Sheet

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SECTION 1: INTRODUCTION

This report details the public consultation that took place for the Wyattville Road Cycle Improvement Scheme, and records feedback from the public which will be adopted for consideration as the project develops.

This preliminary design for this scheme has been progressed in two phases, as shown in the figure below. Phase 1 of the scheme has already been constructed and was completed in 2017, this report relates to the design of Phase 2.

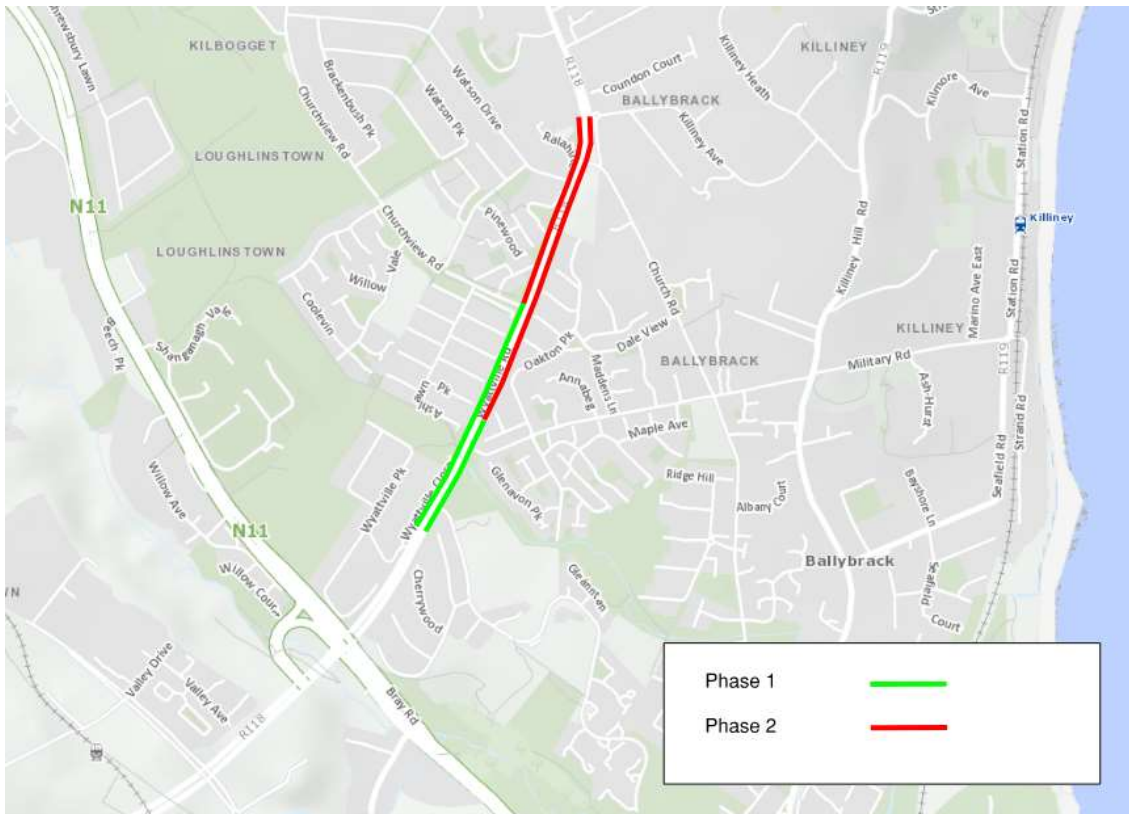


Figure 1.1 - Scheme Location

Due to the current COVID-19 pandemic, and the associated public health advice which limits number of individuals for indoor public gatherings, the opportunity to host a traditional public consultation was not an option. In its place an online public consultation process was carried-out in August 2020. It was advertised through the following channels:

- Dún Laoghaire-Rathdown County Council website
- Dún Laoghaire-Rathdown County Council Facebook
- Dún Laoghaire-Rathdown County Council Twitter
- Dún Laoghaire-Rathdown County Council Press Release
- Dún Laoghaire-Rathdown County Council localised leaflet drop and posters

This report summarises the feedback and comments made during public consultation for the Wyattville Road Cycle Improvement Scheme. Findings from this assessment of public comments have been considered in the review of the preliminary design carried-out by Barry Transportation and will inform recommendations made to progress the scheme to detailed design.

Wyattville Road is a busy dual carriageway which is a central link between the Dun Laoghaire Rathdown catchment and the M50 motorway, Cherrywood Business Park and the Cherrywood commercial and retail development. The road currently has no cycle facilities for the area identified above as phase 2. The main objectives of the scheme are as follows:

- To provide safe and accessible cycle facilities:
- To bridge the gap in existing cycle facilities:
- To increase the permeability and connectivity to nearby residential areas and St John's National School:
- To provide traffic calming measures:
- Relocate and centralise an existing Dublin bus stop:

SECTION 2: REACTION/FEEDBACK FROM PUBLIC CONSULTATION

2.1 Summary of Correspondence

The bar chart and table below show a breakdown of the total number of submissions received relating to the preliminary design of the Wyattville Cycle Improvement scheme proposed. An overwhelming majority of people used the online portal to submit feedback, with 10 submitting responses via email, one by phone and two responses by post. The responses by post were also submitted by email and for reporting purposes are included within the email category. The detail and level of positivity included in each submission varied considerably, of which the most recurring items are identified in Section 3.0 of this report.

Medium	Number of Submissions
Online Portal	160
Email	11
Phonecall	1
Post	0
Total	172

Table 1

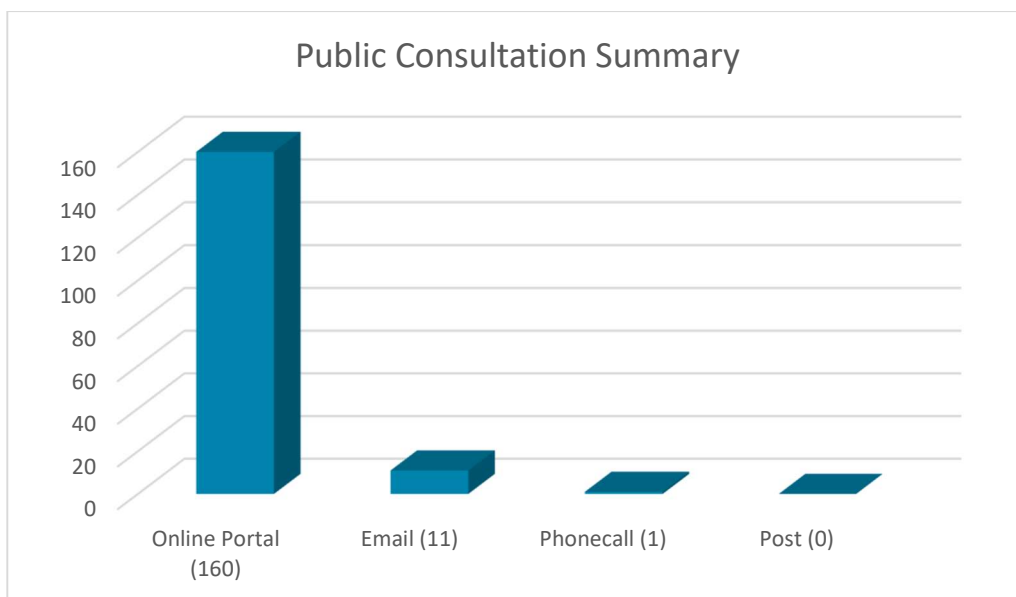


Chart 1

2.2 Summary of Feedback from Online Survey and Emails

The online portal was the principal medium for feedback from the public in this consultation process. The overall response showed that there is a majority in favour for the progression of this project. There was wide recognition that there is a gap in the cycle facilities on this section of Wyattville Road and there will be significant benefit to vulnerable road users in the development of the cyclist and pedestrian infrastructure here. There were a number of duplicate submissions noted in the online portal which have only been counted once when summarising the information formulated in this report. The questionnaire also gave the opportunity to state if you lived in the general area of the scheme and if you are a regular cyclists or not, the results from these questions are shown in Chart 2 and Chart 3 below.

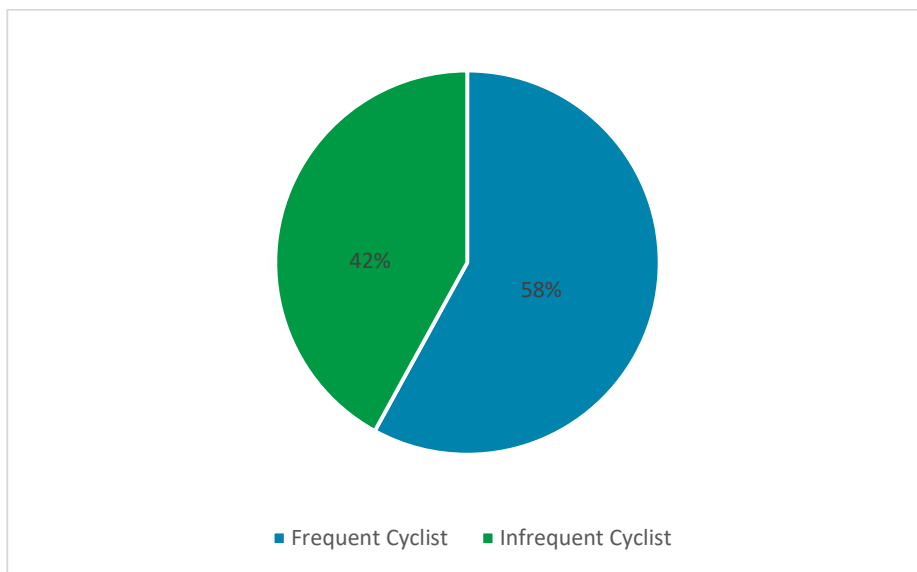


Chart 2

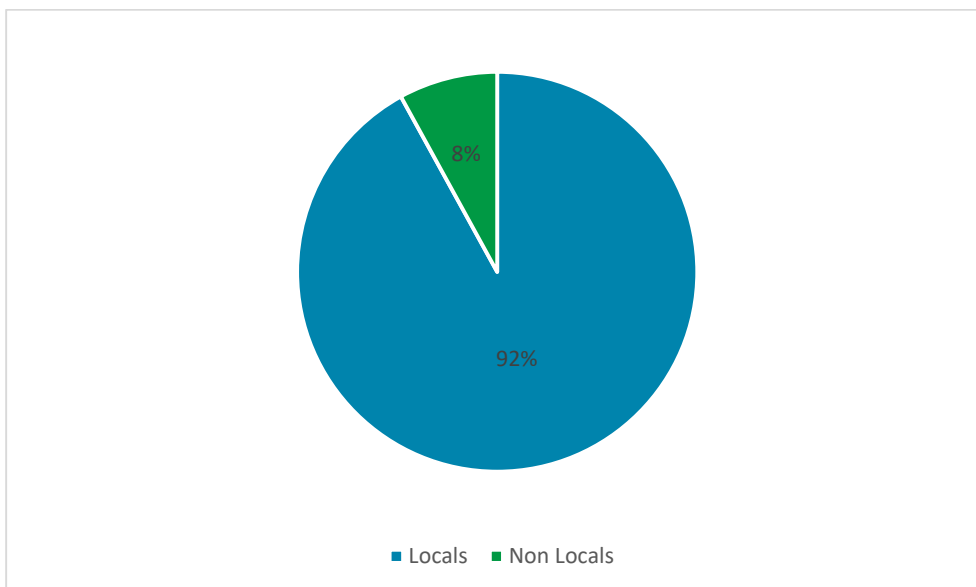


Chart 3

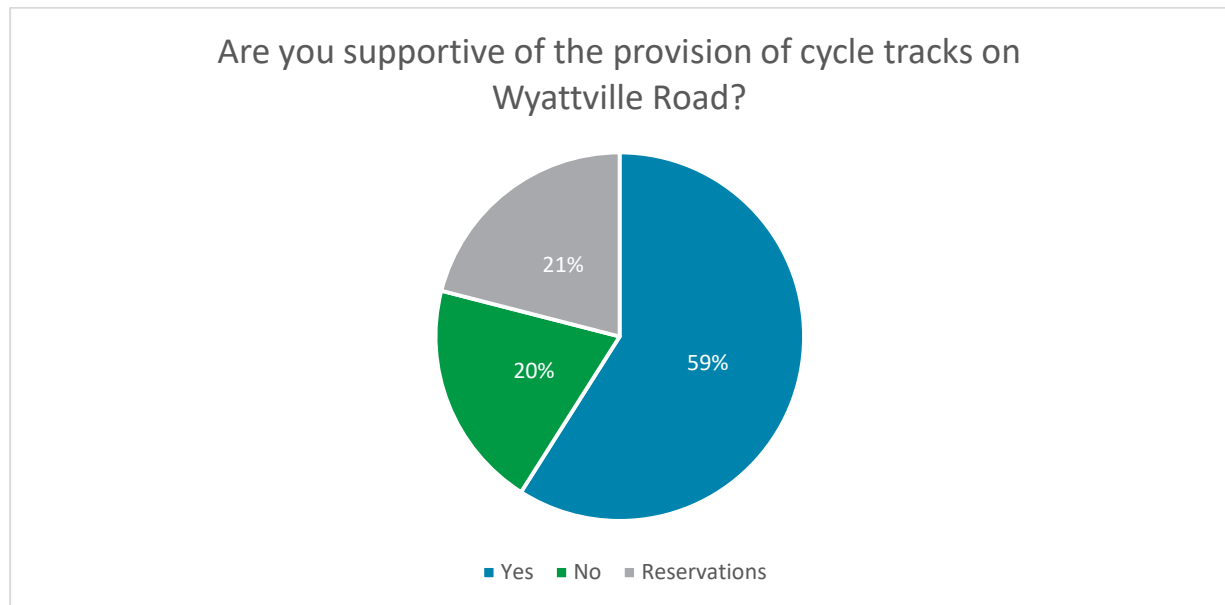


Chart 4

The questionnaire on the online portal gave the public an opportunity to answer if they are supportive of the scheme in a yes/no format. The addition of the reservations category above is necessary as there was a number of responders who answered 'no' but are in fact in support of the scheme in general, they had design criticisms or identified improvement measures which could be considered in the progression to detailed design.

2.3 Summary of Feedback from Emails

Included in the representation of responses in Chart 2 above are the 11 responses by email, which can be summarised to be 7 not in favour and 4 in favour of the scheme. There was a greater level of detail contained in the email responses where members of the public could submit specific queries and suggestions in a report or list format. The specific queries and requests are included in the list of recurring feedback described in Section 3 below.

A considerable amount of the feedback made by email was from residents in the area, which objected to the same items, including the permeability link into Oakton Park, the removal of the existing bus stop and the removal of vegetative screening along east side Wyattville Road. One submission identified a potential constructability issue at Killiney Avenue Roundabout where a clash with an existing electrical substation was possible. It recommended an alternative design that relocates the proposed footpath to run adjacent to the Killiney Avenue Roundabout on the opposite side of the grass verge. A Coundon Court resident expressed concern about narrowing the carriageway widths.

Other residents summarised their concerns through a group email. These focused on the relocation of the existing bus stop and the proposed pedestrian entrance to Oakton Road which are both detailed further in Section 3 below. Another local resident identified the benefit of adding tactile paving at one arm of the Killiney Avenue roundabout. The Dublin Cycling Campaign submitted a document showing strong support for the project, along with several design critiques of the level of protection afforded to cyclists and pedestrians at junctions. It was suggested that a Dutch style junction is given consideration at the Wyattville/Church Road junction and the Wyattville/Churchview Road junction, along with recommendations to promote traffic calming measures to further reduce the level of vehicular traffic utilising this route. All reports and text sent through email during this public consultation were read and considered while trying to improve and produce a well rounded and suitable design solution.

SECTION 3: Common Themes Observed from Engagement with the Public

As shown in the above data, there was both support and criticism for the scheme shown during the public consultation process for this project. This section of the report identifies the most frequently recurring items raised for both the positive and negative responses.

3.1 Recurring Positive Feedback

Feedback	Frequency
The segregation of cyclists will make for safer, more comfortable conditions for cyclists of all levels and confidence:	61
There is a need for improvement of cycle infrastructure along Wyattville Road and the improvement works will be in line with future development in the area and will provide connectivity between the existing cycle infrastructure:	34
The development of cycle infrastructure will have an overall positive impact on the wellbeing of patrons in the constituency and are in line with government objectives in reducing the carbon footprint of motorist by encouraging active transport:	19
Narrower traffic lane widths will reduce the speed of traffic on a heavily trafficked road which runs adjacent to schools and public amenities:	7

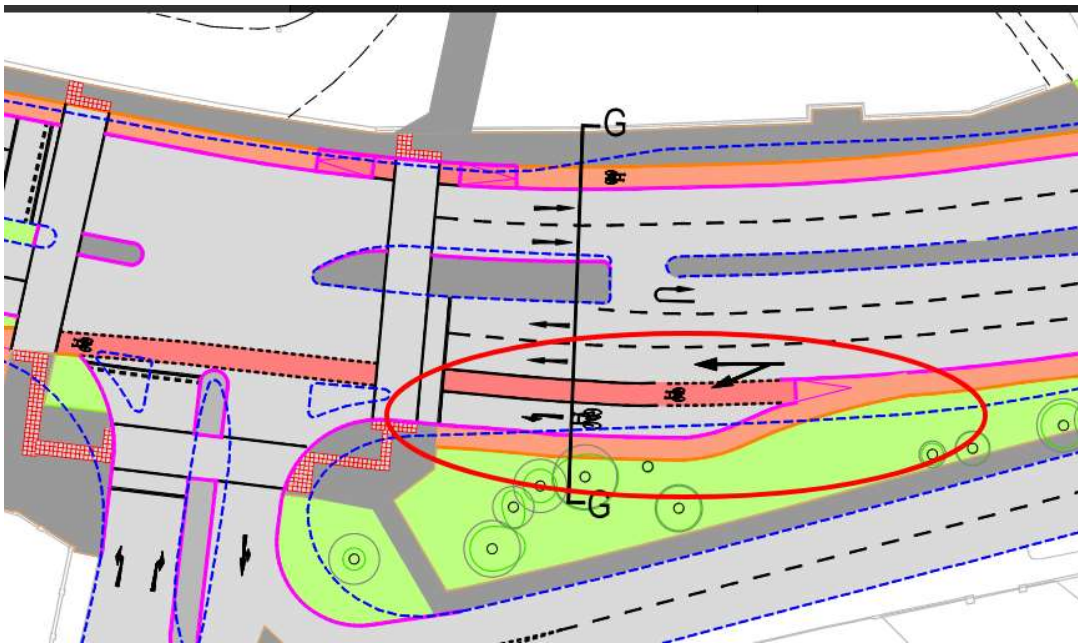
3.2 Recurring Negative Feedback

Feedback:	Frequency
There are concerns for the safety of children and an increase in anti-social behaviour should an additional pedestrian entrance to the Oakton Park cul de sac be constructed near the dual carriageway. Residents note that there is currently sufficient access to Oakton Park in the existing scenario.	36
Recurring suggestion to locate the cycle track on the inside of the embankment on the southbound carriageway.	26
Objections to the relocation of the existing bus stop at Oakton Park to the proposed location closer to the junction.	24
Concerns that traffic will worsen due to the narrowing of traffic lanes.	16
Concerns over the level of protection afforded to cyclists at the Wyattville Road/Church Road junction. Several comments recommend protection for cyclists here, particularly at the left-hand slip lane on the southbound carriageway.	15
Residents of Oakton Park noted the removal of screening and the embankment will reduce the environmental noise barrier which will have a detrimental impact on their quality of life. They would like increased screening included.	9

SECTION 4: Changes in Design Following Public Consultation

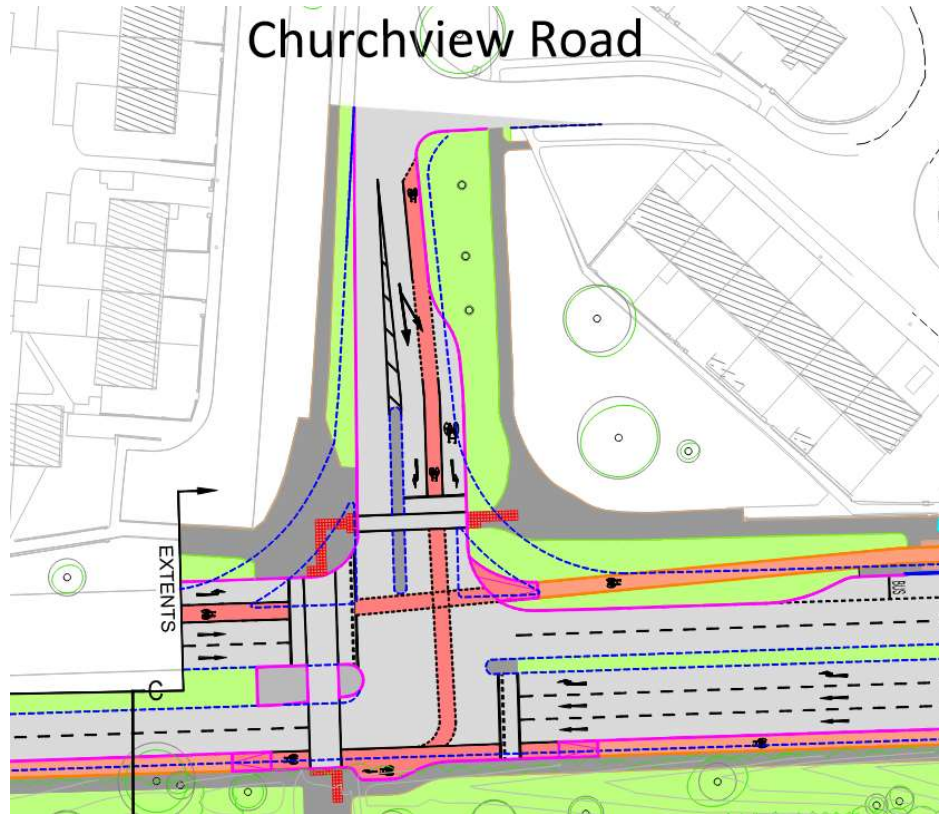
The public consultation process is an extremely valuable exercise for designers as it can highlight key improvements measures which may not have been considered in the design process. After careful review, a number of changes have been made to address recurring comments and have been incorporated into the preliminary design layout of the Wyattville Road Cycle Scheme. Each change to the design is listed and justified below.

- 1) An off-road cycle track and on-road kerb segregation will be added to the Wyattville Road and Church Road Junction as shown below. These changes will improve safety for cyclists through the junction and will give less confident cyclists an opportunity to take an alternative fully segregated route. This will provide a safer access for school children attending St John's National School.

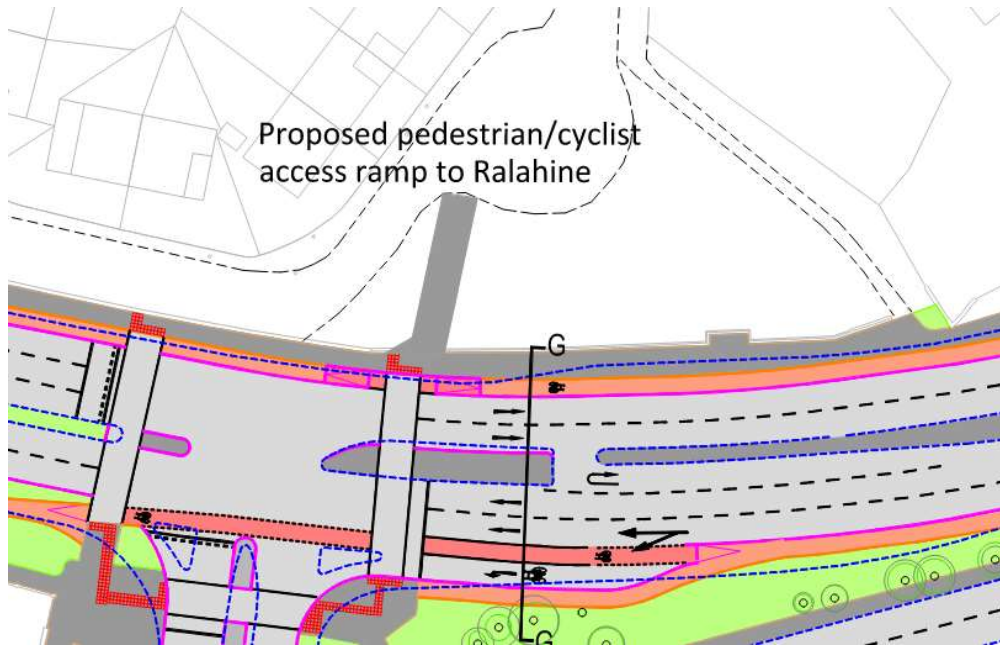


- 2) The permeability link between Wyattville Road and the Oakton Park housing estate has been removed from the design. The decision to remove the link was made due to the large volume of concerns raised from Oakton Park residents, as detailed above. While there is no evidence to suggest a permeability link would create any safety related risks for residents, there is an existing access point for pedestrians which is near the previously proposed link and requires only a small detour for pedestrians.
- 3) The bus stop adjacent to Oakton Park will remain in its existing location. There were a large number of submissions suggesting that moving this bus stop would remove screening from in front of residences and would not be of benefit to bus passengers as it is more convenient for those accessing areas on the opposite side of the road to use the bus stop on Churchview Road.

- 4) Removal of the 2nd right turn lane from Churchview Road. The benefit of the existing 2nd right turn lane on Churchview road was queried and designers would agree it provides little in terms of extra capacity at the junction. The removal of this lane results in a shorter crossing distance at the Churchview Road pedestrian crossing and eliminates the possibility of side swipe type collisions if two large vehicles were to make right turns at the same time.



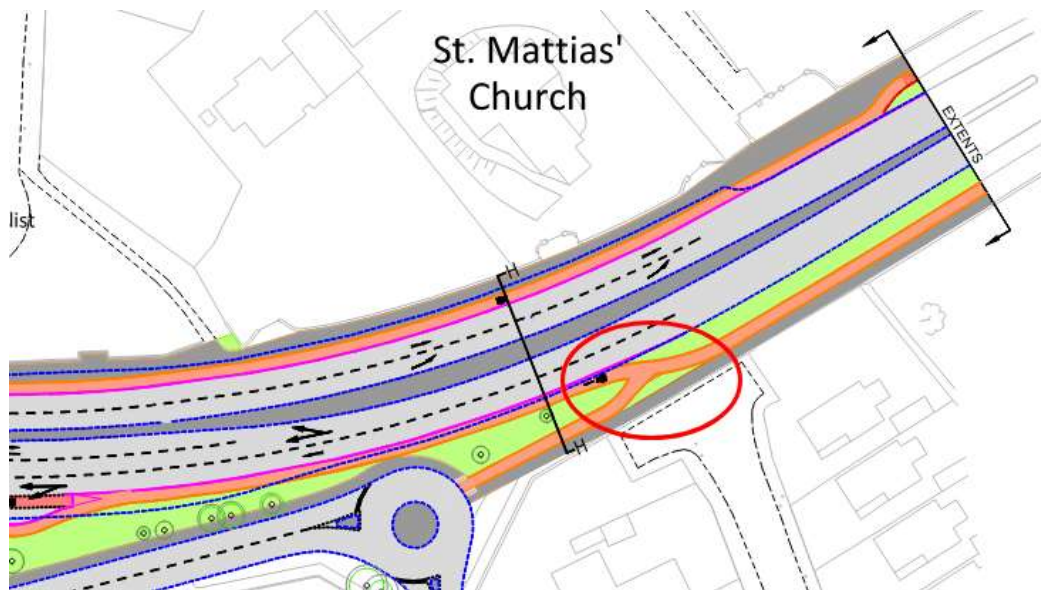
- 5) An additional permeability link was added to Ralahine/Denville Court. This was seen to be a key link for residents to the local schools and Ballybrack Village.



- 6) There is to be an additional uncontrolled pedestrian crossing located at the Killiney Avenue Roundabout to provide better connectivity for pedestrians. See screenshot below.



- 7) The alignment of cycle track near Killiney Avenue/Wyattville Road Junction has been ammended. Concern was shown that fast moving cyclists could miss the main route through the junction and mistakenly turn left onto Killiney Ave. See revised layout in the screenshot below.



- 8) Concerns raised in relation to the removal of visual and noise barriers for residents of Oakton Park will be reviewed in detail during the next design stage. Additional screening or noise reduction measures will be provided where appropriate.

SECTION 5: CONCLUSION AND RECOMMENDATION

Most feedback received acknowledged that an upgraded cycle network would be of benefit to the local area, would improve connectivity for pedestrians and cyclists, encourage active transport and improve road safety.

However, there were significant concerns raised by residents of Oakton Park, a large number of submissions identified the demolition of a wall to create permeability to Oakton Park and the relocation of the existing bus stop to be of major concern. These concerns have been addressed and several other improvements to the design have been made based on feedback from the public as discussed in Section 4.

We are confident that the updated preliminary design following public consultation has been improved and optimised to balance the needs of all stakeholders.

Next Steps

- Detailed design completed in Q2 2021
- Tender procurement and award in Q3 2021
- Construction commencement in Q3 2021
- Construction duration 9 months