

Dún Laoghaire-Rathdown County Council



# Wyattville Road Cycle Scheme – Phase 2

## Public Consultation Information Document

July 2020



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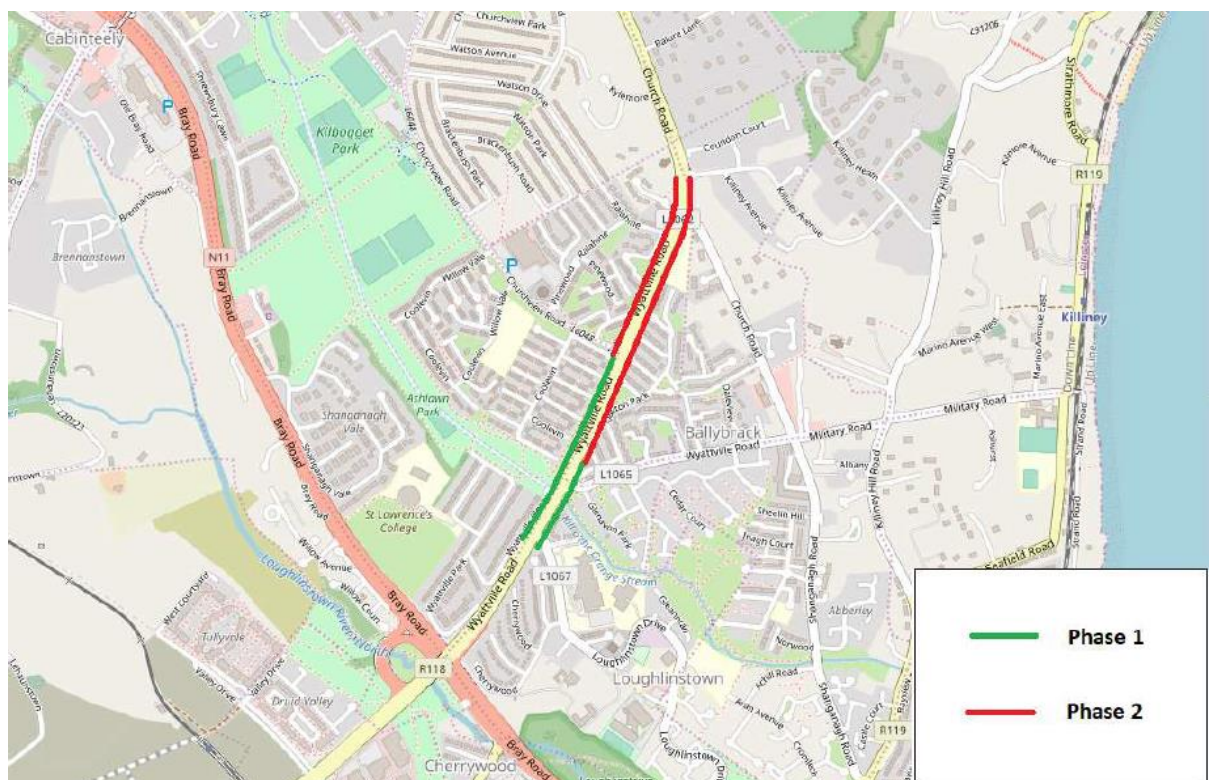
## Document Control Sheet

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## 1.0 Introduction

This document has been prepared by Dún Laoghaire-Rathdown County Council and presents a design basis, prepared by Barry Transportation, to progress the 'Wyattville Road Cycle Improvement Scheme Phase 2' to detailed design. We are inviting views from the public on the proposed scheme through a non-statutory public consultation.

This Wyattville Road Cycle Improvement 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 document relates to the design of Phase 2 of the scheme.



*Figure 1-1 Scheme Location*

Wyattville Road is a busy dual carriageway and there are currently no cycle facilities for the section of Phase 2. The purpose of the scheme is to improve facilities for cyclists and pedestrians on this section of Wyattville Road and to increase the connectivity to the nearby residential areas and St John's National School.

This Scheme is being funded by the National Transport Authority via the Sustainable Transport Measures Programme Funding (Walking and Cycling).

## 2.0 Proposed Scheme and Constraints

The objectives for the new design were as follows:

- Modern design standards applied to a section of legacy, car dominated, high speed, urban dual carriageway
- Provide the best level of service for cyclists and pedestrians

Some key design features are highlighted in the following sections. The overall design will provide the following scheme benefits:

- Segregated cycle tracks on both sides of the road creating a joined-up network
- Junctions upgraded to provide better facilities for pedestrians and cyclists
- Reduced traffic lane widths will help to reduce speeds
- Enhancement of landscaped areas

### 2.1 Drawings

The full proposed layout is presented on 3 drawings, which are available to download from DLR Consultation Hub <https://dlrcoco.citizenspace.com/>, or view on public display in the Offices of Dún Laoghaire – Rathdown County Council in County Hall.

- Drawing No. 19413-BT-00-XX-DR-Z-00126 (Proposed Layout Sheet 1 of 3)
- Drawing No. 19413-BT-00-XX-DR-Z-00127 (Proposed Layout Sheet 2 of 3)
- Drawing No. 19413-BT-00-XX-DR-Z-00128 (Proposed Layout Sheet 3 of 3)

### 2.2 Layout of Signalised Junction at Churchview Road

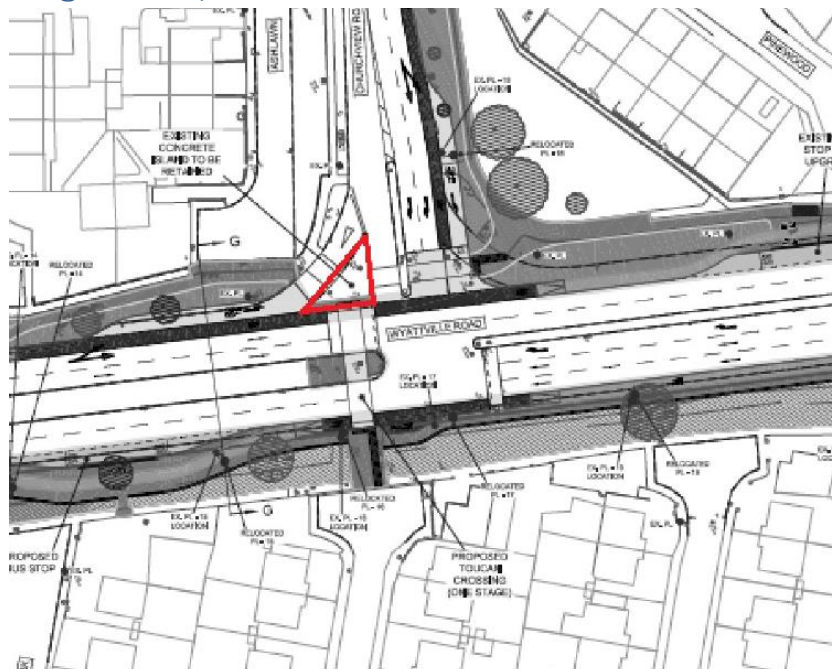


Figure 2-1 Junction at Church Road

The existing traffic island for the left-turn slip to Churchview Road is shown above in red. Left-turn slips generally provide little extra vehicular capacity and are highly disruptive for pedestrians and cyclists. It is proposed to remove the left turn slip and traffic island, but to retain the left turning lane with tighter corner radius.

## 2.3 Typical Cross-Section

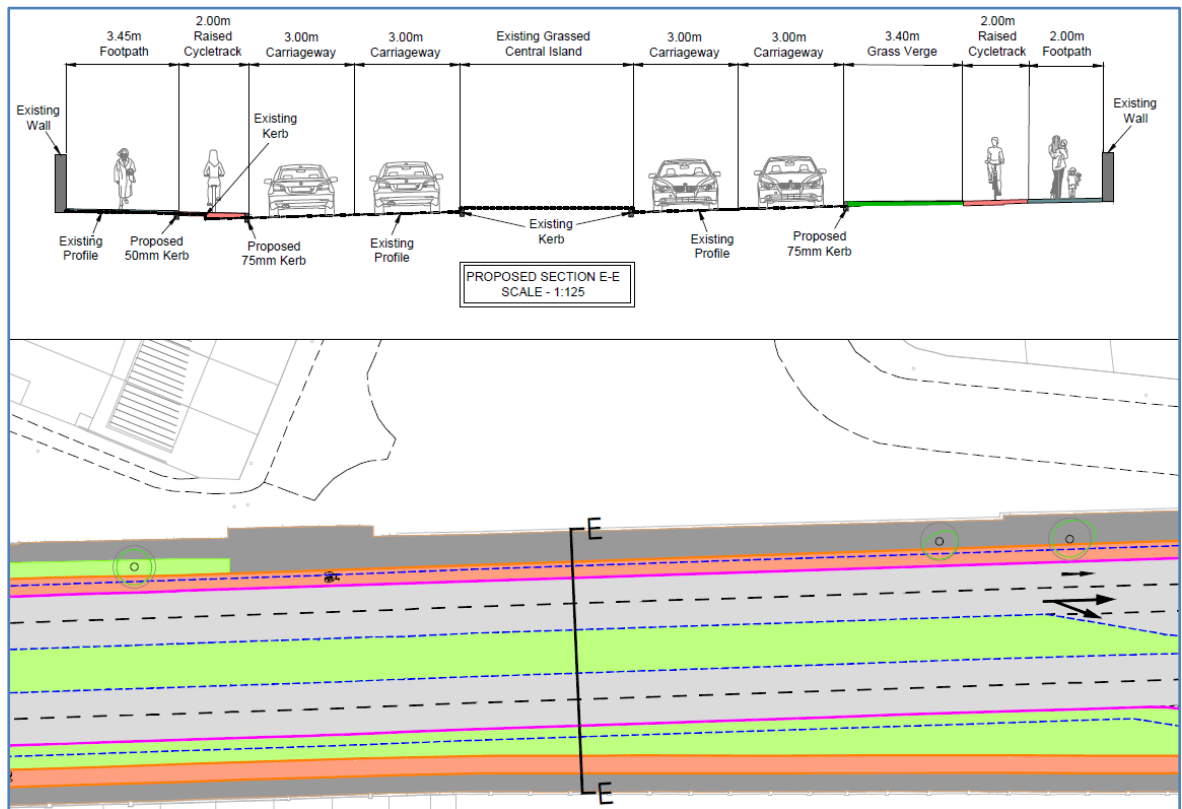


Figure 2-2 Extract from Drawing No. 19413-BT-00-XX-DR-Z-00127 (Proposed Layout Sheet 2 of 3)

Cross-sections will typically accord with National Cycle Manual 4.3.2.3

- 3.0m wide traffic lanes
- 2.0m wide raised cycle lanes

## 2.4 Layout of Cycle Track adjacent to Earth Mound with Hedging.

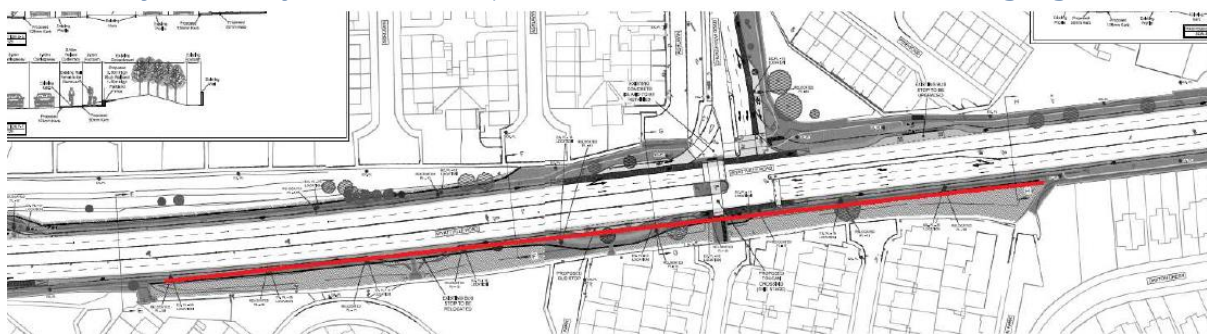


Figure 2-3 Location of Cycle Track and footpath alongside the vegetated Earth Mound at Oakton Park.

Several options were investigated for the layout of the cycle lane in the section on the southern side of the road adjacent to the wooded embankment and Oakton Park.



- Option 1 had the cycle lane and footpath along the road.
- Option 2 had the cycle track and footpath on the opposite side of the mound.
- Option 3 was to level the mound, remove all the vegetation and to re-landscape.

An ecological survey was done which indicated that the wooded embankment is of importance for foraging and commuting bats, and a nesting site for birds. This eliminated Option 3.

Ultimately Option 1 was chosen for the reasons that it would:

- more closely mirror the layout of the scheme on the opposite side of the road.
- contribute to reducing vehicle speeds by narrowing lane widths
- have better passive surveillance for pedestrians and cyclists

## 2.5 Location of Southbound Bus Stop

The proposed location of the southbound bus stop opposite Churchview Road is shown in colour in figure 2-4 below. The existing bus stop is located 70m further southeast.



*Figure 2-4 Location of Southbound Bus Stop opposite Churchview Road*

It is considered that the following benefits would arise from moving the bus stop.

- Shorter walking distance for bus passengers to reach the pedestrian crossing (70m).
- Encourages pedestrians travelling between the bus stop and Churchview Road to use the controlled crossing at the traffic signals.
- Bus stop location closer to the junction is better for passive surveillance for the benefit of passengers waiting at the bus stop. The existing bus stop is hidden from view and appears isolated.

A negative impact might be:

- Loss of screening and trees in front of Oakton Park.

## 2.6 Permeability links to Oakton Park

It is proposed to provide an additional permeability link to Oakton Park by fully or partially demolishing a wall at the location shown in red below.

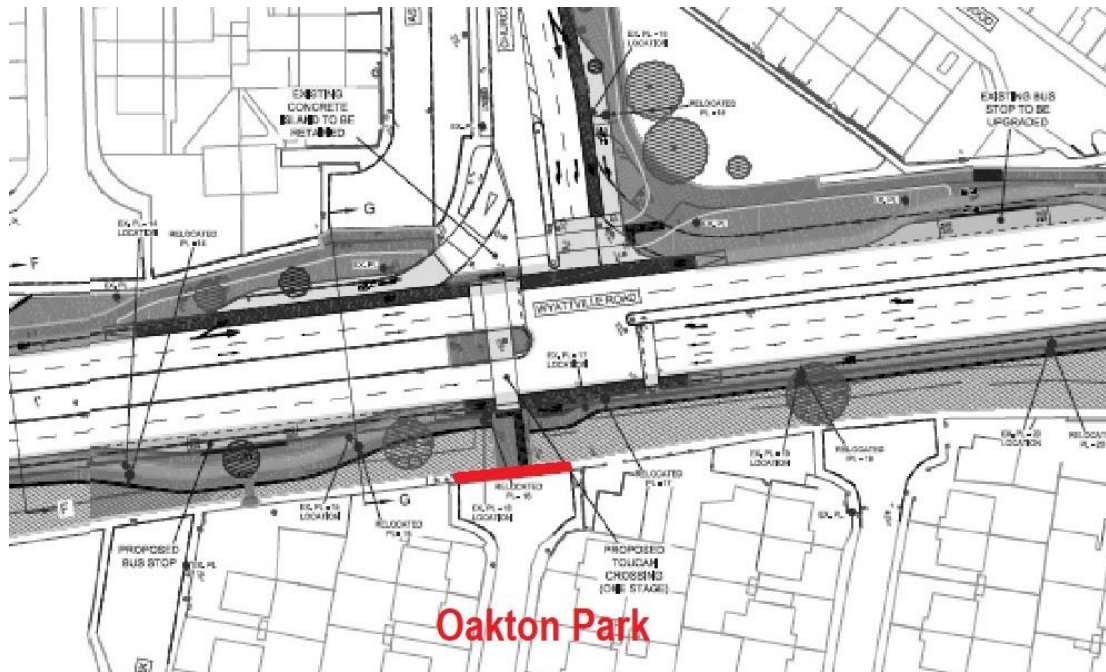


Figure 2-5 Proposed location of permeability link to Oakton Park.

It is considered that the following benefits would arise:

- Increased permeability for pedestrians and cyclists and thereby conferring an advantage to these modes and encouraging their use.
- Proposal follows best practice as per Design Manual for Urban Roads and Streets (DMURS) and the Traffic Management Guidelines.

## 2.7 Layout of Signalised Junction at Church Road

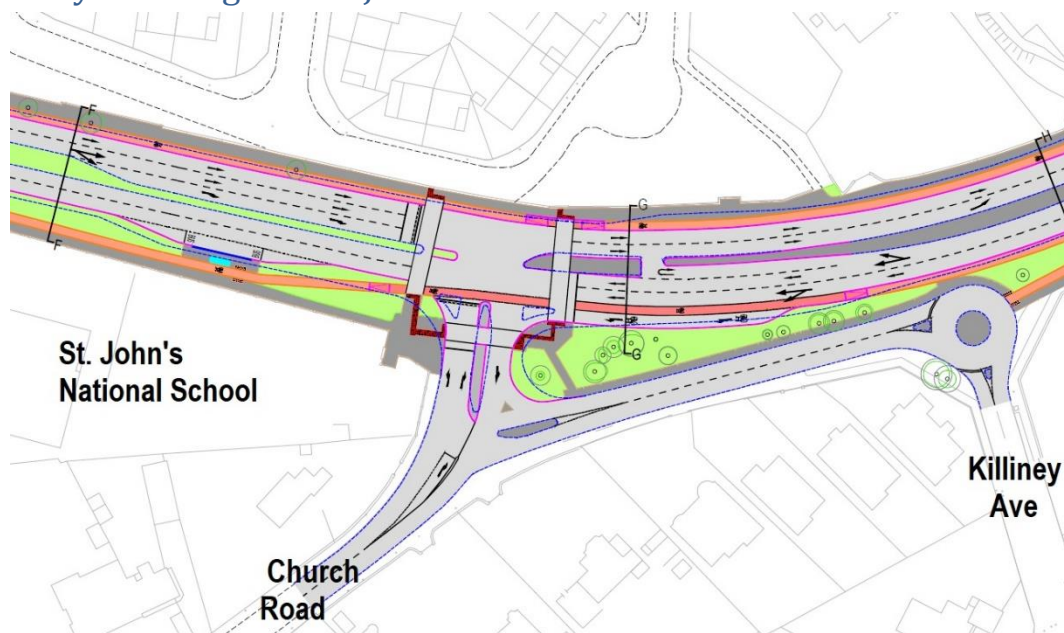


Figure 2-6 Proposed toucan crossings on all three arms of Church Road Junction.

Currently there is only one pedestrian crossing at this junction and this is a staggered crossing of the dual carriageway.

It is proposed to provide straight through toucan crossings on all three arms of this junction, as shown above, to provide the highest level of service for pedestrians and cyclists. Traffic modelling undertaken indicates that the junction will continue to operate within capacity.

It is considered that the following benefits would arise:

- A direct/single phase crossing is in accordance with DMURS.
- Better crossing facility for pedestrians that reflects desire-lines and will encourage use of the crossing by pedestrians.
- Significantly better crossing for cyclists. This will be the crossing point for right turning cyclists as there is no room for a jug-handle turn at this junction and will encourage use of the crossing by cyclists.
- Less traffic signal poles/heads required: there is no requirement to have poles, push-buttons and heads for the toucan crossing on the median with a straight-through crossing. The resultant reduced street clutter provides for a safer road environment.
- Junction crossing is easier to understand and navigate for the visually-impaired pedestrian. The Junction is easier to navigate for the mobility-impaired pedestrian.
- All pedestrians and cyclists can reach their destination in 1 movement.



### 3.0 Submissions and Observations

The proposed plans will be on display from Monday 20 July to Thursday 20 August 2020 at:

- The Civic Hub, County Hall, Marine Road, Dún Laoghaire, Co. Dublin, A96 K6C9

Due to measures to prevent the spread of Covid-19, paper copies will not be available to view, but self-service kiosks will allow everyone to access information at the click of a button. The plans will also be on display intermittently on large visual display units.

The proposals can also be viewed on the Dún Laoghaire-Rathdown County Council Public Consultation Hub website <https://dlrcoco.citizenspace.com/>

Observations in relation to these proposals may be made in writing to:

The Senior Engineer,  
Traffic & Road Safety Section,  
County Hall, Marine Road,  
Dún Laoghaire,  
County Dublin.  
A96 K6C9

Or by e-mail to [info@dlrcoco.ie](mailto:info@dlrcoco.ie) or by logging onto [www.dlrcoco.ie](http://www.dlrcoco.ie) Public Consultation Hub.

Observations should be clearly marked '**Wyattville Road Cycle Scheme (Phase 2)**'.

The **closing date** for receipt of submissions is **20 August 2020, at 12 noon**.

