

# Luas to Dart via UCD

## Cycle and Pedestrian Route

### Report on Public Consultation Submissions

## DOCUMENT CONTROL SHEET

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# TABLE OF CONTENTS

<b>1. EXECUTIVE SUMMARY .....</b>	<b>1</b>
1.1 SCHEME OVERVIEW .....	1
1.2 ISSUES RAISED IN SUBMISSIONS RECEIVED .....	2
<b>2. RESPONSES TO SUBMISSIONS RECEIVED .....</b>	<b>3</b>
2.1 SUBMISSION No. 1 – NORMA SOUL .....	3
2.2 SUBMISSION No. 2 – BRENDA MORAN .....	4
2.3 SUBMISSION No. 3 – JOHN HANNON .....	5
2.4 SUBMISSION No. 4 – DAVID RYAN .....	6
2.5 SUBMISSION No. 5 – ANNE GORMAN .....	9
2.6 SUBMISSION No. 6 – CONOR WILSON .....	10
2.7 SUBMISSION No. 7 – OSSIAN SMYTH .....	12
2.8 SUBMISSION No. 8 – AIDAN WARD .....	13
2.9 SUBMISSION No. 9 – GLADYS VERSO .....	14
2.10 SUBMISSION No. 10 – CLONSKEAGH RESIDENTS ASSOCIATION .....	15

# **1. EXECUTIVE SUMMARY**

## **1.1 SCHEME OVERVIEW**

This report relates to the proposed cycle and pedestrian route that will connect UCD to Windy Arbour Luas Stop and UCD to Booterstown Dart Station. The scheme will improve cycle and pedestrian connectivity between the Luas , the Dart and UCD and will encourage students of UCD to use public transport. This cycle route will also link up with other routes identified as part of the Dún Laoghaire - Rathdown Cycle Network Study Report 2012

Public consultation took place between 15<sup>th</sup> of October 2012 and the 12<sup>th</sup> of November 2012 and included:

- Presentations to the Dundrum and Dún Laoghaire Area Committees
- Ads in newspapers
- Displays in County Hall Dún Laoghaire and Council Offices, Dundrum
- 21 public notices erected on lampposts highlighting the scheme
- 2 Information days in Our Ladys National School, St Columbanus Road and Tara Towers Hotel, Merrion Road.

The submissions received by Dún Laoghaire Rathdown County Council in respect of the proposed scheme are detailed in this report.

It is recommended that the scheme proceed to detailed design and construction if funding is available.

## **1.2 ISSUES RAISED IN SUBMISSIONS RECEIVED**

### **1.2.1 General**

Ten submissions were received during the Public Consultation period. Section 2 of this report responds to the issues raised in each submission.

A number of submissions raised issues of a similar nature including:

- Concerns regarding parking on Woodbine The routing of the cycle track from Dundrum Road to Mulvey Park
- Treatment of the Old Stillorgan road/Woodbine road junction.

## **2. RESPONSES TO SUBMISSIONS RECEIVED**

### **2.1 SUBMISSION NO. 1 – NORMA SOUL**

#### **2.1.1 Submission by**

Norma Saul  
Woodbine Road  
Blackrock,  
Co. Dublin

Tara Towers Information Day 24<sup>th</sup> October 2012

#### **2.1.2 Specific Issues Raised**

1. "Parking is our biggest problem, with more cyclists – road will be very dangerous especially for cyclists due to parked cars and residents unable to see traffic travelling up and down "

#### **2.1.3 Response to Issues Raised**

1. The issue of parking is currently being examined at by dlr Parking Section separate to this scheme. This submission will be forwarded to them for their information. Traffic counts have been carried out and the volumes and speeds are such that the area is suitable to be a shared space for cyclists and vehicles in accordance with the National Cycle Manual 2011.

## **2.2 SUBMISSION NO. 2 – BRENDA MORAN**

### **2.2.1 Submission by**

Brenda Moran  
Dornden Park  
Booterstown  
Co. Dublin

Tara Towers Information Day 24<sup>th</sup> October 2012

### **2.2.2 Specific Issues Raised**

1. “Could I please suggest that the cycle route is also located left along Rock Road (in front of Tara Towers Hotel) and continue onto Merrion Road and cross at Merrion gates. This cycle route should then meet a cycle route that continues along Strand Road to Ringsend.  
I realise that Sandymount promenade is located within the Dublin City Council area but could some joined up thinking be done by the two councils. There is more than adequate green space along Sandymount promenade for a cycle route to be installed. Instead it actually states No cycling on this wide green area. At the moment this area is so dangerous to cycle that everyone now cycles on the footpath.
2. The other dangerous area is the left turn from Rock Road onto Trimleston Avenue when travelling by car. More allowance could be made for this left turn as the taxis fly along the road it is very difficult to pull out on Rock Road into the turn in to Trimleston Avenue.”

### **2.2.3 Response to Issues Raised**

1. The comment is noted. This area is outside the Dún Laoghaire Rathdown area. A copy of the submission will be forwarded to the relevant Dublin City Council section. That area forms part of the Sutton to Sandycove Promenade and Cycleway scheme (with plans for a cycleway in part of the green space) which will link cycle facilities between the two councils.
2. The left turn from the Rock Road into Trimleston Avenue will be reviewed as part of Detailed Design to ensure there is sufficient notice to bus lane users that the bus lane is ending and that the lane will be used as a left turning lane.

## **2.3 SUBMISSION NO. 3 – JOHN HANNON**

### **2.3.1 Submission by**

John Hannon,  
Woodbine Road  
Blackrock

Tara Towers Information Day 24<sup>th</sup> October 2012

### **2.3.2 Specific Issues Raised**

1. "Parking management in Woodbine Road – because cars pushed too close to entrance gates, it is extremely difficult to drive car out and avoid being hit by oncoming traffic.  
Roundabout near German Embassy should be enlarged and signed – lorries drive over it at present.
2. Parking in vicinity of Montrose Hotel – a pedestrian crossing needs to be installed at bus stop to enable bus passengers to safely cross road – at present they have inadequate view of traffic on slip road.  
Also, Advertising floats on vans are using space around Montrose hotel every day. This problem could increase if not stopped. As residents, their presence cheapens a residential area
3. "Chicanes" would be better than ramps".

### **2.3.3 Response to Issues Raised**

1. The issue of parking is currently being examined at by dlr Parking Section separate to this scheme. The mini roundabout will be improved with resurfacing, appropriate signing and lining as part of this scheme.
2. A pedestrian crossing to facilitate pedestrians between the bus stop and Woodbine road will be considered as part of the Detailed Design of this scheme. The Advertising on vans will be referred to dlr Parking Section.
3. Due to the parking issues in Woodbine Road, providing Chicanes would be difficult and could also discourage cyclists if they had to wait and give priority to traffic. There are currently existing lamps in the area which are known to be effective at reducing speeds as confirmed by the traffic and speed counts carried out. There is no proposed change although the ramps will be replaced where in poor condition.



## **2.4 SUBMISSION NO. 4 – DAVID RYAN**

### **2.4.1 Submission by**

David Ryan

By email

12<sup>th</sup> November 2012

### **2.4.2 General**

“I have a number of comments to make on the section covering the route from UCD to Booterstown DART station based on many years living in the area and interacting with the traffic flows as pedestrian, driver & cyclist. I have no view on the section from UCD to Windy Arbour Luas as I am not familiar with the area.”

### **2.4.3 Specific Issues Raised**

1. DG212 - Booterstown DART station - this exit is currently hazardous for cyclists because of the heavy & fast traffic flow down Booterstown Avenue. Combined with the slope upwards as you exit the car park this means that it is easy for motorists to fail to see cyclists and this presents a hazard. In my experience motorists coming down Booterstown Avenue & turning right in the morning often do so quite fast as they have been held up behind cars turning left and are in a hurry to beat the lights. The 'lollipop' people who man the junction in the mornings could most likely provide many examples of close calls at this junction.
2. DG212 - Rock Road, north bound - during the school drop-off & pick-up times the existing cycle lane is hazardous for primary school children cycling on it. Young children are pushed further out into the road than they need to be due to the parking & extra separation lane combined with the relatively high number of parking movements at the same time (and for the same school related reasons).

Suggestion based on 1 & 2 above. Consider one or more of the following options -

a1) Move the parking on the northbound Rock Road to the road side and have a segregated cycle lane. From the boundary wall we would have path, cycle lane, parking, driving lane, driving lane, median.

a2) Remove the northbound cycle lane entirely and move it to the other side of the road. This would allow a smooth passage from the DART station as far as the traffic lights at the bottom of Trimleston Avenue where crossing could take place without the same risk as presented at the DART station/Booterstown Avenue junction.

a3) Provide a dedicated cyclist traffic light at the exit from the DART station, similar to the one at Seapoint Avenue, allowing for cyclists to cross the junction segregated from other traffic.

3. DG206 - Woodbine Road/Park - there are a large number of vehicle movements associated with the shops in this area. As it stands at the moment it's risky enough driving through here, let alone cycling.

Adding more cyclists to the mix is going to increase the risk of collision. In particular, I've noticed that the fast food delivery drivers tend to make very rapid arrivals & exits to the parking bays here and generally drive quite fast on the Woodbine Road/Trimleston Park route. While the volume isn't huge, the speed is significant.

Suggestion. Consider one or more of the options

b1) greatly improve lighting at this junction - it's currently not very well lit and given the volume of parking movements relatively dangerous

b2) have very distinct warning signage in the vicinity - this spot is different from others on the route due to the volume of movements and requires extra caution

b3) implement angled parking with (for example) traffic driving down Woodbine Road traversing the road bump (and so slowing) before being able to park in the direction they are driving - this will help regularise parking (and so exit & entry)

options such that cyclists will be better able to predict likely traffic movements

4. DG203 - Belfield Overpass/Woodbine Road - this junction is currently hazardous to cyclists coming up Woodbine Road due to the split of traffic flows coming off the N11 & overpass. It is very confusing for traffic coming in all directions Suggestion. Consider one or more of the options

c1) remove the split in the traffic flow when leaving the N11 slip road, making the junction a straight forward 90 degree 4 way cross roads between Woodbine Road, Old Stillorgan Road & the slip road.

c2) introduce a mini-roundabout at this location.

c3) implement a further mini-slip road a little further along towards the Montrose Hotel, resulting in a complete separation of traffic flows destined for Woodbine from traffic destined for the old Stillorgan Road.

c4) Remove some parking on the Old Stillorgan Road in the immediate vicinity of the junction to improve general visibility

c5) Provide a dedicated cyclist traffic light for traffic exiting Woodbine Road, similar to the one at Seapoint Avenue, allowing for cyclists to cross the junction segregated from other traffic.

Many thanks for improving the infrastructure for all in the area."

#### **2.4.4 Response to Issues Raised**

1. The issue will be referred to the ITS section who will look at the signal timings. This area is beyond the highest point of the slope and is on a slight decline.
2. The proposed design is deemed to best accommodate cyclists. Having the cycle lane on the inside of the parking could lead to pedestrians standing or walking on the cycle lane, forcing cyclists onto the footway or choosing to not use the cycle lane and cycle on the main carriageway. Moving the cycle lane to the east side of the road would accommodate those coming from the Dart station, it would be unlikely that those travelling towards the city centre would cross over for that stretch and then cross back. The existing design is being retained with the cycle lanes widened.

3. The issue of parking is currently being examined by dlr Parking Section separate to this scheme. The comments relating to the parking at the shops on Woodbine road are noted. The speed and volume surveys have confirmed that the current ramps are slowing the speeds of vehicles. The lighting comments will be referred to dlr Public Lighting Section.
4. The arrangements around the N11 flyover are being improved for cyclists with cyclists given greater prominence. An improvement to this junctions will be considered in detailed design.

## **2.5 SUBMISSION NO. 5 – ANNE GORMAN**

### **2.5.1 Submission by**

Anne Gorman  
Mulvey Park  
Dundrum  
Dublin 14

By email  
12<sup>th</sup> November 2012

### **2.5.2 General**

Anne Gorman is a resident of Mulvey Park, an architect with a home-based practise and a member of the steering committee for Windy Arbour Village Association (WAVA). WAVA are currently putting together a draft proposal for short, medium and long-term improvements to what they see as “Windy Arbour Village” and plan to submit a draft proposal of their plans to Dún Laoghaire Rathdown County Council by the end of this year.

### **2.5.3 Specific Issues Raised**

1. “Improving the definition and visibility to the entrance of Mulvey Park by possibly extending the central grass verge towards the main Dundrum Road.”
2. “Avoiding the clash with the proposed shared Pedestrian/Cycle route/space and the current circulation patterns of traffic in the vicinity of 1 to 22 Mulvey Park” .
3. Relating to drawing DG103 Rev F01 – “ A public space to the north (left hand side) of the entrance to Mulvey Park and “An Accessible Green Space to the south (right hand side) of the entrance to Mulvey Park entrance off the Dundrum Road.”

### **2.5.4 Response to Issues Raised**

1. It is not feasible to extend the grass median as the cul de sac that would be created would not have sufficient turning room for a vehicle to do a u-turn and would only be able to exit by reversing. The lane suggested as an out is not suitable for the traffic volume currently using the road
2. The exit of the route will be considered in the detailed design to ensure no conflict.
3. The comments are noted. The footway in this area is to be built out to improve crossing for pedestrians. There will be consultation with dlr Parks in detailed design.

## 2.6 SUBMISSION NO. 6 – CONOR WILSON

### 2.6.1 Submission by

Conor Wilson  
Windy Arbour  
Dublin 14

10<sup>th</sup> November 2012

By email

### 2.6.2 General

Conor Wilson is a resident of Mulvey Park and a regular commuting cyclist and has made the following observations on the proposed route:

### 2.6.3 Specific Issues Raised

1. "The proposed Dundrum road crossing and the adjoining new shared cycle pedestrian way in the green space in Mulvey Park (sheet Dg103)

A) Additional Use of the existing laneway as a bike lane. There are a number of problems with this

- The laneway is used in both directions by motor traffic (both residential and non residential)
- Frequently trade vehicles must use this lane to move through the crescent as reversing is too difficult
- The existing laneway is used as a seating area to eat takeaways. It is often littered by broken glass – this is not conducive to a pleasant cycling experience. Can the council afford regular off-road path cleansing?
- The Mulvey Park area has seen increased traffic seeking parking by
  - People taking the Luas
  - Workers in the nearby business park using it as an overflow car parkTraffic often enters the laneway from the main Mulvey Road – this would be in conflict with any cycling traffic.

B) Location of cycle path through green space

The proposed path runs along the inner edge of the green space and emerges/joins the existing laneway at a point of reduced visibility. Residents leave the crescent area by this laneway and there is a high risk of conflict (for both cyclist and motorist) due to reduced visibility.

Alternative routes with lower conflict would be either:

Bring the proposed path through the green space on to Mulvey Park road, \*parallel and separate\* to the existing Laneway (A in attached diagram).

Bring the proposed cycle route around the outside of the green area (either move wall back, or run the path inside the wall), using the \*existing\* pedestrian crossing or using the proposed new crossing location.

I believe either of these routes would be safer for cyclists and would cause less conflict. They would also provide for better visibility as cyclists head into Mulvey Park.

2. The position of a bike lane leading to Bird Avenue (sheet DG108)

Please can you re-consider the position of the bike lane in sheet DG108 bringing cyclists turning right from Roebuck Road in the direction of Brid Avenue?

I regularly cycle this route and find this junction is heavily contested by motor traffic. When turning right at the junction towards Bird Avenue, cars will frequently contest/obstruct the cycle lane in a bid to park closest to the shops.

You should also note that the currently marked lane runs directly into a Bus parking bay – thus forcing cyclists to veer out into traffic. Cars will also contest the lane on exit from the shopping are, sometimes at speed, with the addition of nearby traffic exiting or veering into Gledswood Park – it makes this position for cyclists quite dangerous.

See the attached (jpg) diagram for details.

Please consider moving the cycle traffic/lane into a more central (and more visible) position of the road, or remove the bike lane altogether.

Finally I would like to applaud the DRLCOCO's efforts to improve the cycling infrastructure to date. Hopefully these comments will be of use.”.

#### **2.6.4 Response to Issues Raised**

1. Comment on the use of the existing laneway by vehicles is noted. The location where the cycle track joins with the laneway will be considered with regards to the use of the lane by vehicles. The traffic using the lane is thought to be low and cyclists will be given priority on the laneway with signage to indicate the presence of cyclists and designed to make cyclists as visible as possible. However, consideration will be given during the design stage as to the best route through the green space in consultation with dlr Parks.
2. The cycle lane will be a mandatory cycle lane which prohibits parking across it, and it will have red surfacing to highlight it. The detail of the Cycle lane yielding at the bus stop is in accordance with the National Cycle Manual for low frequency bus stop such as this one. The area will be considered during detailed design. There will be two options for turning right into Bird Avenue – an offroad cycle track through Rosemount Crescent to a proposed Toucan crossing or turning right with traffic.

## **2.7 SUBMISSION NO. 7 – OSSIAN SMYTH**

### **2.7.1 Submission by**

Ossian Smyth  
Secretary  
Dún Laoghaire Green Party

14<sup>th</sup> November 2012

By email

### **2.7.2 Specific Issues Raised**

1. “The Contraflow cycle lane on St Columbanus rd is welcome and should function successfully as the Blackrock Contraflow has done. Please ensure that any signalised crossing point for bicycles does not require the cyclists to press a button on the traffic light but instead works with a road sensor.”
2. Bicycles are not permitted on the Luas at present (unlike the Dart). This limits the usefulness of the proposed route. RPA/Veolia’s position against bicycles is in contrast with cities such as Bordeaux which operates the same model of trams yet permit off peak carriage of bicycles. The council could ask the NTA to request bicycle carriage on the Luas. The Luas operator should bear in mind that it’s contract is due for renewal shortly.
3. The Columbanus Rd/ Dundrum Rd involves a tight turn on a narrow footpath to be shared with pedestrians. This seems dangerous and unrealistic. Perhaps a route could be used through the car park connecting with the proposed crossing.

### **2.7.3 Response to Issues Raised**

1. Comment is noted. All signalised crossing on the scheme will be toucan crossings requiring a push button. Consideration to additional detection will be given during detailed design.
2. Comment is noted and will be forwarded to the RPA.
3. The car park is privately owned and is not suitable as a route for cyclists. The combined pedestrian/cycle path at the crossing will be widened to cater for both pedestrians and cyclists over the relatively short distance.

## **2.8 SUBMISSION NO. 8 – AIDAN WARD**

### **2.8.1 Submission by**

Aidan Ward

By email

14<sup>th</sup> November 2012

### **2.8.2 Specific Issues Raised**

1. "I live on Woodbine road and witness it's performance daily. Stillorgan Road is designated as the major road with traffic coming from Woodbine Road and the Belfield flyover having to give way. However most of the traffic coming through the junction approaches from the so called minor roads. I attach the results of a traffic count I carried out over half an hour on the afternoon of the 12<sup>th</sup> of November. During this time 258 vehicles passed through the junction, of which only 71, or 28% approached along Stillorgan road. 93 and 94, or 41% each, approached from the Belfield flyover and Woodbine road.

In addition, the two biggest individual movements are in conflict. 46 vehicles from the flyover went down Woodbine Road while 62 vehicles from Woodbine Road turned right onto Stillorgan Road (probably to access the flyover). By rights, the traffic coming off the flyover has the priority as it is going straight whereas the Woodbine Road is turning right. However, traffic coming off the flyover, faced with a Yield sign, frequently thinks that the Woodbine traffic has priority and therefore stops. This leads to a stand offs and is a potential source of danger.

I believe that the junction should be reorganised so that the major flows are better catered for. I enclose a sketch of a roundabout which could be easily accommodated and which could remove the conflict.

### **2.8.3 Response to Issues Raised**

1. The junction shall be assessed for it's suitability for a mini roundabout during the design stage.



## **2.9 SUBMISSION NO. 9– GLADYS VERSO**

### **2.9.1 Submission by**

Gladys Verso  
Gledswood Park  
Dundrum

7<sup>th</sup> November 2012

### **2.9.2 Specific Issues Raised**

1. "A load of 'hot air' about nothing! What a waste of money paying someone a nice fat fee drawing up 25 panels for something useless while locked bicycles are stolen at Luas stop in Windy Arbour etc. the money should be spent for more useful public problems e.g. Procuring more vehicles to suction mud and weeds out of drains on a regular basis to avoid 'lakes and ponds' which form after a little heavy rain.  
I could think of many more project for your 'Senior Engineer' which would benefit the public living in DLR but there's not enough room here!"

### **2.9.3 Response to Issues Raised**

1. The comment is noted. Facilities for bikes at the Luas station have been upgraded and include secure lockers stop.

## 2.10 SUBMISSION NO. 10– CLONSKEAGH RESIDENTS ASSOCIATION

### 2.10.1 Submission by

Clonskeagh Residents Association  
Bird Avenue  
Clonskeagh  
Dublin 14

15<sup>th</sup> November 2012

### 2.10.2 Specific Issues Raised

#### 1. "Observations on Maps DG106 and DG107 Gledswood Park

The Clonskeagh Residents Association note with interest plans to build out the footpath at four corners of the Gledswood Park intersection with the addition on new road markings. We understand that traffic counts and speeds have been made at this point. We had hoped for the construction of a roundabout on the style of those used along the seafront on Strand Road st Sandymount in the area of Dublin City Council, to slow down traffic substantially. We are prepared to accept the proposal to build out the footpaths which may have the affect of slowing car traffic to such ae extant that near-miss traffic crashes can be avoided.

Further observations on Gledswood park/Bird avenue Junction

The traffic island is there to force traffic to stay left at the junction. This was to protect cyclists turning south into Glesdwood Park from traffic drifting right onto the one way part of Bird Avenue. The squaring off at the green side may cause diffculty for Buses and other heavy long vehicles turning right.

Observations on Maps DG109 and DG110 Clonskeagh Road and Clonskeagh Wynsward Drive

We note with approval that a part of the cycle way will be on the grass opposite Rosemount Crescent. This may deter some of the illegal and persistent parking on the length of grass – a public amenity whose protection is not enforced by An Grada Siochana.

We are also pleased that the cottages in an arc formation on Clonskeagh Road will have a cycle path in front of them – rather than on the roadway – which will also prevent cluttering of parking I front of the houses.

General Observations

We are aware the Veolia has no proposals to allow bicycles on the Luas.

We are curious that at present there are only 44 bicycle parking slots available at Windy Arbour on the Columbanus side, including the sealed/for rent storage facilities. We are uncertain how safe it will be to leave bicycles unattended overnight in this location.

This new development is all the more surprising as Veolia Trasnport is one of the world leader in integrated transport and has developed Cyclobus, Veloway, Velhop and many more systems of bike safety, transport and solution across the

world, especially in France, making their Windy Arbour bicycle park look somewhat meagre in imagine, flair and design for the cyclist.

### **2.10.3 Response to Issues Raised**

1. The comments are noted. The speeds are low at Gledswood Park so a roundabout is not necessary.  
The traffic island and the build out at Bird Avenue will be considered during the design stage to consider the turning movements and safety for users including the traffic island.  
The RPA control the Luas and not Veolia. The RPA will be contacted regarding bikes on the Luas.

