

Dún Laoghaire – Rathdown County Council



**Luas to Dart via UCD
Cycle and Pedestrian Route**

October 2012

Luas to Dart via UCD Cycle and Pedestrian Route Public Consultation Report

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1 INTRODUCTION

This cycle and pedestrian route was identified as part of the Dún Laoghaire - Rathdown (DLR) Cycle Network Study Report 2012. The route will connect UCD to Windy Arbour Luas Stop and UCD to Booterstown Dart Station. It crosses radial cycle routes such as the N11 and the Rock Road, and incorporates part of the Clonskeagh Road to Roebuck Road radial cycle route.

The provision of this cycle/pedestrian route accords with the sustainable travel policies in the DLR Development plan, the principles of Smarter Travel Policy, the objectives of the National Cycle Policy Framework, the DLR Cycling Policy and the NTA 2030 Vision. Relevant extracts from these policy framework documents are contained in Appendix A.

The route has been designed in accordance with the National Cycle Manual 2011. It aims to encourage more users to take public transport and to walk/cycle to UCD. The RPA at Windy Arbour Luas Stop and Irish Rail at Booterstown Dart Station are providing cycle parking to facilitate the use of this route by cyclists.

The route aims to provide a Quality of Service Level B in accordance with the National Cycle Manual.

The Quality of Service (QoS) measures to what degree the needs of the cyclists are met. It takes account of:

- Pavement Quality;
- Number of adjacent cyclists – QoS B requires sufficient space for a cyclist and overtaking cyclists;
- Number of Conflicts – number of potential interruptions to a cyclists (driveways, bus stops, side roads, junctions, pedestrian crossings);
- Journey time delay – measure of actual time delay at junctions as a percentage of the overall journey time;
- HCV influence - is a measure of the number of HGVs and buses adjacent to cyclist as a percentage of the total traffic during peak hours.

1.1 PROPOSED ROUTE

The proposed route is as follows:

- From Windy Arbour Luas Stop the route travels along St Columbanus Road (with a contra flow cycle lane being provided for cyclists travelling towards the Luas Stop on the one way section) towards Dundrum Road
- The route crosses over Dundrum Road at a proposed new toucan crossing with the existing pedestrian crossing being decommissioned
- A new shared cycle/pedestrian way will go through the green area beside Mulvey Park bringing cyclists out into Mulvey Park
- The route continues through Mulvey Park, Beechmount Drive and Gledswood Park. Traffic volumes and speeds are sufficiently low enough that cyclists will be able to use the existing road with no alterations to existing layout or parking
- For cyclists heading towards UCD, the route will exit Gledswood Park onto Bird Avenue and onto Clonskeagh Road and then into Wynnsward Drive. The existing cycle facilities along Clonskeagh Road will be widened and improved. Cyclists heading from UCD will travel along Clonskeagh Road and turn right onto Gledswood Drive with facilities for right turning cyclists provided
- Once through UCD, cyclists heading towards the Dart station will exit at the main UCD entrance/exit at the Belfield flyover. The route crosses over the Belfield flyover and turns onto the slip road.
- The route continues into Woodbine Road, Trimleston Park and Trimleston Avenue. The traffic speeds and volumes along here are sufficiently low enough that cycle lanes will not be necessary and the cyclists can use the traffic lanes so that there will be no alterations to the existing layouts
- The route then joins the Rock Road and continues as far as Booterstown Dart Station which will provide further links to Blackrock Park and onto Dún Laoghaire and Dalkey

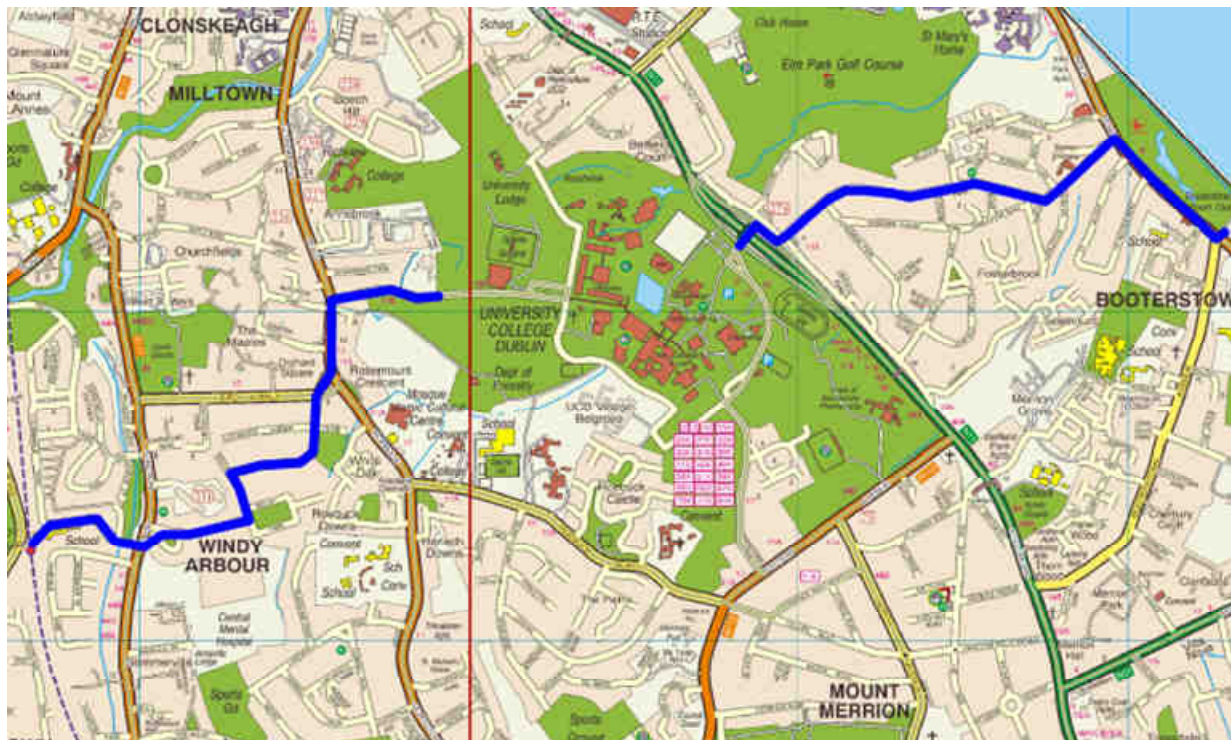


Fig 1 Proposed Route

1.2 BENEFITS OF THE SCHEME

The scheme will improve cycle and pedestrian access between the Luas and UCD and the Dart and UCD and aims to encourage students to use public transport instead of driving. This cycle route will also link up with other routes identified as part of the Dún Laoghaire - Rathdown Cycle Network Study Report 2012 including:

- Booterstown to Dalkey Off road cycle route
- Windy Arbour to Blackrock Link
- N11 Radial Route
- Dún Laoghaire Radial Route

This route will provide a link into the following residential areas:

St Columbanus Road

Mulvey Park

Beechmount Drive

Gledswood Drive/Park/Close

Bird Avenue

Roebuck Road/ Crescent

Clonskeagh Road

Wynnsward Drive

UCD student accommodation

Woodbine Road/Avenue

Trimleston Avenue/Park/ Gardens

Boosterstown Avenue

It will provide an alternative route to link with the wider public transport services including:

Windy Arbour Luas Stop

Boosterstown Dart Station

Dublin Bus Routes – 4, 7, 7B,7D, 8, 11, 17, 44, 46A, 47, 61, 84X, 116, 14

2 SCHEME DETAILS

The following descriptions detail the sections of the route and the particular issues to be addressed:

2.1 SECTION: ST COLUMBANUS ROAD

There are currently no existing cycle facilities along this stretch. It is proposed in the one way section of St Columbanus Road to provide a contra flow cycle track for cyclists heading towards the Luas with cyclists heading away from the Luas sharing the road space with traffic. Kerbs on both sides will be altered with the footways narrowed (keeping a minimum 1.5m width both sides) which will require utility and pole relocation. A yellow edge of carriageway line will be provided on the residential side of the road which will allow for parking that is off the carriageway and not interfering with footpaths (similar to nearby St Gall Gardens South).



Existing layout St. Columbanus Road



Example of contra flow cycle lane from Blackrock, Co. Dublin

Beyond the one way section, it is envisaged that the existing layout on will remain as it with some signage highlighting the route.

2.2 SECTION: DUNDRUM ROAD

There are no existing cycle facilities along this stretch of the Dundrum Road. As the aim is to facilitate cycle and pedestrian crossing the road here it is of little benefit to bring cyclists onto Dundrum road which has high traffic volumes. It is therefore being proposed to have a wide shared cycle/pedestrian space at/near the junction of St Columbanus Road with Dundrum Road. Cyclists coming from St Columbanus Road will ramp up to the widened share space and cross at a new toucan crossing.



Exit at St Columbanus Road, cyclist will ramp up here to proposed shared space

The location of the proposed toucan crossing will be close to St Columbanus Road and will replace the existing pedestrian crossing. This will require the entrance to the carpark near St Columbanus Road to be closed.



New crossing location, carpark entrance to be closed



Cycle/pedestrian route through green area

The Southbound bus stop on Dundrum Road across from St Columbanus Road will also be moved away from the junction. Once across Dundrum Road, cyclists and pedestrians will travel along a new shared space through the green space adjacent to Mulvey Park and out onto Mulvey Park.



Proposed route connecting St Columbanus Road with Mulvey Park

2.3 SECTION: MULVEY PARK, BEECHMOUNT DRIVE AND GLEDSDOOD PARK

The traffic speeds and volumes through here will be low enough that no alterations to the existing layout will be required (to be verified by traffic counts). Some signage will be installed to show the route. There will be some road markings put down at the junction of Beechmount Drive/Gledswood Park to show the through route and some kerb build outs at Gledswood Drive/Park/Close to improve crossing facilities for pedestrians.



Existing layout Mulvey Park, no alterations



Road marking to be provided to show route priority

2.4 SECTION: BIRD AVENUE, CLONSKEAGH ROAD, ROEBUCK ROAD

The cycle/pedestrian route will exit Gledswood Drive and head onto Bird Avenue. To facilitate cyclists and pedestrians crossing here there will be some footway build outs as the area is quite wide in places. Cyclists heading towards UCD will use the cycleway slip onto Clonskeagh Road. The existing cycle facilities along here are below those specified in the National Cycle Manual 2011. The cycle lanes will be widened to 2m which will allow for cyclists to overtake each other. The crossing at UCD will be upgraded to a toucan crossing to allow for cyclists to make the right turn into UCD.



Gledswood Park – Bird Avenue, kerb build out to improve crossing for pedestrians and cyclists



Existing cycle lanes (1.2m) on Clonskeagh Rd to be widened to 2m

Cyclists coming from UCD will join a 2m wide raised cycle lane (50mm raised from road level). There will also be alterations to footways and kerbs. To aid cyclists turning right from Roebuck Road into Gledswood Drive and avoid cyclists trying to cross into the right turning traffic lane, there will be a cycle/pedestrian route through Rosemount Crescent that will link up with at the location of existing signal controlled crossing location (which will be upgraded to a toucan crossing). The route will be selected to have no interference with existing trees.



Proposed route for right turning cyclists

2.5 SECTION: BELFIELD OVERPASS BETWEEN UCD AND WOODBINE ROAD

The route travels through UCD to the Belfield Overpass. The existing cycle lanes on the overpass will be widened to a suitable width as per the National Cycle Manual. The off road cycle track on the approach from the N11 heading south will be dropped to road level so that it is on road when it reaches the junction with the overpass. This will facilitate for cyclists turning right and heading towards Woodbine Road.



Cycle track to be dropped to road level

The existing arrangement of cycle tracks and footways will be changed as currently pedestrians walk along the cycle tracks when heading towards the bus stop.



Existing arrangement means pedestrians have to walk on cycle tracks to get to bus stop

The cycle route heading towards Woodbine road will be dropped to road level and will turn left with the traffic. The footway will continue straight towards the bus stop. Cyclists heading along the N11 cycle route will be facilitated by a new arrangement at the bus stop whereby the cycle track will go around behind the bus stop so cyclists aren't in conflict with or having to yield to buses.



Cyclists will be at road level and will turn left with traffic towards Woodbine Road



Similar cycle lane arrangement as to that proposed at UCD bus stop

For cyclists coming from Woodbine Road to UCD, the existing cycletrack will be widened and will continue as far as the toucan crossing for cyclists to head over the overpass. To facilitate this, the existing contra flow cycle track which comes from

Fosterbrook, will be dropped to road level before the junction as cars yielding have to wait on the cycle lane in the current arrangement, which interrupts the continuity of the cycle facility. This will give priority to cyclists and allow for cyclists coming from Woodbine Road to join the cycle lane without interruption.



Cycle lane to be brought on road and in front of junction

2.6 SECTION: WOODBINE ROAD – TRIMLESTON PARK – TRIMLESTON AVENUE

The traffic volumes and speeds will be low enough through here so cycle lanes will not be necessary and cyclists will travel with the traffic and so no alterations to the existing layout are proposed. Road markings and signage will be used to mark the route.



No changes to Woodbine Park

2.7 SECTION: ROCK ROAD

The route will join Trimleston Avenue to Booterstown Dart Station via the Rock Road. Heading along the Rock road towards the Dart station, there is currently an advisory cycle lane and bus lane of insufficient width. A 2m wide, 50mm raised cycle lane will be installed along this side of the Rock Road by reducing the footway (minimum footway of 1.8m to remain). This will give a clear space for cyclists and buses and enough space for overtaking cyclists on the cycle lane.



Existing cycle lane and bus lane – insufficient widths

For cyclists heading from the Dart station towards Trimleston Avenue, the cycle lane will be widened to 2m. This will have no effect on the current parking arrangement on this side of the Rock Road which will remain as is but will result in carriageway lane narrowing (min 3m lanes).



Existing cycle lane to be widened, parking to remain unaltered

2.8 SIGNAGE

The entire route will be signed for both pedestrians and cyclists to show the direction of the route and estimated cycle and pedestrian travel times.



Signage to be used along route

3 SUBMISSIONS

Drawings showing the route are currently available for viewing on the Councils website at www.dlrccoco.ie . Alternatively, the drawings may be inspected during normal office hours at the Council Offices, Dundrum Office Park, Main Street, Dundrum or at Dún Laoghaire – Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin

Submissions and observations may be made in writing to:

Senior Traffic Engineer,
Transport Department,
County Hall,
Marine Road,
Dún Laoghaire,
Co. Dublin.

on or before 12.00 noon on Monday the 12th of November 2012

Submissions should be headed:

“Luas to Dart via UCD Cycle and Pedestrian route.”

All comments, including names and addresses of those making comments, submitted to the Council in regard to this scheme will form part of a report to be presented to the Councillors at the Local Area Committee Meetings. Accordingly they will also be included in the minutes of that meeting and may appear in the public domain.

APPENDIX A

PROJECT INTEGRATION WITH POLICY OBJECTIVES

DLR County Development Plan 2010-2016

Section 12.1 Sustainable Travel

12.1.1 Policy T1: Integration of Land Use and Policies

It is Council policy to support sustainable modes of transport and that land use and zoning are fully integrated with development of high quality transportation systems.

12.1.12 Policy T12: Cycling and Walking

It is Council policy to promote and encourage more healthy sustainable environmentally friendly forms of transportation such as walking and to make the footway network accessible for all.

Cycle Network Review

Dún Laoghaire-Rathdown Transportation Department has carried out a review of its cycle network throughout the County. This review assessed the existing cycle facilities and proposed improvements to the network. This scheme ties into the measures proposed in the network assessment.

Smarter Travel

The provision of this route is consistent with the principles of the Governments Smarter Travel policy document, which supports the promotion of cycling as a viable mode of transportation and encouragement of a modal split towards cycling.

National Cycle Policy Framework

Objective 2: Ensure that the urban road infrastructure (with the exception of motorways) is designed / retrofitted so as to be cyclist- friendly and that traffic management measures are also cyclist friendly.

Objective 8: Ensure proper integration between cycling and public transport.

DLR Cycling Policy

CP 1.3 Cycling and existing developments

Undertake retro-fit projects within existing urban areas and developments, both residential and commercial, to create cycle friendly permeable routes that are attractive to cyclists of all ages and abilities.

DLR Corporate Plan

Objective 1: Continuous Evaluation and Improvement of our Services and Infrastructure.

NTA 2030 Vision

Measure WCY 3:

Reconfigurations to street space including widening of footpaths and rationalisation of street furniture, poles and signs, and removal of redundant poles, signs or other clutter in Dublin city centre and other town centres and their approaches, to allow for easier people movement, to enhance the quality of the urban realm and to provide more space for people on foot, seating, planting and cycle parking as appropriate; To ensure that local authorities develop streetscape design and maintenance guidelines for town centres, historic areas, areas of civic importance and elsewhere, as required, and that streetscape interventions are audited for compliance with the relevant guidelines; and Improvements to walking and cycling routes approaching town centres, public spaces and areas of civic importance

Measure WCY 5:

The provision of footpaths on both sides of roads and streets in built up areas, except in exceptional circumstances; The widening of existing footpaths, where these are too narrow to comfortably and safely cater for pedestrians wishing to use them, including wheelchair users and those with buggies or prams; The maintenance of footpaths to a good standard, and where appropriate the upgrade of footpath surfaces with higher quality materials; and Audits of existing footpaths, identifying existing constraints and

barriers to pedestrian movement such as redundant poles, signage, guardrails or telephone kiosks followed by removal or relocation of barriers or clutter where appropriate.

Measure WCY 6:

The provision of tactile paving and the raising of carriageways or lowering of kerbs at pedestrian crossing points to assist mobility impaired people and those with buggies or prams; Revisions in junction layouts where appropriate, to reduce pedestrian crossing distances, provide more direct pedestrian routes and reduce the speed of turning traffic; The provision of zebra crossing points or pedestrian signals on all junction arms, at junctions where it is likely to be beneficial to pedestrian safety or convenience, starting with junctions on major roads and with higher pedestrian numbers; The adjusting of traffic signal controls where appropriate to reduce the wait time for pedestrians in town centres and other built up areas or to increase the crossing time allocated to pedestrians; and Additional pedestrian crossing points away from junctions, with greater use of zebra crossing facilities or rapid response pedestrian signal facilities.

Measure WCY 11:

Target measures to improve the cycling environment in areas where there is the greatest potential for trips in cycling distance range. These areas will include Dublin city centre, the Metropolitan Designated Towns, Hinterland Designated Towns, and their approaches; Seek the provision of high quality cycling corridors, in and on the key radial approaches to Dublin city centre and Metropolitan Designated Town centres; and Place an emphasis on improving the cycling environment in town centres and their inner approaches before other areas of the network.

Measure WCY 12:

The Authority will seek the introduction of measures to improve the cycling environment in targeted areas; such measures will include: Lower speed limits in centres, residential areas and in built up areas (see Sections 9.2 and 9.3);

Reductions in motorised traffic in central areas (see Section 9.2); Improving cyclist priority and safety at junctions; Providing high quality segregated cycle lanes, or off road cycle tracks, where speeds or volumes of traffic remain high; Providing more direct routes for cyclists, including the introduction of cycle contra flow lanes on one-way streets, and the creation of new pedestrian and cycle only links where appropriate; and Traffic signal control adjustments at junctions to reduce average wait time (this also benefits pedestrians – see section 9.4.2).