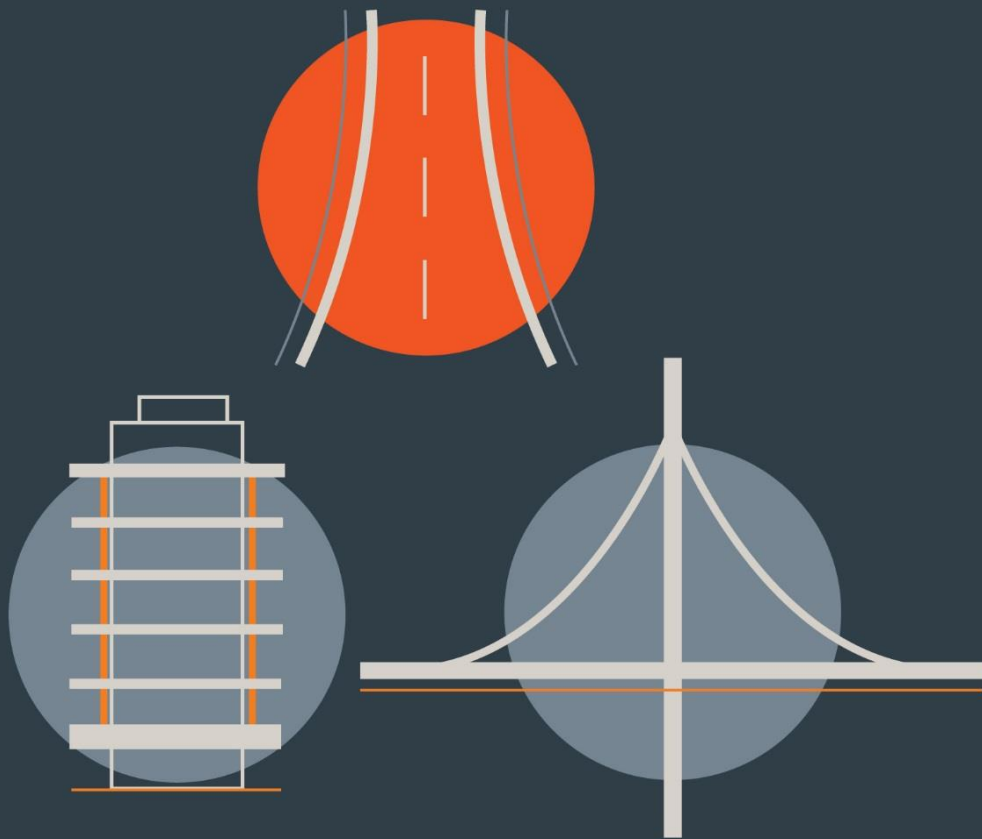


TRANSPORTATION



Document Control

Job Title: Wellington Lane Walking and Cycling Scheme

Job Number: P180201

Report Ref: P180201-DBFL-RP-0004

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Reviewed by: Robert Kelly

Date: August 2022

Distribution: Client

Revision	Issue Date	Description	Prepared	Reviewed	Approved
Draft	22.02.2022	Client Review	JLH	RJK	RJK
Final Draft	11.03.2022	Client Review	JLH	RJK	RJK
Final	16.08.2022	Client Review	JLH	RJK	RJK

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EXECUTIVE SUMMARY

DBFL Consulting Engineers are currently engaged by South Dublin County Council for the development of the Wellington Lane Walking and Cycling Scheme located in Templeogue, Dublin 6. The scheme aims to deliver an upgrade in walking and cycling facilities along its length.

After a substantial engagement process over the past three years including a pre-design non-statutory public consultation held in 2019, the scheme is currently at Preliminary Design Stage. During the Covid-19 Pandemic, temporary improvement measures were introduced through the Wellington Lane and Wellington Road area as part of the Covid-19 cycle safety response. These included providing on road cycle lanes that are protected with bollards. Temporary improvement measures were also implemented at the Orwell Roundabout and Templeville Roundabout.

It was decided that, prior to commencing the formal planning process, a second non-statutory consultation would be held to invite feedback on the emerging preferred design. This would give relevant stakeholders and interested parties the opportunity to review documents and drawings relevant to the scheme and provide feedback on these for further consideration by the council and design team.

A total of 84 submissions were received relating to the design of the scheme. Submissions were received from the following stakeholders:

- General Public (mostly residents)
- Riverview Educate Together NS Board of Management
- D12 Bike Bus;
- St Judes GAA Club;
- An Elected Representative;
- Dublin Cycle Campaign;
- Orwell Residents Association;
- Records Residents Association;
- WORK Residents Association.

These submissions were reviewed in detail and categorised into 8 different themes. All submission queries and comments have been addressed in detail within this report with a summary of this outlined in the Table below.



Submission Theme	Main Comments/Concerns	Response Provided
<p>Safety/Traffic Capacity</p>	<p>The main comments and concerns emerging in relation to safety and traffic capacity were the reduction of the road width along the scheme, the lack of right turning flare lanes at junctions as well as the potential for rat running through quiet residential streets.</p> <p>There were also concerns in relation to the additional volume of traffic that this scheme will produce and the increase in emissions as a result.</p>	<p>This scheme has been designed in accordance with National, Regional and Local policy and design standards. Within the DMURS guidance, a reduction of road carriageway is one of the most effective ways to reduce traffic speeds and create a calm road environment which will increase safety for all road users, in particular, vulnerable road users.</p> <p>In order to provide improved, safe and segregated facilities for pedestrians and cyclists, it was not possible to increase the number of traffic lanes at some junctions along the route.</p> <p>Traffic levels and routes will be monitored and should rat running become an issue, mitigation measures, such as filtered permeability, may be considered to alleviate this.</p> <p>This scheme aims to provide for an improvement to sustainable forms of travel including walking, cycling and public transport. The overall aim of the scheme is to therefore reduce private car travel within the area which will reduce emissions in accordance with National Policy.</p>
<p>Cycle Facility Design</p>	<p>There were a number of submissions received in relation to the design of the cycle facilities along the route. These included design queries for the two way cycle track along Wellington Lane as well as the need for full segregation of the cycle tracks with grass verges where possible.</p> <p>There were also comments in relation to the need for the scheme along Rossmore Road and Limekiln Road, with some submissions requesting an extension of the scheme to Templeogue Woods.</p>	<p>A two way cycle track is proposed along the western side of Wellington Lane in order to accommodate improved access for cyclists to the many amenities located along this side of the road.</p> <p>The design and direction of the cycle tracks are in accordance with the National Cycle Manual. A separate raised adjacent cycle track is also proposed on the eastern side of the road in order to accommodate eastbound cyclists that are commuting straight through the route rather than to the schools/sports clubs on the western side of the road.</p> <p>It was considered a priority to provide cycle links to the schools located along Rossmore Road and Limekiln Road. The Safe Routes to School is a key programme launched by the NTA and Green Schools which aims to improve safety and encourage uptake in sustainable modes of travel in and around schools within Ireland. The design measures along Rossmore Road and Limekiln Road will align with this programme and provide improved routes for children travelling to and from school.</p>



		<p>In relation to extending the scheme, it is now proposed to extend the scheme from Orwell Road to Templeogue Woods , including the residential roundabout of Templeogue Woods/Domville Road.</p>
<p>Whitehall Road</p>	<p>There were a number of submissions received in relation to the proposed cycle facilities along Whitehall Road and the implementation of bollards along the cycle lanes.</p> <p>Many residents were concerned that the bollards would reduce traffic capacity along the road, would reduce visibility for accessing and egressing their driveway and would also remove existing on street parking along the road.</p> <p>Many residents queried the need for the scheme and suggested alternative routes to Whitehall Road.</p>	<p>Following on from the extensive feedback received from the Non-Statutory Public Consultation regarding the inclusion of bollards along Whitehall Road, a design review was undertaken along this section to explore an alternative design for cycle facilities that do not include the use of bollards.</p> <p>A two-way cycle track is now proposed to be located on the northern side of Whitehall Road. The road carriageway width will be reduced to a consistent 6m along its length, with the remaining space allocated to the two-way cycle facility.</p> <p>This scheme provides much needed facilities for both pedestrians and cyclists and will provide improved safety measures for school children to the number of the schools within the area.</p>
<p>Bus Stop Improvements</p>	<p>There were a number of submissions received in relation to the proposed bus stops along the scheme. These included design aspects such as providing lay by bus stops, as well as proposed new bus stop locations to encourage uptake to public transport.</p> <p>There were a few submissions that queried the retention of some bus stops as per the existing scenario which were not shown on the drawings.</p>	<p>Bus stops along the route have been upgraded where feasible and designed to the current NTA BusConnects Design Guidance which provides in – line bus stops rather than lay-by bus stops. Lay-by bus stops create difficulties for buses trying to emerge back into the road carriageway, resulting in bus journey delays.</p> <p>No bus stops are proposed to be removed or relocated as part of this scheme. A number of bus stops were omitted from the drawings, these included bus stop numbers 1095 (Wellington Road), 1111 (Limekiln Drive), 1100 (Osprey Road) & 1099 (Osprey Road). The drawings have been updated to include these bus stops within the design.</p>
<p>Junction Operation</p>	<p>There were a number of submissions in relation to the operation of the proposed junctions along the route, in particular, the Templeville and Orwell junctions.</p> <p>Some submissions referenced the existing traffic issues experienced by the current temporary measures in place at the junctions.</p>	<p>The current trial measures at the Templeville and Orwell Roundabouts are a temporary measure and will be removed in place of this permanent scheme.</p> <p>The Templeville Road junction will incorporate a cycle protected signal controlled junction. Cyclists travelling on road through the junction will abide by the traffic signals and will travel left, straight and right as their cycle signal permits within the traffic staging plan. Traffic analysis was undertaken at the options stage as well as the emerging preferred stage for this junction. The results indicate</p>



	<p>Many submissions provided positive feedback for the proposed measures at the Orwell Roundabout and highlighted the positive outcomes for this Dutch style roundabout. There were some queries in relation to how the cyclists will travel through the Templeville Road junction.</p> <p>Some submissions queried the need for the shared space and toucan crossings at the Templeville Road junction. Other submissions had concerns that the installation of traffic lights at this junction may lead to increase in traffic delays.</p>	<p>that while some traffic delays would be inevitable due to the volume of traffic using this junction, the delays were less severe than other options and provided a more balanced approach on all arms rather than significant delays on one or two arms only, as was apparent in other options.</p> <p>It is noted that the overall operation of a proposed junction in this location may result in higher delays than the original roundabout layout due to allocation of time within the junction for vulnerable road users, which is not allocated for in the current scenario.</p>
<p>Tree Retention</p>	<p>The main concerns that emerged from the submissions in relation to trees along the route, were the requests to retain the trees along Limekiln Road and Whitehall Road.</p>	<p>With regard to the existing trees along Limekiln Road, these will be reviewed again prior to finalisation of the scheme design. It is understood the loss of trees along this section would have an environmental impact. The design team are considering alternative designs so as to avoid removing as many trees as possible along this section of the scheme.</p> <p>With regard to the existing trees along Whitehall Road, it is noted that the Arborist Impact drawing shows some trees to be removed along Whitehall Road due to construction of the scheme. This was a discrepancy within the drawings. The trees are to be retained along Whitehall Road as we are not impeding into the footpath along this section. The arborist drawings have been updated to reflect this prior to finalisation of the scheme with as many trees retained along this section as possible.</p>
<p>Parking</p>	<p>There were concerns in relation to the existing parking outside the shops area on Whitehall Road. These concerns varied from potential loss of earnings due to reduction of parking to parking being offset to other residential streets as a result.</p>	<p>The existing parking area outside the Pines Pub is unchanged from its permitted layout. In order to provide an adequate footpath that will not be overrun or blocked by vehicles, as it currently is, the footpath has been extended out from the existing kerbline. The parking within the shops area is unchanged with dropped kerbs maintained to what is currently provided.</p> <p>The parking to the east of the shops area, east of the Whitehall Park/Wellington Road junction, has been altered. The existing perpendicular parking spaces were deemed unsafe with visibility poor on exiting from these spaces. These spaces have been replaced with four parallel parking spaces.</p>



There were also concerns in relation to removing some of the existing perpendicular parking to the east of the shops area and providing reduced number of parallel parking spaces.

Some submissions noted the increase in parking in their area at school drop off and collection, in particular, Osprey Road and Kennington where the back entrance of MacDara’s school is located.

Some submissions noted the requirement to maintain parking outside schools for school drop off and collection.

Parallel spaces provide for a safer manoeuvre into and out of these spaces. This also allows for the footpath to be increased through this section with public realm features to enhance the area.

The previous parking outside MacDara’s school presented a dangerous scenario for pupils travelling to and from the school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure.

It has been proposed by the owners of the Spawell Car Park, that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to all three schools within this location (Mac Dara’s, Bishop Galvin and Bishop Shanahan). This would also address the existing parking within residential estates. It is also proposed to utilise the car park within Tymon Park along Limekiln Road that would provide a park and stride for pupils of Riverview Educate Together school.

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1. INTRODUCTION

DBFL Consulting Engineers are currently engaged by South Dublin County Council for the development of the Wellington Lane Walking and Cycling Scheme located in Templeogue, Dublin 6. The scheme, which the main route extends from the Spawell Roundabout and runs along Wellington Lane, Wellington Road and Whitehall Road, aims to deliver an upgrade in walking and cycling facilities along its length. The main scheme route was also extended during the development of this project to include Rossmore Road, Orwell Road and Limekiln Road in order to connect to the various schools in these locations.

After a substantial engagement process over the past three years including a pre-design non-statutory public consultation held in 2019, the scheme is currently at Preliminary Design stage. During the Covid-19 Pandemic, temporary improvement measures were introduced through the Wellington Lane and Wellington Road area as part of the Covid-19 cycle safety response. These included providing on road cycle lanes that are protected with bollards. Temporary improvement measures were also implemented at the Orwell Roundabout and Templeville Roundabout. These improvement measures included providing pedestrian crossings in the form of zebra crossings on all arms of the roundabouts as well as dedicated space for cyclists within the road carriageway that was separated via bollards. These bollards guided cyclists through the roundabout and up to the zebra crossings on each arm.

It was decided that prior to commencing the formal planning process, a second non-statutory consultation would be held to invite feedback on the emerging preferred design. This would give relevant stakeholders and interested parties the opportunity to review documents and drawings relevant to the scheme and provide feedback on these for further consideration by the council and design team.

The Non – Statutory Consultation commenced on the 14th December 2021. The consultation ran for a 7 week period and closed on the 31st January 2022.

A total of 84 submissions were received relating to the design of the scheme. These consisted mainly of residents living along and within close proximity of the route. There were also submissions received from the various residents associations within Templeogue including WORK, Recorder and OPTRA. Submissions were also received from the Dublin Cycling Campaign, St Jude’s GAA as well as the D12 Bike Bus group. An elected representative for the area also made a submission in relation to the scheme.

In terms of the structure for this report, Section 2 details the methodology for receiving and processing the submissions, Section 3 provides details and responses for the submissions sent in on this scheme. Section 3 also provides details on the external submissions received from various residents associations and public body groups. Section 4 outlines a summary of the results from the online survey questionnaire with Section 5 providing a summary and conclusion of this report.

2. METHODOLOGY

Upon receiving the submissions, they were filed and referenced according to the name of the resident/submission. Following this, the submissions were read and the issues raised were recorded. Each submission was given a reference number with names and addresses removed for privacy of information.



3. SUBMISSIONS RECEIVED

There were a number of comments/concerns raised in relation to the scheme. These comments were reviewed in detail by the design team and were categorised into general themes. The main themes that emerged from the submissions were the following:

- Safety/Traffic Capacity;
- Cycle Facility Design;
- Whitehall Road;
- Bus Stop Improvements;
- Junction Operation;
- Tree Retention;
- Parking; and
- Other

The number of submissions received under each theme is presented in the bar chart in Figure 3.1.

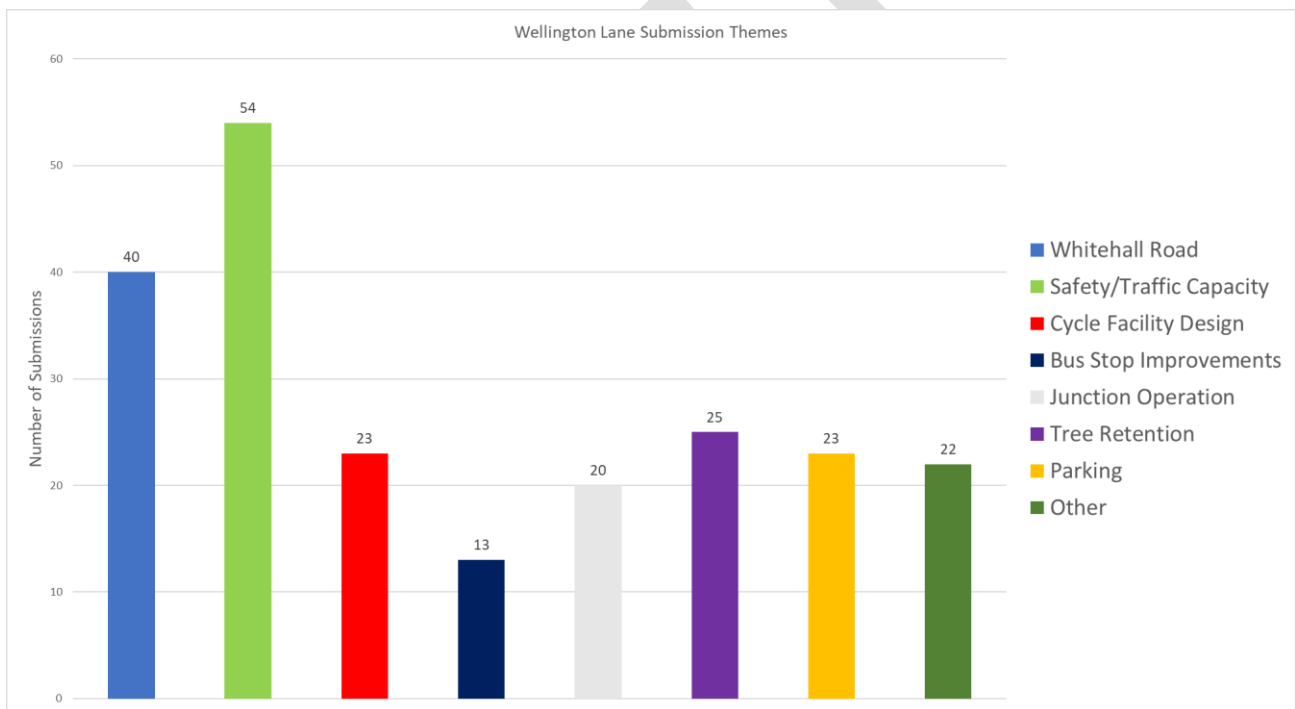


Figure 3-1: Wellington Lane Submissions Received

It is noted that the majority of submissions received covered multiple themes. Safety and Traffic Capacity were closely linked within the submissions, therefore, these were combined into the one theme. The submissions for Whitehall Road also included a number of additional themes including Safety & Traffic Capacity, Parking and Tree Retention.

It is noted that the specific details of each resident are not disclosed within this report and each submission made has been allocated a reference number.

There were a number of separate submissions made by various public groups/bodies. These included the following and are addressed in **Section 3.2**:

- Riverview Educate Together NS Board of Management
- D12 Bike Bus;



- St Judes GAA Club;
- An Elected Representative;
- Dublin Cycle Campaign;
- Orwell Residents Association;
- Recorders Residents Association;
- WORK Residents Association.

3.1. GENERAL COMMENTS

Set out below are the general comments/concerns that have been referenced in a number of the submissions as well as a response to these comments. **Appendix A** of this report outlines a submissions matrix that cross references each submissions' comments/concerns against each general comment below in order to ensure that all comments and queries have been addressed.

- I. **Safety / Traffic Capacity: (Submission Reference: SD-C211-1, 5, 11, 12, 15, 18, 19, 20, 23, 26, 29, 30, 31, 32, 33, 34, 36, 37, 39, 41, 42, 43, 44, 45, 49, 50, 51, 52, 54, 55, 56, 57, 58, 59, 62, 63, 64, 65, 66, 68, 69, 71, 71app, 72, 73, 75, 75, 76, 77, 78, 79, 80, 82, 83)**

There were a number of submissions received in relation to the safety of the scheme due to the reduction of road width. There were also concerns in relation to increased rat running along more residential streets to avoid the main Wellington route. Some submissions queried the lack of right turning flare lanes, in particular, at the Rossmore Road junction, which would lead to increased traffic delays. There were also concerns of disruption to traffic and utility services during the construction stage of the scheme.

The Wellington Lane Walking and Cycling Scheme has been designed in accordance with National, Regional and Local policy and design standards. The Design Manual for Urban Roads and Streets (DMURS) was utilised for the design of the scheme measures. This design guidance outlines the requirement to improve urban areas for pedestrian and cycle mobility and reduce overall car use. This guidance sets out a user hierarchy which places pedestrians at the top, then cyclists, public transport and finally private cars. The guidance outlines that a reduction of road carriageway is one of the most effective ways to reduce traffic speeds and create a calm road environment which will increase safety for all road users, in particular, vulnerable road users. The preferred range for arterial and link streets within the design guidance is 2.75m to 3.5m lane widths. The lane width for the Wellington Lane scheme is designed at 3m consistently over the majority of the scheme which equates to a 6m road carriageway width.

In order to provide improved, safe and segregated facilities for pedestrians and cyclists, it was not possible to increase the number of traffic lanes at some junctions along the route. Therefore, a right turning lane at the Rossmore Road junction was not provided. This junction is proposed to be signal controlled and will allow time for right turning vehicles to access Rossmore Road.

It is inevitable that some disruption to traffic will occur during road construction of schemes. This disruption will be temporary and will be managed accordingly to reduce the impact on road traffic.

Responses to some of the comments made in submissions provided in relation to safety and traffic capacity along the scheme are provided below.



Submission: Some submissions had concerns with the potential for an increase in traffic delays, in particular, at the Wellington Lane/Rossmore Road junction as there are no provisions for a right turn lane into Rossmore Road.

Response: It is noted that there is no current provision for a right turn lane into Rossmore Road. Straight ahead traffic can currently pass right turning traffic waiting within the junction, however, this does back up when there is more than one or two vehicles waiting. It is proposed to signalise this junction to allow for better movement for all road users, in particular, the bus movement that exits right out of Rossmore Road. Upgraded crossings will also be provided on all arms of the junction as well as cycle facilities. There is not sufficient space for the inclusion of a dedicated right turning lane. The signal control within the junction will allow for better movement of traffic phases through the junction.

Submission: There were some concerns with increased rat running into residential estates to avoid the traffic along the main Wellington Route.

Response: Rat running is unfortunately an existing issue along this route. The provision of the temporary facilities, in particular at the Templeville Roundabout, may have exacerbated this. With the removal of the roundabout and inclusion of a signal-controlled junction, traffic management will be improved along the route. Traffic levels and routes will be monitored and should rat running become an issue, mitigation measures, such as filtered permeability, may be considered to alleviate this.

Submission: There were concerns with the reduced width of the road and suggested ramps as an alternative for traffic calming.

Response: The width of the road has been designed in accordance with current design standards (Design Manual for Urban Roads and Streets DMURS). This document outlines that a 6m road carriageway is one of the more effective measures for traffic calming. The use of ramps would slow vehicles locally, however, would not provide a consistent traffic calmed road over its length.

Submission: Some submissions were concerned that reducing the road width would impact on access for emergency services, in particular, along Whitehall Road.

Response: The road carriageway has been designed at 6m width. This allows for access by emergency services through the route. For the section along Whitehall Road, the road width will be maintained at 6m consistently. The scheme along Whitehall Road has been updated since the Non-Statutory Consultation to remove the bollards along this section. This will give emergency services space to overtake vehicles along the route if required.

Submission: There were concerns with residents backing out of their driveway and hitting passing cyclists on the cycle facilities (Limekiln Road).

Response: Cycle facilities are provided in urban locations that travel along driveways. These are developed and designed to the current National Cycle Manual design standards.

Submission: There were comments with regard to the poor performance and capacity for the existing Templeville Roundabout with the trial measures in place.

Response: The trial measures at the Templeville Roundabout are a temporary solution to provide immediate safety measures for cyclists and pedestrians travelling through this roundabout. These measures were much needed at this roundabout based on past serious collisions, one of which resulted in a cycle fatality. The permanent scheme will remove the roundabout and provide a cycle protected signalised junction which will provide improved, safe movements for all road users.



Submission: Some submissions noted the disruption to traffic/residents and utility services during construction.

Response: There will inevitably be disruption to traffic and residents during the construction stage, as with all road schemes that take place. This disruption will be temporary and will be managed accordingly. There will be a requirement to relocate some utility services, including lighting and ESB poles etc.

Submission: One submission suggested road widening as the scheme was not safe for road users.

Response: The route proposes a 6m road carriageway with dedicated cycle and pedestrian facilities and does not require road widening.

Submission: A number of submissions noted the requirement for a crossing point from Orwell Road to Rossmore Road at the priority junction.

Response: Following the non-statutory consultation and the feedback received on this submission, the Orwell Road / Rossmore Road junction has been updated to a cycle protected signal controlled junction with signalised crossings provided for pedestrians on all arms of the junction.

II. **Cycle Facility Design: (Submission Reference: SD-C211-1, 5, 10, 11, 15, 16, 20, 21, 28, 30, 31, 43, 49, 61, 68, 70, 71, 72, 73, 75, 80, 83)**

There were a number of submissions received in relation to the design of the cycle facilities along the route. These included design queries for the two-way cycle track along Wellington Lane as well as the need for full segregation of the cycle tracks with grass verges where possible.

There were also comments in relation to the need for the scheme along Rossmore Road and Limekiln Road, outlining that very few cyclists use these roads at present.

A two-way cycle track is proposed along the western side of Wellington Lane in order to accommodate improved access for cyclists to the many amenities located along this side of the road. The design and direction of the cycle tracks are in accordance with the National Cycle Manual. A separate raised adjacent cycle track is also proposed on the eastern side of the road in order to accommodate eastbound cyclists that are commuting straight through the route rather than to the schools/sports clubs on the western side of the road.

It was considered a priority to provide cycle links to the schools located along Rossmore Road and Limekiln Road. The Safe Routes to School is a key programme launched by the NTA and Green Schools which aims to improve safety and encourage uptake in sustainable modes of travel in and around schools within Ireland. The design measures along Rossmore Road and Limekiln Road will align with this programme and provide improved routes for children travelling to and from school.

Shown below are the detailed submissions provided in this consultation in relation to Cycle Facility Design along the scheme with responses outlined for each.

Submission: It is not clear to some respondents the need for a two-way cycle facility as well as a single cycle lane facility along Wellington Lane.

Response: There are a large number of amenities located along the western side of Wellington Lane, these include the Spawell Grounds, Faughs GAA Club, St Judes GAA Club, Templeogue United FC, St MacDara's School as well as Tymon Park entrance. It was considered that a two way cycle track along this side of the road would adequately cater for cyclists travelling to and from these various amenities. The two way cycle track will also tie in with the existing two way cycle facility along the R137.



Submission: A number of submissions suggested moving the cycle lanes inside the grass verge rather than running directly adjacent to the road carriageway.

Response: Where space permits, cycle facilities will be located inside the grass verge.

Submission: One submission queried the direction of flow for cyclists at the Orwell Roundabout, and queried whether this was against traffic.

Response: The direction of flow for cyclists through the Orwell Roundabout will be with traffic.

Submission: One submission called for standard widths for roadways and cycle facilities so as to avoid unnecessary narrowing of the roadways where practical.

Response: The road carriageway and cycle facilities are designed at a standard and consistent width of 6m along the route.

Submission: One submission outlined that the cycle facilities are wider than they need to be and they are narrowing the roadway for vehicles, making these sections of road dangerous to vehicles.

Response: The cycle facilities have been designed in accordance with DMURS and the National Cycle Manual and are 2m wide both sides of the road. The road carriageway has been designed in accordance with DMURS and has a width of 6m over its length.

Submission: One submission queried the need for tactile paving across the cycle lane at the Orwell Roundabout.

Response: Tactile paving is present within the Orwell Roundabout to alert cyclists that they are approaching a shared path space and/or that they are approaching a pedestrian crossing. The scheme was subject to a Road Safety Audit where the presence of tactile paving was required.

Submission: One submission noted that the shared road along Whitehall Road (outside the Pines Pub) was an unacceptable compromise with suggestions of land take at the shops for widening or a signalised shuttle operation for one way traffic movement through this section.

Response: On consultation with the landowners of the various shops along this section of Whitehall Road, it was not considered feasible/agreeable to widen the road way into the existing parking spaces in this location. Therefore, a shared road carriageway with traffic calming was considered the most feasible option in this scenario.

Submission: There was a query in relation to the two-way cycle facility with cyclists being required to cycle on the right rather than on the left hand side.

Response: The two-way cycle track is designed to the National Cycle Manual standards. For this, it requires the 'with flow' cyclists to be located adjacent to the road carriageway and the contra flow cyclists to be located inside the 'with flow' cyclists. This layout increases visibility for all users when crossing a side road. It does require cyclists to travel on the right hand side rather than the left hand side.

Submission: One submission queried the need for cycle facilities along Rossmore Road, outlining that no cyclists use this road at present. The submission queried the reduction of road width as a result and queried the retention of the trees along this section.

Response: Cycle facilities have been proposed along Rossmore Road in order to provide a link to the Bishop Galvin and Bishop Shanahan schools in this location. The cycle facilities and layout at the school will align with the Safe Routes to School programme. The road width will be maintained at a minimum of 6m, and the existing trees along the route will not be affected.



Submission: One submission noted that the cycle lanes on Rossmore Road should be segregated cycle tracks.

Response: Following the Non-Statutory Consultation, the cycle lanes (with light forms of segregation) along Rossmore Road have been removed with cycle tracks proposed. In order to maintain the trees along this section, the cycle tracks have been proposed to be located within the road carriageway that extend from the kerbline out. Cycle track widths are proposed at 1.5m width on both sides of the road.

Submission: One submission suggested extending the cycle tracks on Limekiln Road to the school and narrow traffic lanes to 3m to slow traffic.

Response: The cycle tracks will be extended close to the Riverview ET school and a 'school zone' is proposed in line with the Safe Routes to School guidance. This will provide a raised entry treatment with a change in surface that will alert drivers to being within a school friendly zone with reduced speeds.

Submission: One submission asked for the extension of cycle facilities along Templeogue Wood through the small roundabout to the Scouts Den as they noted that there a lot of children who walk and cycle to school through this route.

Response: The scheme has been extended along Templeogue Wood to the roundabout in order to cater for pedestrians and cyclists within this area and link to the overall main route of the scheme. A school zone has also been designed along this section that will align with the Safe Routes to School guidance.

III. **Whitehall Road: (Submission Reference: SD-C211-1, 2, 11, 14, 27, 29, 30, 31, 32, 33, 34, 36, 37, 39, 40, 41, 42, 44, 45, 49, 50, 51, 52, 55, 56, 57, 59, 61, 62, 63, 64, 65, 71, 74, 75, 76, 77, 78, 79, 80, 81, 82)**

There were a number of submissions received in relation to the proposed cycle facilities along Whitehall Road and the implementation of bollards along the cycle lanes. Many residents were concerned that the bollards would reduce traffic capacity along the road, would reduce visibility for accessing and egressing their driveway and would also remove existing on street parking along the road. Many residents queried the need for the scheme and suggested alternative routes to Whitehall Road.

The Wellington Lane Walking and Cycling Scheme runs along Wellington Lane and Wellington Road. A number of routes were considered during the design for this scheme with Whitehall Road determined as the most direct main route to progress to Kimmage Road West and into the City Centre.

Due to the feedback and concerns raised by residents along Whitehall Road regarding the proposed use of bollards in this section, a design review was undertaken. In consultation with SDCC and the NTA, it was determined that a two-way cycle track on the northern side of Whitehall Road will provide the most adequate form of cycle facility along this section. The road carriageway is proposed to remain at 6m width, with the remaining space within the carriageway allocated to the two-way cycle track. Although this cycle facility would be below standard width in some sections along Whitehall Road, it provides for a dedicated space for cyclists to travel along the road which is segregated from vehicular traffic and also negates the requirement for bollards.

Responses to some of the comments made in submissions provided in relation to the cycle facilities along Whitehall Road are provided below.



Submission: Some residents have outlined that the use of bollards will reduce the road width, making it difficult for large vehicles to pass and will also cause additional traffic at the junction with Kimmage Road West.

Response: A design review was undertaken following feedback and comments made during the Non-Statutory Consultation. The use of bollards in this section has been removed. The road width along Whitehall Road has been designed at 6m width (two 3m traffic lanes). The remaining width within the road has been allocated as a two way cycle track on the northern side of Whitehall Road.

Submission: Some submissions have outlined that the provision of bollards will prevent on road parking to take place for visitors, deliveries etc;

Response: On road parking is currently not provided for along Whitehall Road. Parking that does take place along here is unauthorised parking with vehicles parking both on the footpath and within the road carriageway. Bollards have been removed along this section as part of a redesign following the feedback during the non-statutory consultation. A two-way cycle track facility has now be provided on the northern side of the road. Residents along this section have access to off street parking within driveways. Vehicles will not be authorised to park on road within this area.

Submission: One submission from the veterinary practice along Whitehall Road has outlined that the provision of bollards will prevent loading and parking for visitors to their practice located along Whitehall Road;

Response: On street parking and loading along Whitehall Road is not currently provided for. It is envisaged that visitor parking and loading will take place within the veterinary practice private land rather than on street.

Submission: Some submissions noted that the provision of bollards will increase the difficulty for residents accessing and egressing from their properties.

Response: Bollards have been removed as part of a redesign following feedback received during the non-statutory consultation.

Submission: Some submissions have suggested the use of alternative routes to Whitehall Road including Rockfield Avenue, Poddle River, Wainsfort Road and Kimmage Manor. One submission suggested converting Whitehall Road to one way to create additional space.

Response: Alternative routes have been explored as part of the design for this scheme. It is noted that the use of Whitehall Road provides the most direct route for cyclists travelling on from Wellington to Kimmage Road West and beyond.

Submission: Some submissions noted that the introduction of bollards on Whitehall Road will push parking to more residential streets such as Whitehall Gardens.

Response: Bollards along Whitehall Road have been removed as part of a redesign following feedback received during the non-statutory consultation. Existing parking that takes place on Whitehall Road, both within the road carriageway and on the footpath, is unregulated. Should parking be pushed to alternative residential streets, this will be monitored with potential mitigation measures, including permit parking, introduced to alleviate this.



IV. **Bus Stop Improvements: (Submission Reference: SD-C211-1, 29, 30, 43, 55, 56, 70, 71, 71app, 75, 78, 79, 80)**

There were a number of submissions received in relation to the proposed bus stops along the scheme. These included design aspects such as providing lay by bus stops, as well as proposed new bus stop locations to encourage uptake to public transport.

There were a few submissions that queried the retention of some bus stops as per the existing scenario which were not shown on the drawings.

Bus stops along the route have been upgraded where feasible and designed to the current NTA BusConnects Design Guidance which provides in – line bus stops rather than lay-by bus stops. Lay-by bus stops create difficulties for buses trying to emerge back into the road carriageway, resulting in bus journey delays.

No bus stops are proposed to be removed or relocated as part of this scheme. A number of bus stops were omitted from the drawings, these included bus stop numbers 1095 (Wellington Road), 1111 (Limekiln Drive), 1100 (Osprey Road) & 1099 (Osprey Road). The drawings have been updated to include these bus stops within the design.

Shown below are the detailed submissions provided in this consultation in relation to bus stop improvements along the scheme with responses outlined for each.

Submission: Some submissions suggested providing an additional bus stop outside MacDara’s school (southbound) as this may encourage shift to public transport.

Response: An additional bus stop has now been included within the design close to the MacDara’s school.

Submission: Some submissions noted the lack of bus lay-by’s, outlining that in line bus stops can cause traffic delays.

Response: In-Line bus stops are the preferred bus stop layout in the National Transport Authority (NTA) design standards. Lay-by bus stops create difficulties for buses trying to emerge back into the road carriageway, resulting in bus journey delays.

Submission: Some submissions noted that no bus stops are shown on the 3D animation from Limekiln Road onwards.

Response: The existing bus stops located along the route from Limekiln Road northbound will be maintained. Width constraints do not allow for any upgrade to these bus stops.

Submission: Some submissions noted that there would be difficulties for buses pulling away from bus stops along Whitehall Road as they would need to pull into the carriageway on the opposite side of the road.

Response: Bollards have been removed as part of a redesign following feedback from the non-statutory consultation.

V. **Junction Operation: (Submission Reference: SD-C211-1, 3, 5, 11, 14, 20, 30, 43, 49, 58, 62, 66, 67, 68, 70, 71, 71app, 74, 80, 83)**

There were a number of submissions in relation to the operation of the proposed junctions along the route, in particular, the Templeville and Orwell junctions. Some submissions referenced the existing traffic issues experienced by the current temporary measures in place at the junctions.



Many submissions provided positive feedback for the proposed measures at the Orwell Roundabout and highlighted the positive outcomes for this Dutch style roundabout. There were some queries in relation to how the cyclists will travel through the Templeville Road junction.

Some submissions queried the need for the shared space and toucan crossings at the Templeville Road junction. Other submissions had concerns that the installation of traffic lights at this junction may lead to increase in traffic delays.

The current trial measures at the Templeville and Orwell Roundabouts are a temporary measure and will be removed in place of this permanent scheme. The Templeville Road junction will incorporate a cycle protected signal controlled junction. Cyclists travelling on road through the junction will abide by the traffic signals and will travel left, straight and right as their cycle signal permits within the traffic staging plan. Traffic analysis was undertaken at the options stage as well as the emerging preferred stage for this junction. The results indicate that while some traffic delays would be inevitable due to the volume of traffic using this junction, the delays were less severe than other options and provided a more balanced approach on all arms rather than significant delays on one or two arms only, as was apparent in other options.

As this scheme is catering for all cycle users, including school children, it was originally considered that some vulnerable cyclists may wish to travel off road through this junction and into a shared path and crossings. However, the scheme has been re-designed following the non-statutory consultation. The shared path and shared crossings have been removed from this junction with signalised pedestrian crossings proposed on all arms.

Shown below are the detailed submissions provided in this consultation in relation to junction operation along the scheme with responses outlined for each.

Submission: One submission outlined that the proposed cycle protected junction at Templeville is dangerous and to copy the Dutch design.

Response: The proposed cycle protected signalised junction is a Dutch-style junction which provides protected facilities for both pedestrians and cyclists travelling through the junction. This junction will provide improved safety for all road users and will help protect cyclists from vehicular traffic through the use of signals, staging and protected islands. Pedestrians will be accommodated within signalised pedestrian crossings.

Submission: One submission highlighted the requirement for the footpath and cycle track to continue across the junction as opposed to the junction continuing across the path/cycle lane.

Response: It is proposed to continue the priority for pedestrians and cyclists across the minor side road arms where feasible.

Submission: One submission noted that the current Whitehall Road has already been negatively affected by the interim measures at the Whitehall Road/Templeville junction which has led to serious build up of traffic on the approaching roads. The installation of traffic lights is likely to lead to further traffic build up but despite this, it is acknowledged and accepted the need for such measures to improve safety for pedestrians and cyclists at this junction.

Response: Traffic analysis was undertaken at the options stage as well as the emerging preferred stage for this junction. Details of this are provided within the Design Options Report. The results indicate that while some traffic delays would be inevitable due to the volume of traffic using this junction, the delays were less severe than other options and provided a more balanced approach on all arms rather than significant delays



on one or two arms only, as was apparent in other options. It is noted that the overall average delay for the proposed junction will likely be higher than in its current existing layout. This is due to the proposal of signalised crossings for vulnerable road users within the junction, which the current junction operation does not cater for.

Submission: Another submission noted that the Templeville Roundabout is very dangerous at present and on a number of occasions has led to near collisions. People speed through the roundabout with no caution to cyclists or pedestrians. The roundabout also causes traffic delays in the evenings. A traffic light system would be much better and safer option here.

Response: It is noted that the current interim measures at the Templeville Roundabout will be replaced with this permanent signalised junction which will provide improvements in safety for all road users.

Submission: One submission noted that it is difficult and dangerous for a cyclist to make a right turn onto Rossmore Road. Access should be marked on the road to allow for these right hand turns.

Response: A cycle drop kerb has been provided to allow cyclists travelling on road, who wish to make a right turn, to ramp up in this location and wait to cross with a signal. A cyclist also has the option to travel on road with traffic through this junction should they wish to do so.

Submission: One submission noted that it is not clear from the drawings, who will have right of way while travelling through the junction (Orwell Roundabout). The submission outlined that should cyclists be required to give way to vehicular traffic that this would be at odds with the hierarchy of road users specified within the DMURS manual.

Response: Cyclists travelling around the Orwell Roundabout will have priority over vehicles and will cross via a cycle crossing which is located adjacent to the proposed zebra crossing for pedestrians, which vehicular traffic will also yield to.

Submission: One submission had concerns with regard to the Kimmage Road West junction, outlining that Kimmage Road West has priority with traffic light sequencing therefore, only one car at a time will get through. Furthermore, it is likely that queuing traffic may be backed-up to Whitehall Gardens or further, particularly at the morning rush hour.

Response: The junction at Whitehall Road / Kimmage Road West will require a change to the signal layout to include staging for cyclists within the junction. Sufficient green time will be allocated to Whitehall Road.

Submission: One submission noted that they are a resident living within the junction of Wellington Road and Limekiln Road. They noted that it is getting increasingly difficult to exit right and enter right to their property. They requested a small junction box to leave space within the junction to allow this movement.

Response: A 'Keep Clear' box has been allocated for this residential property.

VI. **Tree Retention (Submission Reference: SD-C211-2, 8/9, 15, 16, 17, 22, 23, 24, 26, 28, 34, 38, 43, 46, 47, 48, 49, 50, 55, 60, 62, 64, 71, 74, 80)**

The main concerns that emerged from the submissions in relation to trees along the route, were the requests to retain the trees along Limekiln Road and Whitehall Road.

With regard to the existing trees along Limekiln Road, these will be reviewed again prior to finalisation of the scheme design. It is understood the loss of trees along this section would have an environmental impact. The



design team are considering alternative designs so as to avoid removing as many trees as possible along this section of the scheme.

With regard to the existing trees along Whitehall Road, it is noted that the Arborist Impact drawing shows some trees to be removed along Whitehall Road due to construction of the scheme. This was a discrepancy within the drawings. The trees are to be retained along Whitehall Road as we are not impeding into the footpath along this section. The arborist drawings will be updated to reflect this prior to finalisation of the scheme with as many trees retained along this section as possible.

VII. **Parking: (Submission Reference: SD-C211-12, 14, 18, 28, 29, 30, 50, 53, 55, 56, 59, 61, 62, 64, 65, 72, 75, 77, 78, 79, 81, 82)**

There were a number of submissions in relation to parking issues along the route. The majority of these were as a result of the removal of parking along Whitehall Road due to the proposed segregation measures. These concerns are dealt with in the Whitehall Road section of this report.

There were also concerns in relation to the existing parking outside the shops area on Whitehall Road. These concerns varied from potential loss of earnings due to reduction of parking to parking being offset to other residential streets as a result. There were also concerns in relation to removing some of the existing perpendicular parking to the east of the shops area and providing reduced number of parallel parking spaces.

Some submissions noted the increase in parking in their area at school drop off and collection, in particular, Osprey Road and Kennington where the back entrance of MacDara’s school is located.

Some submissions noted the requirement to maintain parking outside schools for school drop off and collection.

The existing parking area outside the Pines Pub is unchanged from its current layout. In order to provide an adequate footpath that will not be overrun or blocked by vehicles, as it currently is, the footpath has been extended out from the existing kerbline. The parking area within the shops area is unchanged with dropped kerbs maintained to what is currently provided.

The parking to the east of the shops area, east of the Whitehall Park/Wellington Road junction, has been altered. The existing perpendicular parking spaces were deemed unsafe with visibility poor on exiting from these spaces. These spaces have been replaced with four parallel parking spaces. Parallel spaces provide for a safer manoeuvre into and out of these spaces. This also allows for the footpath to be increased through this section with public realm features to enhance the area.

The previous parking outside MacDara’s school presented a dangerous scenario for school pupils travelling to and from school. Cars would frequently block visibility and park within the road carriageway, creating unsafe access for all users. Idling vehicles (during drop off and collection outside the school) also contributed to general health issues for school pupils through emissions exposure.

It has been proposed by the owners of the Spawell Car Park, that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to all three schools within this location. This would also address the existing parking within residential estates. It is also proposed to utilise the car park within Tymon Park along Limekiln Road that would provide a park and stride for pupils of Riverview Educate Together school.



Shown below are the detailed submissions provided in this consultation in relation to parking along the scheme with responses outlined for each. It is noted that parking along the main Whitehall Road is not included in this section.

Submission: One submission noted how vehicles are blocking the road in Kennington when collecting children from the back entrance to St MacDara's. This is due to the ability to pull in on Wellington Lane having been removed.

Response: The previous parking outside the school created an unsafe environment for school pupils. There has been a proposal for a park and stride facility within the Spawell Car Park. Should this proposal be put in place, this would address parking within the residential estates.

Submission: One submission noted that there should be provision at both the primary and secondary schools for drop offs.

Response: In order to align with the Safe Routes to School programme, parking outside school locations is proposed to be removed in order to create a calm, safer environment for school pupils travelling to school. Therefore, this scheme has removed parking from the school locations and provided a School Zone outside the two primary schools along Rossmore Road and Riverview Educate Together School. There may be an opportunity for a park and stride at Spawell Car Park, as well as at Tymon car park off Limekiln Road, which would provide excellent park and stride opportunities for school pupils and parents.

Submission: One submission noted that there should be car exclusion zones outside school gates with park and stride facilities provided. By protecting the school gates from traffic, more children can get there on their own steam in comfort and safety.

Response: The Safe Routes to School Design Guide encourages removal of parking within a school zone. This proposal aims to improve safety and access for all schools within the area and remove existing car parking at the school gates.

Submission: One submission outlined that the shortening of the verge along Limekiln Road would leave residents unable to park outside their own properties or on the road.

Response: In order to provide cycle tracks along Limekiln Road for access to and from the primary school, a short section of the verge is required to be taken on both sides of the road. Parking will still be possible inside each residents property. Parking will not be possible within the road carriageway.

Submission: One submission queried how businesses will be able to function with the loss of parking (outside shops area) and how would they be compensated for the loss of trade and income.

Response: The design proposals are in line with National Policy which encourages the use of sustainable modes of travel whilst providing for a level of access for private vehicular traffic. The proposals outside the shops area to the east reduce the parking from a total of 8 – 9 perpendicular parking spaces to 4 parallel spaces. The parking area to the west of the shops area remains unchanged.

Submission: Some submissions noted that the reduction of parking outside the Pines to 4 parallel spaces and queried where would parking occur instead. Some submissions outlined that this would create issues for residents of Whitehall Gardens, Priory, Whitehall Park and Whitehall Close.

Response: The proposals are in line with National Policy which encourages the use of sustainable modes of travel whilst providing for a level of access for private vehicular traffic. The proposals outside the shops area to the east reduce the parking from a total of 8 – 9 perpendicular parking spaces to 4 parallel spaces. The parking area to the west of the shops area remains unchanged.



VIII. **Other: (Submission Reference: SD-C211- 4, 12, 15, 16, 17, 19, 23, 26, 28, 33, 37, 41, 49, 61, 65, 70, 71, 72, 73, 75, 78, 84)**

Queries that were raised as part of the submissions that could not be grouped in the main theme concerns were grouped in the Other theme. These include:

- Historic Naming of the Route;
- The Overall Need for the Scheme;
- Proposal of Alternative Routes;
- Submissions that were outside the scope of this scheme consultation

With regard to the historic naming of the route, one submission noted that the naming of ‘Wellington Lane’ was incorrect with the historic naming suggesting that this route should be referred to as ‘Willington Lane’. The submission outlined that the misspelling of Willington to Wellington was simply adopted through mistaken use over time. The name of Wellington would wipe away the lanes true history.

In terms of the overall need for the scheme, many submissions queried the need for the scheme, stating that no cyclists or very few use these routes at present.

Some submissions also suggested alternative routes for the scheme, in particular, in place of the design proposals along Whitehall Road. Some suggestions included travelling down Rockfield Avenue, Kimmage Manor and Poddle River. A number of alternative routes were reviewed during the option development stage of this scheme. Whitehall Road provides the more direct route for cyclists travelling between Wellington and Kimmage Road West and beyond. It is noted that the alternative routes suggested may be developed as part of possible future schemes.

There were a number of submissions that outlined concerns or queries in relation to separate schemes and proposals outside the remit of this scheme. These comments/queries are noted, however, they have not been addressed within this consultation report. This consultation report provides clarification on the submissions that are specific to the proposed Wellington Lane Walking and Cycling Scheme.

3.2. PUBLIC GROUPS/BODIES COMMENTS

This section provides an overview with responses on the submissions made by the following public groups/bodies:

- Riverview Educate Together NS Board of Management
- D12 Bike Bus;
- St Judes GAA Club;
- Dublin Cycle Campaign;
- Orwell Residents Association;
- Records Residents Association;
- WORK Residents Association.
- Cllr. Yvonne Collins;

Riverview Educate Together NS Board of Management



The Board of Management have outlined their support for the overall scheme which will facilitate active travel in and around the school. Particularly welcome is the inclusion of the section of road between Wellington Road and the school entrance on Limekiln Road.

Many of the current issues outside the school including unsafe parking, high speeds and lack of protected cycle measures have been addressed in this proposed scheme.

The submission has a number of queries which is set out below:

- It is unclear from the drawings if there will be a pinch point at the start of this area to ensure that traffic slows right down as it enters the shared road space. Is this something that will be included in the final plans?
- Further traffic calming is also essential on the section of road between Wellington Road and the school, and the enforcement of the existing speed limit. Are there plans for this?
- Will there be something in place to prevent parking along this cycle track?
- The majority of families in our school travel from the Dublin 12 direction. For these families, the installation of a single lane bike track on either side of the road will necessitate crossing the road and then crossing back. It is likely that families will continue to use the footpath on the north side of the road to avoid this. A two-way bike track on the north side of Limekiln Road would alleviate this problem. Is this something that the council would consider?
- For families coming to the school through Tymon Park, from Templeogue and Tallaght, the kissing gates at the entrance to the park opposite the school present a significant obstacle. The Board requests that they would be removed.

Response: Feedback from the Board of Management is most welcome. See responses below on the queries outlined.

- The road within the school zone will be reduced in width and will be provided with a raised table and change of material in order to alert drivers that they are in a school location.
- Traffic calming along Limekiln Road from Wellington Road will be in the form of a reduced carriageway width with cycle tracks proposed.
- A raised kerb will differentiate the cycle track from the road carriageway.
- Providing a two way cycle facility on one side of the road will necessitate the removal of trees on the northern side of the road. From this consultation, feedback from residents indicated the requirement to retain these trees. We are hoping to retain these with further design and detailed survey information.
- A review will be undertaken on the removal of these gates to and from Tymon Park.

D12 Bike Bus Submission

The D12 Bike Bus are a group of parents who travel to the Riverview Educate Together School on Limekiln Road with their children on bicycles. As there are no cycle facilities in place that are suitable, the parents form a protective cordon as they travel.

The group outline that the publication of this scheme is most welcome as it gives priority space for cycling (and walking). They have concerns that the scope of the scheme is limited to the local communities and that the initiatives set out may not provide safe cycling for all.



To enable people to cycle and walk and to make schemes like the proposed Wellington Lane and Cycling Scheme work, the adjoining areas must be considered with the scheme in a holistic sense. The following proposals are outlined:

- Protected Junctions;
- Signal lighting controlled to prioritise walking and cycling;
- Improve permeability,
- Enhance access through lanes and parks;
- Safe and segregated cycling and walking paths;
- Cycle tracks wide enough so a parent can cycle beside their child.

The submission outlines a number of design measures that would improve the overall area for walking and cycling, these include the following:

- Segregated cycle tracks need to continue on all main routes;
- Traffic lanes outside the schools need to be reduced to >3m to slow traffic
- Raised crossing ramps to side junction roads should extend so the cycle track is also protected on top of the ramp;
- Improved permeability for walking and cycling should be provided from adjoining areas such as Tymon and Greenhills Park;
- Outsides schools , the road will need to be ramped at entrance and exit with a different colour and texture to slow traffic down and provide priority to cyclists and pedestrians. A chicane and road narrowing is required for safety.

Response: Feedback from the D12 Bike Bus is most welcome. The work that they undertake on a daily basis to encourage their children to walk and cycle should be and is commended.

We would agree that designing a scheme that is permeable to all urban routes is key to providing access and encouraging the better use of walking and cycling. This scheme proposes a walking and cycling route along the spine roads of Wellington Lane, Wellington Road and Whitehall Road. The route is then extended out to Rossmore Road and Orwell Road in order to provide access to the Bishop Galvin and Bishop Shanahan schools. The scheme is also extended out to Limekiln Road to provide access to the Riverview Educate Together School from its eastern side. Further linkages may be considered as part of possible future schemes.

In order to create a calm safe environment outside and on approach to the schools, a School Zone has been proposed which will align with the Safe Routes to School Programme being run by SDCC, the NTA and An Taisce. The school zones will have a reduced road carriageway to slow traffic through the area, increase priority for pedestrians and cyclists and remove parking within the zone outside the school.

The overall aim of this scheme is to provide measures for both walking and cycling that will be safe and continuous to encourage people of all ages to increase the use of sustainable measures to and from various amenities within the area.

Naomh Jude GAA Club

St Jude's GAA club is based in Templeogue on the edge of Tymon Park off Wellington Lane. There are approximately 2,000 members including 1,300 juvenile members. The club generates significant amount of car traffic throughout the week and on Saturdays. This results in the club car park and public car park filling to overflowing with difficulties around traffic management and congestion.

A recent travel survey of members outlined that approximately half of the members live with 2km of the main clubhouse with four out of every 5 members living with 4km of the club. The survey outlines that 75%



are using their private vehicle as their primary mode of travel to the club. There is a potential, therefore, for a significant shift towards sustainable transport modes. Some barriers were identified from the survey as to what would encourage members to walk or cycle to the club, responses included:

- Make cycling and walking at the nearby Orwell roundabout safer
- Make the driveway from Wellington Road to the club safer
- Provide a Park & Stride facility at the Spawell car park

The club outlined that they welcome the scheme and believe that the improvements will enable more members to walk and cycle and leave the car at home.

They noted that the two-way cycle ends at the entrance to the club and does not provide any improvements to the shared access road to St Jude's and Templeogue United. This road has been identified as a considerable barrier for access. It is narrow with no footpaths or cycle lanes and is bounded on both sides by tall metal fencing. It is also poorly lit in places. The club queried whether this road could be included within the overall scheme as they feel it would help support the efforts to achieve a shift towards more sustainable modes of transport in the club.

Response: Feedback from St Judes GAA club is most welcome. It is encouraging that most trips to the club are within a 2km – 4km range. With the implementation of these design proposals, this could result in a considerable uptake in walking and cycling to the club.

With regard to an upgrade of the access road, this will be considered as part of future schemes.

Dublin Cycle Campaign

The Dublin Cycle Campaign is a registered charity that advocated for better cycling conditions in Dublin. The campaign has outlined that they broadly welcome the proposals for Wellington Lane. This area is a critical trial area for the development of safe routes to school due to the number of nearby schools, park and sports grounds.

The submission provides a number of general comments including the following:

- Segregation – The roads with grass verges are wide so there is ample room along most sections to provide safe, segregated cycle tracks that are minimum 2m or 4m for two-way cycling. Where the recommended 2m one way is not being provided, the reasons should be explained clearly.
- Buffer Space – Provision of buffer space and kerb protection between the cycle facility and general traffic lane should be the norm.
- Tree Planting – We encourage tree planting. Care needs to be taken with tree planting close to the cycle tracks to ensure that the roots will not interfere with the surface.
- Maintenance – Regular cleaning/maintenance of the cycle tracks and footpaths will need to ensure a safe and comfortable surface.
- Permeability – We are disappointed that the proposed scheme has not included any of the multiple opportunities to improve permeability for pedestrians and cyclists along the route, for example, Orwell Park estate opposite the sports clubs.
- Design Consistency – We look forward to seeing further detail applied to the scheme.
- Signage – Directional or recommended directional signage should be included.
- Emergency Access – The introduction of a two-lane cycle track increases the use classes for such infrastructure. Emergency services can also make use of this track as the width is now 4m.



The submission also follows on with detailed comments for each section of the route outlining some improvements to consider.

Response: Feedback from the Dublin Cycle Campaign is most welcome, in particular, the detailed suggested comments in each section, these will be considered in detail prior to the finalisation of the preliminary design. It is noted and agreed that the cycle tracks, where possible, will be fully segregated with a buffer space from the road carriageway. The design includes for a number of newly proposed trees, which has been taken into consideration in terms of location with the cycle facilities.

This scheme does not include for the opening of residential estates within the area. We would agree that increasing permeability within the area is an important aspect for increasing active travel, however, these proposals are not included currently within this scheme. Opportunities may arise at a later date for achieving this goal.

Orwell Residents Association

The Orwell Park Residents Association have provided a number of observations in relation to both the design of the scheme proposals and congestion levels along the scheme route.

In terms of the design of the scheme, the submission welcomes the improvements at both the Orwell Roundabout and Templeville Junction. The submission queried the operation of the Templeville Junction and how the traffic signals will operate.

The submission also welcomes the segregation of cyclists from other traffic, however, outlined concerns in relation to emergency service access, in particular, along Whitehall Road. The residents association suggested a 'no parking' enforcement with studs/cats eyes rather than bollards.

The submission queried the lack of cycle lane along Limekiln Road that ran directly to the school gates.

The submission had concerns with regard to proposals along Rossmore Road and Orwell Road. For Rossmore Road, there is a high number of drop off and collection outside the school, there were queries with regard to how these would now be facilitated. There were also queries on the type of cycle lane proposed, whether these would be segregated along Rossmore Road.

The submission has concerns in relation to Orwell Road, stating that this route is very busy with numerous access points, how would cyclists be accommodated?

The residents association also suggested extending the cycle facilities along Osprey Road from the Orwell Roundabout to the entrance of Tymon Park.

With regard to congestion, the submission outlined that current congestion levels is an issue along Wellington Lane/Whitehall Road which will become worse in the future under the Draft Transport Strategy for the Greater Dublin Area 2022 – 2024.

Response: Feedback from the Orwell Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

With regard to the design of the proposed Templeville Signalised junction, the junction will operate as a signal controlled junction. Cyclists will abide by the traffic signals and will be provided with specific cycle signals that will be incorporated into the overall traffic signal and staging plan for the junction. Cyclists will be able to travel left, straight and right within the junction abiding by these cycle signals.



With regard to concerns regarding emergency service access, the road carriageway width is proposed at 6m, in line with the DMURS design guidance. Access will be maintained for emergency service vehicles along the route. Along Whitehall Road, the bollards along the route have been removed as part of a redesign following feedback received during the non-statutory consultation. A two-way cycle track has now been provided on the northern side of the road.

With regard to the cycle facilities along Limekiln Road, it is proposed to provide cycle tracks on both sides of the road that will extend to the proposed school zone outside the Riverview Educate Together School. The proposed school zone will be in line with the current NTA Safe Routes to School guidance.

With regard to the proposals along Rossmore Road, the design for the non-statutory consultation originally considered on road cycle lanes with light forms of segregation. Following the feedback from the consultation, it was determined that cycle tracks were the preferred option along Rossmore Road. Cycle tracks have been proposed. The trees along this section will not be impacted.

In terms of drop off and collection along Rossmore Road, it has been proposed by the owners of the Spawell Car Park, that utilisation of their parking facilities could be made available for school drop off and collection. This would provide an opportunity for a park and stride for school pupils and parents to all three schools within this location.

With regard to cycle facilities along Orwell Road, cyclists are proposed to be located within off road cycle tracks. These will provide increased protection for cyclists travelling along Orwell Road which is a busy road.

In terms of extending the scheme to Osprey Road, this does not form part of this scheme, however, this may be considered as part of a future scheme.

Recorders Residents Association

A submission was provided from the Recorders Residents Association. This covers the areas of Whitehall Road, Gardens, Park, Close, Glendale Park and Priory Walk, Way & Hall. The submission outlined a number of specific queries in relation to the design of the scheme along Whitehall Road, Orwell Roundabout and Templeville Roundabout.

The submission queried why, if the original design of bollards along Wellington Lane is being abandoned, why have bollards been proposed along Whitehall Road.

Many of the queries in relation to the design proposals along Whitehall Road have also been raised within the submissions from local residents, including, access to/from driveways, parking for visitors and deliveries, retention of trees as well as reduction of capacity at the junction of Kimmage Road West as a result of the implementation of bollards.

There were concerns within the submission in relation to increased carbon emissions at the Orwell Roundabout, Templeville Roundabout and Junction of Whitehall Road/Kimmage Road West.

The submission outlined concerns in relation to the Whitehall Road/Whitehall Close/Whitehall Road West junction. The reduction in parking outside this area would lead to residential roads being increased with parking. There were also concerns of no yellow box shown on the road at Whitehall Close and Whitehall Road West or at Whitehall Park access.

There were also suggestions of increasing the number of pedestrian crossings along Whitehall Road.



There were concerns with regard to the proposed shared street area along Whitehall Road with the increased number of buses using this road under BusConnects plans.

Response: Feedback from the Recorders Residents Association is welcome. The queries and concerns outlined within the submission have been reviewed with responses outlined below.

With regard to the current facilities in place along Wellington Lane and Wellington Road, these measures were a direct response to the Covid-19 safety scheme. The measures were implemented on a temporary basis prior to the finalisation of this permanent scheme. For the permanent scheme, it is possible to extend into the kerblin along Wellington Lane and Wellington Road in order to provide off road cycle track facilities. Due to width restrictions along Whitehall Road, it is not possible to extend into the kerblin. The proposed bollards have been reviewed and removed along Whitehall Road following feedback from the non-statutory consultation. A two-way cycle track has now been provided on the northern side of Whitehall Road which will extend from the kerblin out into the road carriageway. The road carriageway will provide a consistent 6m width with the remaining road space allocated to the cycle track facility.

The queries in relation to the design proposals along Whitehall Road have been considered and responded to within Section 3.1 of this report.

With regard to concerns of increased carbon emissions at the various junctions along the route, the overall aim of this scheme is to provide sustainable modes of transport along the Wellington Lane route in order to encourage an increase in walking, cycling and public transport and to reduce the overall use of private vehicles.

Reduction of parking outside the shops area has been addressed within Section 3.1 of this report. In terms of the provision of yellow boxes at the Whitehall Close and Whitehall Park accesses, the removal of these boxes was a discrepancy within the drawings. These will be reinstated within the drawings as part of the final scheme layout.

The proposed shared street section of Whitehall Road will provide for a traffic calmed area along this section with a reduction in traffic speeds along this section which will provide a safe environment for all road users.

WORK Residents Association

A submission was provided by the WORK residents association. This residential group covers the areas of Wellington, Willington, Wilderwood, Osprey, Rushbrook & Kennington.

The group welcomed and commended the stated objective of the scheme to enhance connectivity. There were a number of comments and queries in relation to the design proposals along the scheme.

The submission outlined and queried why provision was not made within the proposals for a segregated cycle track along Osprey Road from the Orwell Roundabout to Tymon Park entrance.

There were queries in relation to tree loss along Wellington Lane as a result of the two-way cycle track as well as the loss of the copper beech hedge which screens and softens the block wall.

The submission welcomed the upgrading of the Orwell Roundabout as well as the proposals for the Templeville Junction.

The submission queried what provision is in place for emergency services access along the road.



The submission suggested that it would be safer to provide cycle tracks along Rossmore Road rather than on road cycle lanes due to the presence of the two primary schools.

The submission also noted that Orwell Road is a busy area with numerous access points along it and providing safe facilities for cyclists would be difficult in this location.

The submission welcomed the proposals for cycle facilities along Limekiln Road, however, queried the requirement to remove trees.

Response: Feedback from the WORK residents association is welcome. The queries outlined within the submission have been reviewed with responses outlined below.

With regard to the provision of a cycle facility along Osprey Road, this does not form part of the current proposals within this scheme. There may be an opportunity to provide this link as part of a future scheme.

The regard to the tree removal along Wellington Lane, the majority of trees along the south western side will be required to be removed in order to facilitate the design proposals. These will be replaced with improved landscaping and trees along this section. Screening will be provided or maintained along the boundary wall.

Provision for emergency vehicles remains unchanged as per the existing scenario. The road carriageway will be allocated at 6m width as per DMURS design guidance.

With regard to the proposals along Rossmore Road, the design for the non-statutory consultation originally considered on road cycle lanes with light forms of segregation. Following the feedback from the consultation, it was determined that cycle tracks were the preferred option along Rossmore Road. Cycle tracks have been proposed. The trees along this section will not be impacted.

With regard to cycle facilities along Orwell Road, cyclists are proposed to be located within off road cycle tracks. These will provide increased protection for cyclists travelling along Orwell Road which is a busy road.

With regard to the existing trees along Limekiln Road, these will be reviewed again prior to finalisation of the scheme design. It is understood the loss of trees along this section would have an environmental impact. The design team are considering alternative designs so as to avoid removing as many trees as possible along this section of the scheme.

Elected Representative

A submission was received from an elected representative Cllr. Yvonne Collins of Fianna Fáil. This submission welcomed the proposed scheme and hoped that it would improve sustainable transport links within the area. Yvonne noted that there were concerns raised in relation to the proposed layout by local residents and residents associations, with particular concern in relation to the proposed tree removal along Limekiln Road.

The submission noted that there were also concerns raised by residents in relation to Whitehall Road as this road is narrow with concerns of difficulty for access for emergency vehicles, buses, deliveries, parking and access.

Concerns were also raised in relation to the temporary layout of the junction at Whitehall Road/Templeville Road and clarification has been sought on how the proposed junction will operate.

Cllr. Yvonne also noted their support to the observations made by Orwell Park and Recorders Residents Associations as well as the individual residents who made a submission.



Response: Feedback from Cllr. Yvonne Collins is welcome. This submission has outlined general support for the overall scheme, however, has detailed concerns from various residents relating to the proposed design for the scheme, in particular, along Limekiln Road with tree removal, as well as Whitehall Road with the provision of bollards.

With regard to the existing trees along Limekiln Road, these will be reviewed again prior to finalisation of the scheme design. It is understood the loss of trees along this section would have an environmental impact. The design team are considering alternative designs so as to avoid removing as many trees as possible along this section of the scheme.

The concerns outlined by residents in relation to the design proposals along Whitehall Road have been considered and responded to within Section 3.1 of this report.

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4. ONLINE SURVEY QUESTIONNAIRE

An online survey questionnaire was provided within the virtual consultation room during the non-statutory consultation. This survey was provided in order to gauge the overall opinion from the public for the proposed scheme. A total of 98 responses were received from this survey. A summary of the results are outlined below with the main results shown in **Appendix B** of this report.

The majority of people who filled in the questionnaire were local residents. When asked in the survey which best described how they travel along the proposed route, the two highest modes of travel were Motorist (81 people) and Pedestrian (59 people), see graph below. It is noted that people provided multiple answers for this question. In total, there were 55 people who regularly travelled through the route by bicycle (both commuter and leisure).

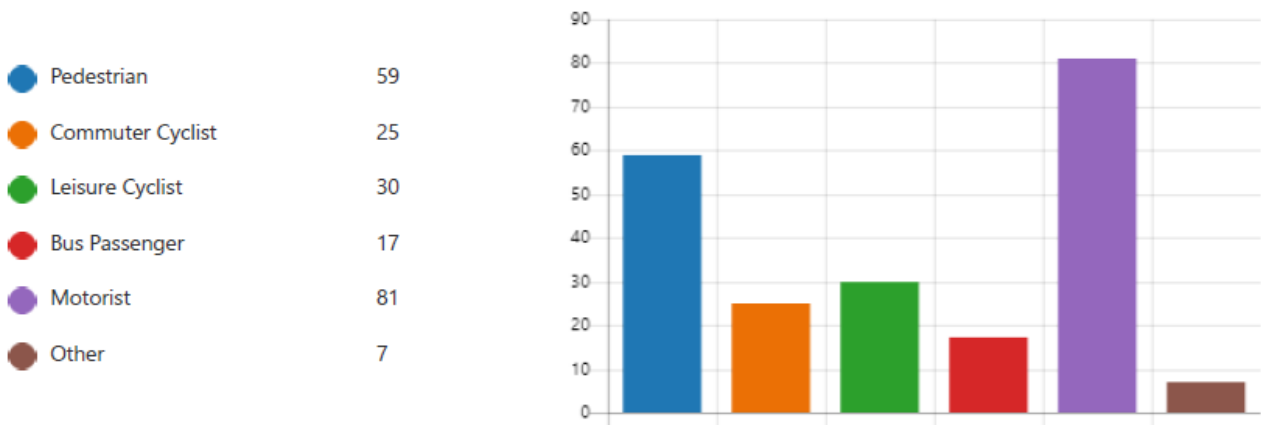


Figure 4-1: Mode of travel most used along Wellington Lane Scheme Route (source: Online Survey Questionnaire)

When asked why they travel through the route, the highest response was ‘local shopper’ with 60 responses. Both ‘commuter’ and ‘local parent’ were also high with 48 and 49 responses respectively, see graph below.

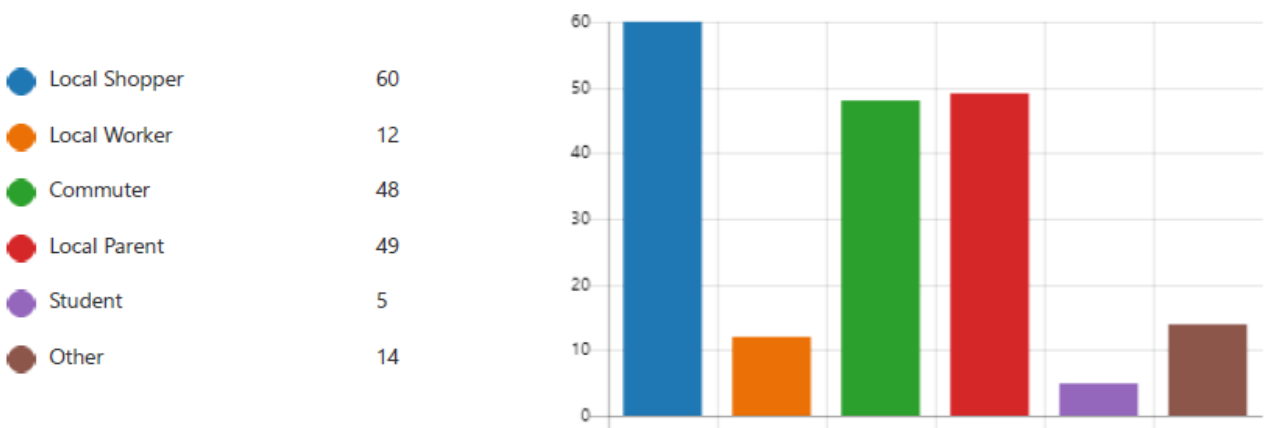


Figure 4-2: Main reason for travelling along Wellington Lane Scheme Route (source: Online Survey Questionnaire)

The majority of respondents (83%) outlined that they would use the route daily.



When asked whether they support the scheme, 31% outlined that they would support the scheme fully with 32% saying they support the scheme with amendments.



Figure 4-3: Support for the emerging preferred scheme (source: Online Survey Questionnaire)

With regard to support for the scheme, respondents outlined the need for the scheme, in particular, for school children travelling to the schools within the area. A number of respondents thought it was a huge improvement to the current scenario and would create a safer environment, in particular for walking along the route as crossings have been improved at all junctions for children and elderly. Respondents also outlined that the scheme would encourage more active travel and discourage car use for short trips in the area.

The remaining respondents (37%) said they would not support the scheme. The main reason for opposing the scheme was due to traffic delays increasing along the scheme route as a result of cycle facilities being implemented and the road being too narrow. A number of respondents also stated that there are very few cyclists at present and therefore providing cycle facilities are not required.



5. CONCLUSION

This Non – Statutory Consultation Report provided responses to the submissions received as part of the non-statutory consultation process. In total, 84 submissions were received from members of the general public.

The submissions were categorised into a number of common themes, which included

- Safety/Traffic Capacity;
- Cycle Facility Design;
- Whitehall Road;
- Bus Stop Improvements;
- Junction Operation;
- Tree Retention;
- Parking; and
- Other.

There were also submissions received from various public bodies/groups in relation to the scheme proposals, including the following:

- Riverview Educate Together NS Board of Management
- D12 Bike Bus;
- St Judes GAA Club;
- Cllr. Yvonne Collins;
- Dublin Cycle Campaign;
- Orwell Residents Association;
- Recorders Residents Association;
- WORK Residents Association.

All submissions received were reviewed in detail and responses provided within this report.

An online survey questionnaire was provided within the consultation forum. The results of this survey were summarised within the report.



6. APPENDIX – SUBMISSION MATRIX

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