

## RECORDER'S RESIDENT'S ASSOCIATION

[Representing Whitehall Road, Gardens, Park, Close, Glendale Park & Priory Walk, Way & Hall.]



### Observations on SDCC Draft County Development Plan 2022-2028.

The Recorders Residents Association is situated in the suburbs of Terenure and lies along the line of the Poddle River. We are on the cusp of two Councils, therefore it is imperative for us to make the following observations, particularly in regard to Chapter 2, Heritage: Natural, Cultural and Built Heritage, and Chapter 7 : Sustainable Movement, which we deal with first.

Chapter 7. Sustainable Movement: We will deal with this chapter first.

#### **Vision:**

Much of the comment we make comes from our in-depth study of Public Transport Provision in the area of South West Dublin, and our view which concurs with the findings of Platform for Change in 2001. BusConnects may be beneficial for other parts of the city, however, this cannot be said of South West Dublin. Whilst the outer suburbs will gain extended services, Whitehall Road, together with other local roads which sit in the middle of 4 Corridors, will bear the brunt of the worst of the negative effects - the moving of traffic off relatively suitable roads to minor roads to where the congestion will grow and pollution double. In effect, moving the deck chairs on the Titanic!

Our Vision therefore, is that within the Development Plan 2022 – 2028, protection of our area will be upheld, by SDCC taking a firm stance against the negative impact that NTA's plans which are threatening this area.

Accordingly, The Recorders Residents Association proposes that some text in the Draft Plan should be amended as follows:

SM1 Objective 2: To ensure consistency with the NTA's *Transport Strategy for the Greater Dublin Area (2016-2035)* and any superseding document, as required by RPO 8.4 of the RSES, while preserving the option of continuing *MetroLink* from St Stephens Green to South West Dublin, pending the conclusion of a feasibility study of this option.

SM3 Objective 7: To support and encourage the NTA in investigating the continuation of *MetroLink* from St Stephens Green to South West Dublin, including the feasibility of serving the areas of Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure.

Paragraph 7.5.3: The GDA Strategy is under review including the feasibility of continuing *MetroLink* to South West Dublin. If proven to be feasible and included in the GDA Transport Strategy, the Council would support the improved public transport benefits it would bring.

Our main reason for wanting to have our say in the County Development Plan is to protect our area which is being swallowed up into a Metropolis. We lie in the triangle between the Red and Green Luas lines which are of virtually no benefit to us. We are totally reliant on buses for Public Transport which is unreliable, thus we rely heavily on our cars.

**Below is the Map showing the Dart on the coast, inland of this is the Luas Green Line and to the west is the Luas Red Line..**



Whitehall Road lies within this area. There is no rail provision to this quadrant of the city. The projected increase in bus numbers by BusConnects is 7 buses per hour, peak time, rising from 63 to 70 as shown in the table below.

South West Dublin:

<b>Bus corridor</b>	<b>1973</b>	<b>1973 Passenger Capacity.</b>	<b>Today Number of buses</b>	<b>Today Passenger capacity</b>	<b>BusConnects Number of buses</b>	<b>BusConnects Passenger capacity</b>
<b>Number of buses</b>						
'F' Kimmage-city (at Mount Argus)	16	1,280	9	720	18	1,440
'A' Tallaght-Terenure (and onto city) (at Terenure College)	15	1,200	19	1,520	10	800
'A' Rathfarnham-city (at Rathfarnham Rd, junction with Rathdown Park)	24	1,920	12	960	18	1,440
'D' Greenhills-city (at Crumlin Hospital)	38	3,040	23	1,840	24	1,920
<b>Totals</b>	<b>93</b>	<b>7,440</b>	<b>63</b>	<b>5,040</b>	<b>70</b>	<b>5,600</b>

These figures therefore show that Buses alone will not be sufficient to fulfil the public transport needs of a growing South West Dublin. This will inevitably lead to on-going overuse of cars as the only mode of transport after cycling. We can also see from this table that, despite the huge growth of the population of South West Dublin, the provision of Buses dropped by almost 33% in the (nigh on) 50 intervening years. The projected increase is 7% to 2028 to serve a population that will, perhaps, have doubled by 2028.

Contrast of capacity - South East Dublin v South West Dublin:

**Table 2.3.1 Public Transport Capacity Peak Hour (7-8am) In-bound  
Dublin South East vs Dublin South West**

<b>Mode</b>	<b>Dublin South East Capacity</b>	<b>Dublin South West Capacity</b>
DART: feasible capacity	15,000	0
Luas Green Line: feasible capacity	6,000	0
Buses: actual provision	3,600 <sup>a</sup>	5,680 <sup>b</sup>
<b>Total</b>	<b>24,600</b>	<b>5,680</b>

South West Dublin has only buses. From Table 2.3.1, it can be seen that South West Dublin has less than a quarter of the public transport capacity as South East Dublin.

Our various observations on the Draft Development plan follow the proposed text, in blue, below:

## 7.0 Introduction

“Recent thinking in relation to development of sustainable towns and cities involves the ‘10-minute neighbourhood’ or the ‘connected neighbourhood’ concept, whereby the services people need in their daily lives are located a short distance from their home by walking or cycling. **This concept facilitates active travel modes (walking and cycling) and the use of public transport resulting in more compact, vibrant and walkable urban areas.** This approach is echoed in national planning policy (the *National Planning Framework*) which has Compact Growth and Sustainable Mobility as key National Strategic Outcomes and regional planning policy (the *Regional Spatial and Economic Strategy*) which promotes more compact, higher density neighbourhoods focussed on public transport nodes. In areas designed in this manner, people of all ages and abilities can choose to make short and medium length trips by walking and cycling and it is easier and more economical for public transport to operate to cater for medium and longer trips. More pleasant urban environments are created where social and economic activity can thrive. The County Development Plan reflects national and regional policy and incorporates compact growth, sustainable movement and the connected neighbourhood concept at the core of its approach to place-making.”

Our Comments: This is all very commendable BUT large swathes of the city were developed on the earlier model and unfortunately, we cannot rip them out and start over. They must be catered for in the Development Plan 2022-2028.

## 7.1 Sustainable Movement and Climate Action:

“The national Climate Action Plan (2019) indicates that transport accounts for almost one fifth of Ireland’s greenhouse gas emissions (figure from 2017). In the South Dublin County area, data from the 2016 census indicates that **62% of journeys are by private transport, which are mainly car-based trips.** It is therefore clear that changing the way in which we move around to more sustainable modes including walking, cycling and public transport has significant potential to help us tackle climate change by reducing emissions from transport.”

Comment: BusConnects does not address this issue. By maintaining a corridor system - it is simply perpetuating the current difficulty caused by long walks to buses. Neither is there the option to cycle to the local bus stop as there is nowhere to park a bicycle safely when switching to bus. The ‘Long walk in wind and rain’ remains the same out of most established housing estates. There is a very large cohort of our citizens who simply cannot walk, cycle etc., leaving many with no option but to use the car.

## 7.3 Overarching Policies and Objectives:

“In doing so, the Council will continue to provide for all elements of the transportation network that are within its remit and **will engage with external agencies** including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to assist the delivery of sustainable transport projects that are provided at a regional or national level.”

Comment: As a founding member of the Metro South West Group and a Forum Member of BusConnects this aspiration/ethos is not coming across to us. The opposite appears to show that the Councils Kow-Tow to the dictates of the NTA – not engage. As residents of SDCC this then makes us feel abandoned by our Council. The key elements of local knowledge and engagement with the public is therefore being totally ignored or overridden. In-depth discussion should be taking place all along the process, and not at Bord Pleanála stage, when too much money will have been spent/wasted by then to salvage a better outcome.

### 7.3 Para 2. P 245.

“The Council recognises that new development, both residential and commercial, permitted in line with this Plan will lead to additional trips being generated. The Council will work with the relevant agencies to seek to ensure that as high a proportion as possible will be conducted by sustainable means. However, it is accepted that **a residual** proportion of the trips generated will be taken by private vehicle. The challenge is to ensure that this does not add to existing levels of congestion or saturation of the road network.”

Comment: Let’s not pull the wool over our eyes here. The word ‘residual’ should be replaced by the words ‘over 50%’

7.4 “Travel Mode Share Data indicates that a significant majority of trips (**62%**) originating in South Dublin County are by private transport and are mainly car-based.”

Our Comments: In the triangle between the Green and Red Luas lines, BusConnects will only marginally address this issue. There will *still* be no rail facility. The population is set to grow. Therefore, it is our contention that car usage is set to rise higher than the current 62%.

By maintaining a corridor system - BusConnects is simply perpetuating the current scenario:

- Little or no change to car reliant ‘sideways’ travel;
- No option to cycle to the local bus stop as there is nowhere to park a bicycle safely when switching to bus.
- The ‘Long walk in wind and rain’ remains the same out of most established housing estates.
- There is a very large cohort of our citizens who simply cannot walk, cycle etc., leaving many with no option but to use the car.
- Where in 2001 ‘*A platform for Change*’ cited that Rail from the city centre/Stephens Green to Tallaght, via Harold’s Cross and Terenure, was needed and duly mapped.
- Where investigation of on-street Luas has been deemed impossible due to constrictions.

We therefore suggest the following change of wording for this objective.

“SM1 Objective 3: To support the delivery of key sustainable transport projects including DART, **MetroLink** and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP1 Objective 3.”

#### 7.5.4 Active **Travel and Schools**.

##### Policy SM2: Walking and Cycling

Comment: We are very much in agreement with all of these aspirations and Objectives. However, yet again, there is the lack of any dedicated School Bus provision.

I personally never cease to be amazed at the lack of understanding re why the use of the car for school runs is so high. Children in different schools – at different times – babies to be kept warm - toddlers who are not able for a rushed walk – mom continuing on to her work place – getting back *reliably* in time for the pickup – trips to extracurricular activities. A School Bus, coming into Estates, could take care of many of the morning runs when congestion is at its highest.

### 7.6 Public Transport

“Approximately one fifth (20%) of trips originating in South Dublin County are by public transport. This figure is quite low considering the built-up character of much of the County, its proximity to Dublin City and the public transport services available in the developed parts of the County.”

“To encourage a significant shift to public transport, the Council will continue to work with the NTA, the statutory authority responsible for long-term strategic transport planning in the Greater Dublin Area, to focus on the delivery of: ... **Improved access to public transport stops and services;** “

Comment: If you study BusConnects you will find the opposite is proposed. Bus Stops are further apart in many instances and in some cases deleted – a notable one is at the Garda Station in Rathmines where transfers from the Orbital route will now necessitate a walk to the Rathgar Road.

“There are a number of strategic projects in the GDA Strategy 2016-2035 proposed for South Dublin County that have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport. These include: BusConnects “

Comment: We disagree with this statement. Metro South West Studies show that the usage rate of public transport would have to grow to two and a half times its current level to attain the GDA target by 2035: to go from 9% to 23%.

“...These include: DART along the Kildare Line from Heuston to Hazelhatch... Luas to Lucan... Transport interchanges at Tallaght and Liffey Valley...”

Comment: Once again the area within the Red/Green Line is being overlooked.

“The GDA Strategy is under review and the feasibility of a further light rail to the south-west of the County is being examined as part of this work. If proven to be feasible and included in the GDA Transport Strategy, the Council would support the improved public transport benefits it would bring”

Comment: The Feasibility Study promised by Government Parties at Metro meetings is not the one that is currently being carried out by NTA.

“ SM3 Objective 1: To achieve and monitor a transition to the County mode share targets of 20% Bus **and 5% Rail**”

Comment: An impossibility in South West Dublin as no rail exists.

“SM3 Objective 2: To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan” and ‘the continuation of MetroLink’

Comment: We would like to see ‘the continuation of MetroLink’ added to this Objective.

#### 7.6.1 BusConnects

“BusConnects is the NTA programme for improvement of bus services in Dublin and other cities across Ireland and is a key part of Government policy to improve public transport and address climate change. The key elements of the strategy as it applies to Dublin are:

A network of continuous bus priority and safe cycling facilities along 16 corridors;

A redesigned more efficient bus network with high frequency spines, **new orbital routes** and increased bus services;”

Comment: It is our contention that many of these so call *new* orbital routes are in fact existing routes and efficiency cannot be met for the following reasons:

Existing Orbital Routes will be turned into car parks with high carbon emissions, caused by traffic diverted onto them due to road closures at Templeogue Road, Lr. Kimmage Road, Rathmines Road Lower etc. There is also very great concern locally regarding the congestion which will ensue due to only one bridge across the Canal being a viable option to all traffic coming in from the West between Corridors 9, 10/12.

“SM3 Objective 20: **To support additional capacity on the Luas Red Line**, to service the intensification of development in Tallaght and Fortunestown and the future development of the Naas Road lands”

Comment: This additional capacity could be provided for the Continuation of MetroLink to South West Dublin and onwards to Tallaght. Yet the NTA are refusing to consider this potential in the current Review of the GDA Strategy.

“Increased frequency of Luas Red Line trams”.

Comment: Within the city area, this will further slow the general traffic including Buses. The extension of MetroLink to Tallaght would give not only high capacity but also high speed to journeys to Dublin Airport, DCU, Mater Hospital etc and to the many connections to other rail networks.

## “7.7 Road Network”

### “7.7.1 Road Network

Managing travel demand and *freeing up road and street space* will be one of the key challenges that the Council will face during the lifetime of this Plan”

“SM4 Objective 6: *To support innovative demand management measures on the M50*, given current and projected demand for orbital movement and planned future population and employment growth in the County”

Comment:

A very unique opportunity is within the grasp of many of the Councils in this city. They just need to recognise it and go for it. MetroLink is due to get the ‘go ahead’. It will come in from Estuary in North County Dublin via Stephens Green. It should then be routed via Portobello/Cathal Brugaha Barracks through Harold’s Cross, Terenure, Knocklyon, Ballycullen etc to Tallaght. High speed underground transport is long overdue in this city, which lags behind so many in Europe. This Metro could take so much pressure off both the Red and Green line, when managed well with good bus connections to the stations. It would take volumes of traffic off our roads, including the N81, and M50.

The Records Residents Association together with 38 other Residents Associations believe strongly that this is the way forward. We call ourselves the Metro South West Group. We would like our research to be explored further with a meaningful Feasibility Study. We would like our Council to fight very hard to maintain its role in advocacy for the people. Too much dilution of power is happening right now. We need a strong Council.

### “7.9 Transport Studies and Traffic Management

Within South Dublin, a Traffic Management Centre *utilises Intelligent Transportation Systems and communications infrastructure to manage the transport network*. It provides a single, purpose-built location to integrate the traffic management core systems to support safe and efficient management of the urban transportation DRAFT SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2022-2028 275 Sustainable Movement (SM) network, *including an incident management centre which co-ordinates the management of major events and incidents*. The Council will continue to work with the NTA and other local authorities within the Greater Dublin Area to ensure the ongoing operation of this facility”

Comment:

When accidents/incidents close lanes on N4. N7 and M50 *advance warning at all available locations* around the city should be ‘posted’. This would give drivers the option of choosing an alternative route well in advance of the congestion or even defer the time of their journey until such time as the affected motorway re-opens. Thus the 2 to 4 hours of sitting in the car on a motorway could be somewhat resolved. ‘On ramps’ should be closed and traffic already on the motorway directed off at earlier exits.

#### “7.9.1 Integrated Transport Studies:

SM6 Objective 10: *To prioritise traffic calming measures, where appropriate, and works needed to improve safety at road crossings”*

Comment:

When a traffic calming measure is found to be causing more problems than before, it should be addressed as a priority. Reference: Templeville/Greentrees/Wellington Lane roundabout. See appendix 2.

## **Natural, Cultural and Built Heritage**

Chapter 2. Heritage.

### 3.5.3 Architectural Conservation Areas

“An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value or that contributes to the appreciation of Protected Structures. An ACA may consist for example, of a row of terraced houses, a street, a village centre or a cluster of structures. Unless a structure is also listed on the Record of Protected Structures, the designation afforded from inclusion in an ACA only applies to the exterior and streetscape. The list below comprises ACAs identified within South Dublin County.”

## **REQUEST TO ADD TO THIS LIST:**

We wish to add the following County Council Cottages **Nos 168 – 186 Whitehall Road** to this list mentioned above, in order for them to be protected. Built circa 1890's – in a Crescent Shaped row - perhaps as workers cottages for farm labourers on Lord Shaw's estate.

We wish to also add the following to the pertinent sections of the County Development Plan 2022- 2028

**Road Signs** – Bothair An Racadair. This is one of the original road signs for Whitehall Road. Note it does not translate as that. The road was originally named The Recorders Road as it led to Lord Shaw's son's residence at Kimmage Manor (now listed). This was the residence of the son of Lord Shaw who was the Recorder in the Courts in the mid-19<sup>th</sup> Century until taken over by the Holy Ghost Fathers.

**Heritage –Built.** Kimmage Manor House. This house is currently listed.

The approach road to this house was formerly known as the Recorders Road. **Bothar An Racadair** is still to be seen on road signs in the area with the English name of Whitehall Road above this. It is important to the history of this area. Hence the name of our Residents Association.

As is the case with many religious lands the days may be numbered for this property to remain in the hands of the now, Spiritans. It is our wish to have the interior of the building and the lands surrounding it included in the description of the Protected Structures listing so that it may be preserved/protected into the future.

Reference: Schedule 2. Protected Structures. - Listed Buildings: Map ref: 185 Dev. Plan 2016-2022. Holy Ghost Missionary College, Whitehall Road, Kimmage. Three Bay, Two Storey with Attic, Tudor Revival house.

**Granite County Boundary Stone.** This should also be added to listings of Boundary/Mile Stones. Located outside no 50 Whitehall Road. This marked the County Boundary up until the 1960's when the Boundary was moved to Kimmage Road West – Thus putting the whole of Whitehall Road into the jurisdiction of Dublin County Council, later to become South Dublin County Council.

**Heritage – Environment** - Poddle River/City Watercourse. One of three remaining stretches of 'open' river lie within our area. In line with the plans for the Flood Alleviation Scheme on the Poddle River we would aspire to maintaining the open nature of the River as an amenity for our area, which historically fed several mills in the immediate area. It should be protected from Culverting into the future. Reference: Schedule 1. Record of Monuments and Places. Dev. Plan 2016-2022.

**Housing:** The last remaining pieces of development land in this area will, most likely, be built on during the life of the Development Plan 2022 – 2028. We would like to see provision made in the development plan for a quota of smaller homes to be included in order for local people to down-size within the area that they have lived their lives. Tantamount to Village Life – this would allow people to continue to live at home and dependency and companionship could be taken care of by ex-neighbours who would still live close by. Covid has taught us a lot. This practice could benefit many areas of the city in looking after our elderly citizens.

## **Conclusion:**

We have been waiting since 2003 to see that Metro that was shown to us on glossy handouts from Ministers and Councillors of that time. To the best of our knowledge it was in the Development Plan of the day. We were hopeful for many years of living in a cleaner environment with good connectivity to all parts of the city. We look forward to the day that it re-appears on the County Development Plan. We thank all for their input into the preparation of the Draft Plan to date.

Yours sincerely,

Pauline Foster.

Chairman.

Recorders Residents Association.

## RECORDERS RESIDENTS ASSOCIATION

**Representing: Whitehall Road, Gdns, Park, Close. Glendale Park, Priory Estate.**

**15A Route.** Below is an outline of the **Lack of Bus Service** to Whitehall Road and it's surrounding areas including large portions of Rockfield, Muckcross, Hillsbrook and Priory/Manor Estates.

No direct bus service from Whitehall Road to any of our **local Shopping Centres/Supermarkets**

*The Square - very limited service via 54A. - (Long walk to Fortfield Road or Willington Lane.) \*F2 and a dangerous crossing at Spawell = \*Will now necessitate 2 buses including a dangerous transfer.*

*Nutgrove - very limited service via 17. (Very long walk or lift to reach bus stop) \* no difference.*

*Ashleaf - walk and carry - No direct bus service. \*no difference.*

*Rathfarnham/Tesco - No direct bus service. \*no difference.*

*Sundrive/Superquinn - No direct bus service. \*now Served.*

*Lidl Greenhills Road - No direct bus service. \*no difference.*

*Superquinn/Aldi/Lidl Walkinstown Avenue - No direct bus service. \*no difference.*

This has latterly changed with the opening of Lidl and Aldi at Terenure. **\*Direct Access Lost then restored.**

- No direct bus service to any of our **Hospitals.**

*Tallaght Hospital. \* \*F2 (½ hr service) and a dangerous crossing at Spawell.= restrictive/marginal gain..*

*St. James Hospital. \* \*F2 (½ hr service) and a dangerous crossing at Kelly's Corner. = Lengthy.*

*National Childrens Hospital Crumlin. \* No difference = 2 or 3 buses.*

*St. Vincents . \*No difference = at least 3 buses.*

*Temple Street \* No difference.*

*All 3 Maternity Hosps. \* little or no difference.*

*Blackrock Clinic (1½ hrs travel time by two buses - each way!) \*No Difference.*

*VHI Swift Clinic Dundrum. \* No difference.= 2/3 buses/luas = Lengthy.*

- No direct bus service to the vast majority of **Local Schools.**

Served: *Presentation Girls / Boys School Terenure . \* **Direct Access Lost/Restored.***

Not served: *St. Damiens. St. Pauls/Holy Spirit. St. Pius. Templeogue College. Our Ladys. Terenure College \* No difference.*

*Bishop Shanahan/Galvin. St. Mac Dara. \* Now served.*

- No direct bus service to any of our **Extra curricular activities** provided at **Local Schools** : Which include - *Art & Craft. Languages. Ballet. Irish Dancing. Ballroom. Speech & Drama. Music.*

- No direct bus service to either the **Luas** \* **Access Removed at Lr. Rathmines Green Line.**
- **or the Dart.** \* No difference.
- No direct bus service to **3<sup>rd</sup> Level Colleges.** \*No difference.

- Served: Rathmines College of Further Education. - \* **Direct Access Lost/Restored.**
  - Served: Atlas Language School. - \* **Direct Accerss Lost/Restored.**
- UCD - long walk/lift to 17. *Dunlaoghaire College of Art and Design* - a nightmare journey which takes up to 2hrs travel time each way. \* **Difference is - it will take longer.**

**Most of the above journeys will still necessitate using the car.**

Appendix 2. Submission re Cycle Lane Trial Spawell to Templeville Road Roundabout.

## RECORDER'S RESIDENT'S ASSOCIATION



To: SDCC – Attention Mbakure Johnson.

### **Subject: Cycle Lane Trial Spawell to Templeville Road Roundabout.**

In assessing the impact of the temporary changes to the 'Small Roundabout' (Templeville/Greentrees) the first thing that should be said is that there have only been 5 weeks where the schools were *all* back, and many are now 'off' again for the Summer holidays. Universities are still on remote learning. Retail is only just re-opened. Therefore the reduction in 'normal' traffic flows is still extremely noticeable. However, with the gradual lifting of Covid restriction the queuing is growing day by day.

Along with this queuing comes the impatient driver who is prepared to take any chance to 'get ahead' ensuing in dangerous opportunity taking and putting others at risk. Rat-running is already commencing to avoid the junction at busy times, with Millgate Road/Rockfield Avenue now being used to avoid the Templeville roundabout.

The Recorders Residents Association has great concerns regarding several aspects of the current trial design for both the cycle lanes and the two roundabouts. Our main concerns are as follows:

#### ***Cycle Lanes:***

##### ***1. Road width reduction because of the cycle lane requirement.***

The road space remaining for two cars to pass is challenging.

For HGV's passing each other is extremely tight, leaving little or no margin for human error.

Ambulances and Fire Service could be seriously compromised at busy times.

This will be greatly exacerbated during ice and snow periods, when the potential for serious accidents is greatly increased.

##### ***2. This situation could also put a cyclist at an extremely high risk.***

It must be terrifying when you are cycling with only a fragile pole between you and two massive vehicles.

The slip-stream and/or the domineering effect from the two vehicles meeting can easily cause a cyclist to wobble, particularly the younger cyclist, with potentially fatal results.

##### ***3. Cars exiting left from gardens and buses from bus stops*** have to pull onto the 'wrong' side of the road to make their exit around the cycle lane/bollards.

This situation arises to a noticeable degree when approaching the start of the poles/bollards. One minute there is a lot of road space and the next the car approaching you appears to pull onto your side of the road!

**Suggested solution:**

1. We feel that, where possible, the ample grass verge space should be utilized. Cycle lanes could be accommodated without any loss of trees. This would also be safer for cyclist – particularly the younger/novice cyclist.
2. Re-instating most of the road width would also be safer for motorists.
3. It would eliminate the dangerous ‘sudden narrowing’ of the road space.

**Roundabouts – Whitehall Rd/Templeville/Greentrees.**

This Residents Association appreciates the SDCC’s ‘best intentions’ to make this Roundabout safer. However, we consider that many aspect have been made potentially more dangerous than heretofore.

The key issue is that the roundabout is too small – which results in all actualities happening within a very limited road space/time frame.

1. Thinking space:

This applies particularly when exiting at the first exit,

- The driver must look to the right, to observe *not one but two entrances*, extremely close together, with the added hazard of the oncoming driver from the furthest entrance not signaling intention of direction...
- ...thus the driver, dictated to by the limits of road space, must make a very quick decision to enter the roundabout,
- ...having achieved this successfully...
- The driver now has very limited thinking time/space to react to a person stepping or running out (frequently observed) onto the pedestrian crossing.

2. Visual space:

- The flashing beacon cannot be ‘registered’ by a driver.
- His visual field is too low down, and too close to the beacon.
- For those with compromised peripheral vision this roundabout must be a nightmare.
- For those with reduced reaction time – age – experience – illness – it poses a real challenge.
- The ‘new’ visual field is extremely close *as the change from looking right to looking left occurs*.
- This is further compromised if the pedestrian starts to cross from the opposite side.
- Joggers/runners tend *to continue their run* straight onto the pedestrian crossings.

3. Cyclists:

All of the above problems are added to by cyclists who appear to have *their own idea* - or indeed *no idea*, of how to navigate this roundabout:

- The ones who ignore all the poles/road markings etc. and simply comes onto it and cycles straight across.
- The ones who follow the pole path and then dismount at the pedestrian crossings, immediately pushing the front wheel of the bike into oncoming, unsuspecting traffic.
- The ones who ignore the pole path and try to follow the coloured tarmac.
- Motorists are second-guessing what the cyclist might do!

4. Pedestrians:

- Prior to the changes to this roundabout pedestrians had to rely on the goodwill of drivers to allow them to cross. Understanding the difficulty Drivers frequently gave way to them.
- Many pedestrians feel that they *now* have ‘*the right*’ to walk straight out onto the pedestrian crossing.

- No consideration is given to the time needed by the driver to a. acknowledge mentally that there is an obstacle ahead.
- Sudden stopping by motorists for this reason, has resulted in several rear-ending crashes.

Suggested solutions:

This roundabout started life as a little circle of paint pots. The volume of traffic was infinitely less then. The opening of the Firhouse Bridge has had a big impact and coupled with copious infill developments over the years, traffic volume has grown enormously. It now handles such volume of traffic that it needs a radical upgrade.

Therefore we suggest the following:

1. Move the roundabout further south where there is more land available to increase the size of the roundabout.
- 2 Greater distance between entrances would eliminate many of the problems cited above.
3. Reinstate the coloured tarmac for cyclists in order to clarify their route and right of way.
4. Move the pedestrian crossing ramps further back from the roundabout entrances/exits. Even 1 metre back would make a difference.
5. Install flashing signals on the pedestrian crossings at ground level. These could be activated as the pedestrian steps onto the crossing, giving the motorist a visual signal and time to acknowledge their presence.
4. We are not in favour of traffic lights.

Yours sincerely,

Pauline Foster  
Chairman  
Recorders Residents Association.