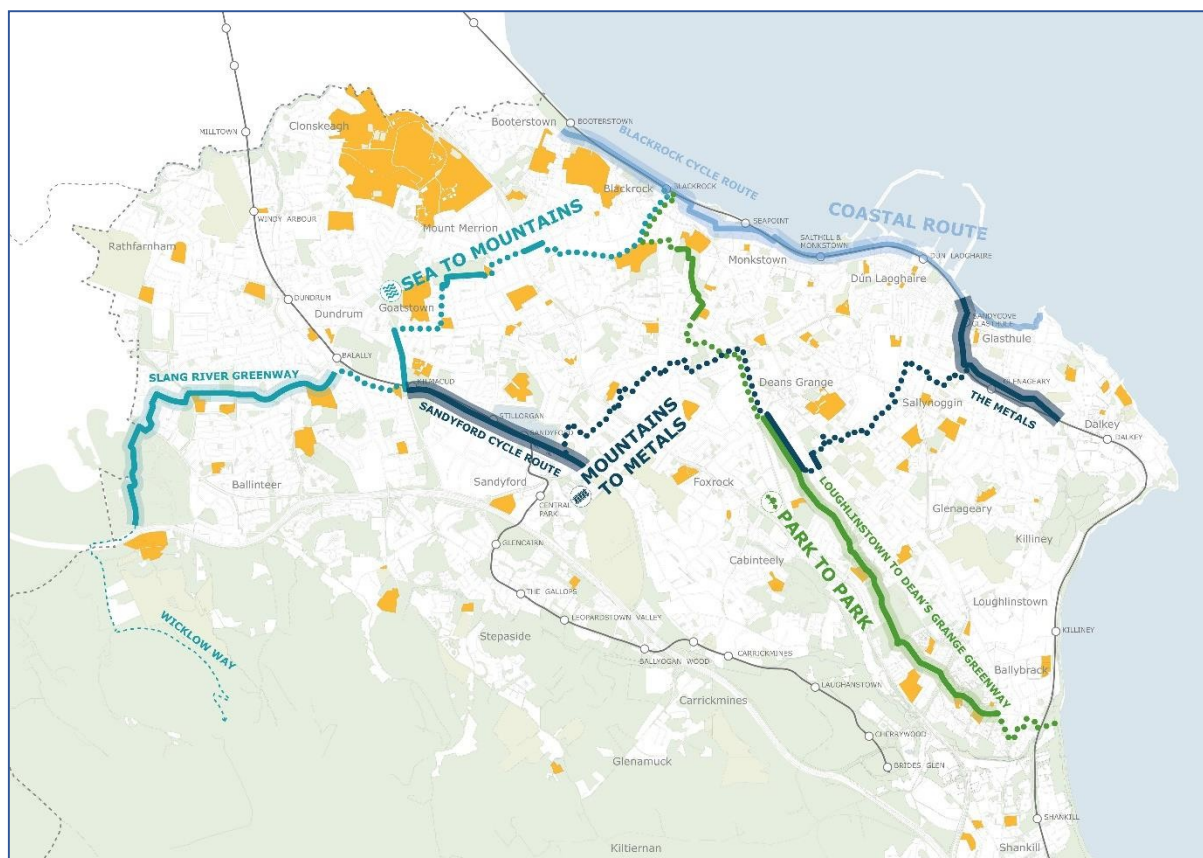


# Active School Travel

## Safe Walking and Cycling Routes

### Project Update December 2021



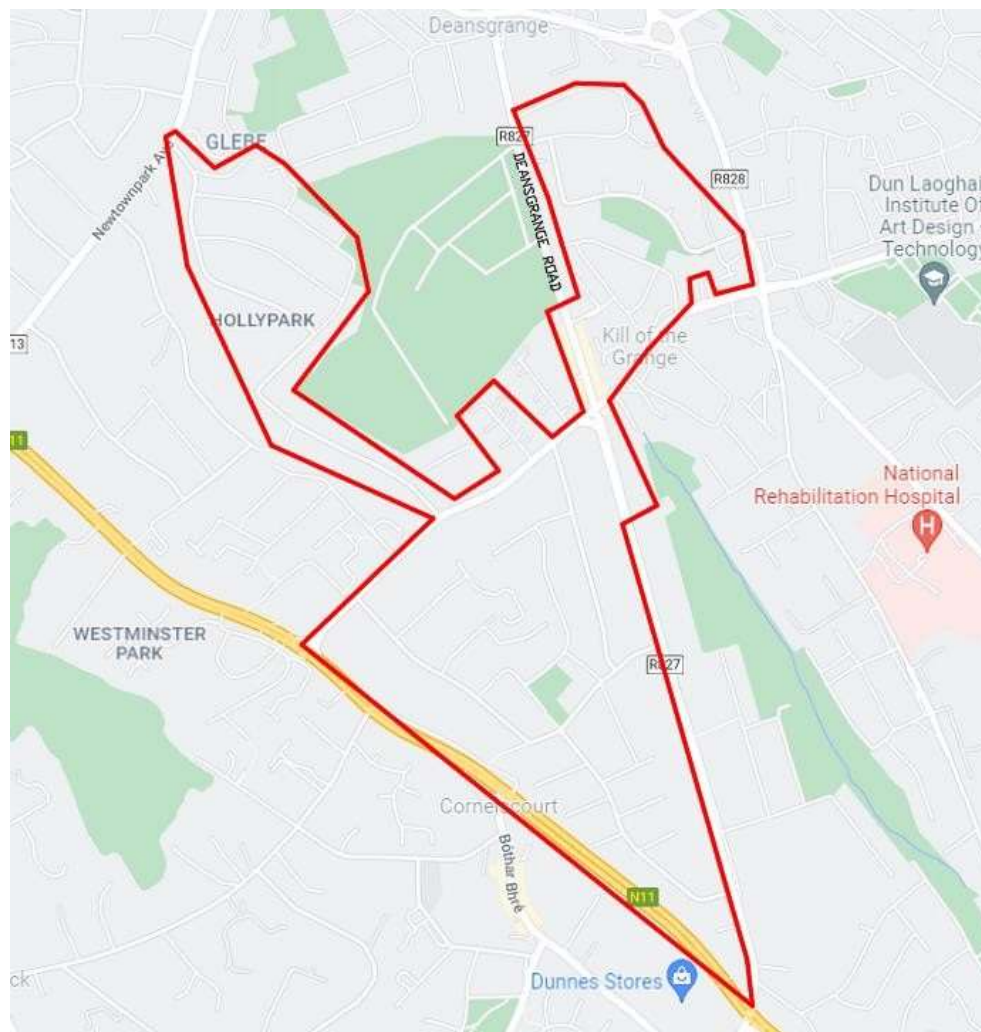
## Background:

The Dún Laoghaire-Rathdown County Council (DLR) Active School Travel project is centred on the concept of providing a connected and safe network of walking and cycling routes to schools across the county, and this concept has been emphasised from project inception in August 2020. There are parts of two of the routes, Mountains to Metals and Park to Park, that go through the Deansgrange area and the design for these routes was completed based on providing a safe, continuous active travel route from end to end.

At the Council meeting on 13<sup>th</sup> September 2021, a commitment was given to carry out further engagement with stakeholders in relation to the Deansgrange route elements of the Active School Travel Project and the Chief Executive committed to bringing a report back to members by January 2022. This commitment was subsequently revised at the October Council meeting the Chief Executive committed to bringing the report to the December Council meeting.

## Public Engagement Process:

DLR engaged with groups representing residents and businesses in the Deansgrange area. These groups represented the areas highlighted below:



Meetings were carried out virtually and in-person and are summarised as follows:

No.	Group.	Meeting Date
1	Foxrock Avenue / Hollypark Residents	10 <sup>th</sup> September
2	Deansgrange Village Business Group	24 <sup>th</sup> September
3	Deansgrange Village Business Group	5 <sup>th</sup> October
4	St Fintan's Park Residents	5 <sup>th</sup> October
6	Kill Abbey Residents	5 <sup>th</sup> October
7	@Bikedeansgrange*	6 <sup>th</sup> October
8	Deansgrange Village Business Group	19 <sup>th</sup> October
9	Kill O' The Grange NS (via email)	20 <sup>th</sup> October
10	A Resident on Deansgrange Road	26 <sup>th</sup> October
11	St Fintan's Villas Residents	2 <sup>nd</sup> November
12	Deansgrange Village Business Group	2 <sup>nd</sup> November
13	Clonkeen Drive / Beech Park / South Park Residents	3 <sup>rd</sup> November
14	St Fintans Villas Residents	9 <sup>th</sup> November
15	Foxrock Avenue and Hollypark Residents	9 <sup>th</sup> November
16	Deansgrange Village Business Group	16 <sup>th</sup> November
17	@Bikedeansgrange	19 <sup>th</sup> November
18	Kill Abbey	22 <sup>nd</sup> November
19	Clonkeen Drive / Beech Park / South Park Residents	24 <sup>th</sup> November
20	Deansgrange Village Business Group	30 <sup>th</sup> November

\*@Bikedeansgrange is a group of Deansgrange residents whose stated aim is to make Deansgrange a safe place for to cycle.

The format of the initial meeting with each group was all conducted in a similar way:

1. Administrative (agreeing who would record the minutes, etc.)
2. Concerns (DLR listening to the concerns of each group)
3. Suggested solutions (from the groups)
4. A general discussion about the points raised

### **Feedback from the engagement:**

Many of the groups had similar concerns about the proposed changes on Deansgrange Road. There were also similarities in their desire for a solution that provides safe facilities for cyclists in this area and addresses traffic concerns. A summary of the comments raised are as follows:

1. Deansgrange Village Business Group
  - a. Believed a change to the traffic layout would cut off a section of the community from Deansgrange Village
  - b. Queried what the factors for success of the trial were
  - c. Asked that DLR consider an option that maintains two-way traffic and provides two-way cycling
2. Clonkeen Drive, Beech Park and South Park Community Group
  - a. Concerned about potential traffic displacement
  - b. Concerned about the impact to elderly residents if road was made one-way
  - c. There are existing traffic concerns, and a proposed one-way system would make issues worse
  - d. Asked that DLR consider options that best serve the needs of most residents
  - e. Asked about potential option through the Deansgrange Cemetery ('the Cemetery')
3. Deansgrange Management Committee (residents of St Fintan's Park)
  - a. The right turn into Supervalu on Kill Lane creates an issue for traffic backing up to the crossroads
  - b. Displaced parking from the Cemetery into St Fintan's Park would be a concern if Deansgrange Road were to become one-way
  - c. There was concern if Deansgrange Road became one-way that trips e.g., from Cornelscourt, would become much longer journeys for the residents of St Fintan's Park
  - d. There was concern that if Deansgrange Road became one-way that rat-running would increase
  - e. Request that the installation of a modal filter in St. Fintan's Park where it meets St Fintan's Villas would be considered
4. St Fintan's Villas
  - a. A proposed one-way system would negatively impact elderly residents and businesses
  - b. Concerns relating to rat-running through the estate
  - c. Concerns about loss of parking on Deansgrange Road
  - d. Loss of the bus service would be a concern for elderly residents
  - e. Asked about an option that whereby no parking would be permitted on Deansgrange Road and would there be sufficient space for two-way traffic and two-way cycle facilities
  - f. Asked if the path on the west side of Deansgrange Road could be removed and replaced with a cycle facility
5. Foxrock Avenue and Hollypark
  - a. Concerned that a one-way system would result in traffic displacement and increased rat-running in their estate
  - b. Concerned about non-resident traffic within the estate
  - c. Concerned about the traffic generated by the schools and football club in the estate
  - d. Asked if a cycle facility could be constructed on Abbey Road instead of Deansgrange Road
6. Kill Abbey
  - a. Asked if DLR would consider a two-way car / two-way bike option on Deansgrange Road rather than a one-way
  - b. They had concerns about the existing traffic situation on Kill Lane and that a proposed one-way on Deansgrange Road would make the situation worse
  - c. Concerned about potential rat-running that would occur if a one-way system was put in place
  - d. Asked if Abbey Road would be an option for a cycle route as an alternative to Deansgrange Road
7. Kill O' The Grange National School

- a. Concerned about the existing traffic situation including speeding and rat-running
  - b. Concerned that providing facilities for cyclists would result in increased congestion
8. A resident on Deansgrange Road
- a. Opposed to the idea of the one-way system and the potential impact it would have in the area and for local residents
  - b. Concerns about traffic displacement into residential estates
  - c. The current one-way proposal would potentially increase volume of traffic surrounding the schools, at the Deansgrange crossroads, Bakers Corner and increase queuing time in Clonkeen
  - d. Concerns about toucan crossings and the manner that both cyclists & motorist break red lights

In addition to the above group meetings 36 unsolicited submissions were received from the public, largely via email. They all related to a proposed one-way system on Deansgrange Road with 24 opposed to a one-way system and 12 in favour of it.

### **Options considered:**

During the process eight different options for Deansgrange Road were investigated and considered. Each was considered in detail. The options were:

**Option 1** – Two-way vehicular traffic with reduced traffic lanes to 5.5m on Deansgrange Road. Two-way segregated cycle facility provided. All parking / loading removed, and HGV ban required to facilitate the two-way car / two-way cycle facility

**Option 2** – One-way vehicular traffic southbound with a bus lane northbound; cyclists would be segregated southbound and integrated with the bus lane northbound. Note: like Option 1 parking and loading facilities removed

**Option 3** – One-way vehicular traffic with segregated two-way cycle facilities provided. Requires the diversion of the bus route but maintains the existing parking / loading facilities

**Option 4** – From Clonkeen Park and new signalised crossing would be provided. Cyclists routed via Kill Abbey and St. Fintan's Park returning to Deansgrange Road via St Fintan's Villas. A section of two-way cycle track north of St. Fintan's Villas on Deansgrange Road.

**Option 4a** - From Clonkeen Park and new signalised crossing would be provided. Cyclists routed via Kill Abbey and St. Fintan's Park returning to Deansgrange Road via St Fintan's Villas. A section of two-way cycle track north of St. Fintan's Villas on Deansgrange road. Modal filter introduced between St Fintan's Park and St Fintan's Villas to remove through traffic.

**Option 5** - Remove the western footpath on Deansgrange Road and replace it with a two-way cycle facility. Retain two-way traffic but reduce vehicular traffic lanes to 5.5m. Loss of approx. 9 parking spaces. HGV ban required and northbound bus diverted.

**Option 5a** - Remove the western footpath on Deansgrange Road and replace it with a two-way cycle facility. Retain two-way traffic but reduce lanes to 6m. Loss of approx. 36 parking spaces but HGV access maintained. Northbound bus diverted

**Option 6.** Reconfigure west side footpath from Deansgrange Junction with Kill Lane to the Cemetery to allow for the introduction of two-way segregated facility (this would require localised narrowing of the existing path). Cycling provided through the Cemetery returning to Deansgrange Road north of the existing entrance near St Fintan's Villas, with the exact route through the Cemetery yet to be determined, with the indicative route showing existing paths within the Cemetery. New entrances to the Cemetery required as well as lighting within the Cemetery. New two-way segregated facility provided on Deansgrange Road from the exit of the Cemetery to Springhill Ave. Loss of approx. 6 parking spaces near the bungalows and parking adjacent to businesses opposite Mooney site (but note opportunity to indent parking spaces).

Each option was then scored against the following criteria:

<b>Criteria</b>	<b>Scheme Specific Objective</b>
<b>Economy</b>	<ul style="list-style-type: none"> <li>• Improve the local economic capacity of Deansgrange Village to support localisation of the economy; and</li> <li>• Generate positive local economic benefits to businesses and consumers by               <ul style="list-style-type: none"> <li>○ Enabling an increase of footfall within the village;</li> <li>○ Removing unnecessary commuting motor vehicle traffic that currently does not engage economically; and</li> <li>○ Encouraging a space where children and adults feel comfortable and confident to engage economically.</li> </ul> </li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improve safety for all road users, including vulnerable user groups;</li> <li>• Meet the safety needs of children and their parents when it comes to active travel</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• To reduce CO2 emissions and particulate emissions through a reduction in fuel consumption;</li> <li>• To secure the development of a high-quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines</li> <li>• To secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area</li> <li>• To manage noise impacts in populated areas.</li> </ul>
<b>Accessibility and Social Inclusion</b>	<ul style="list-style-type: none"> <li>• To provide a route that will encourage and support investment in the wider area in alignment with current investment plans on a County, Regional and National level</li> <li>• To improve multi-modal transport journey time and multi-modal journey time reliability for active transport modes;</li> <li>• To expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice;</li> <li>• To enable social equity by enabling people to choose a variety of travel options and active travel modes in particular; and</li> <li>• To achieve the objective of national, regional and local planning</li> </ul>
<b>Integration</b>	<ul style="list-style-type: none"> <li>• To improve connectivity to the existing cycle and walking networks; and</li> <li>• To provide continuity of network type for active modes through existing motorised vehicular dominated junctions.</li> </ul>
<b>Physical Activity</b>	<ul style="list-style-type: none"> <li>• To encourage active mobility as a means of improving human health through physical activity.</li> </ul>

In addition, it was explained to each group that the cycle network objectives in this area include for cycle facilities along both Deansgrange Road and Abbey Road and it was not an either / or scenario, both routes form part of the Greater Dublin Area Cycle Network Plan.

An expanded multi criteria analysis is provided within Appendix A. A summary table is as follows (scoring is based on 1-5):

Option	1	2	3	4	4a	5	5a	6
<b>Economy</b>	1	2	4	4	4	3	3	4
<b>Safety</b>	3	3	5	1	2	2	2	4
<b>Environment</b>	3	3	5	1	2	1	1	4
<b>Accessibility and Social Inclusion</b>	3	3	3	3	3	1	2	5
<b>Integration</b>	3	5	3	2	2	1	2	5
<b>Physical Activity</b>	1	2	5	2	2	1	1	4
<b>Total</b>	14	18	25	13	15	9	11	26

The multicriteria analysis recommends that **Option 6. Providing segregated cycle facilities along Deansgrange Road and utilising the Cemetery**, would be the preferred option. It would:

- Maintain two-way access by vehicle for residents and reduce potential traffic displacement or rat-running into other areas
- Maintain the bus service in both directions
- Allow HGV access along the street
- Maintain the majority of parking / loading
- Provide direct segregated cycle facilities

It should be noted that this solution would require a Part 8 planning application (because the works through the Cemetery would not be covered under the normal exemption when providing cycle facilities). Progressing a Part 8 application would also remove the trialing element of the scheme because it could not be easily altered i.e. it would require another Part 8.

The multicriteria analysis was presented to the various groups and their feedback was:

The principle of the option through the Cemetery was tentatively welcomed by:

- o St Fintan's Villas
- o Clonkeen Drive, Beech Park and South Park Community Group
- o Kill Abbey
- o Deansgrange Village Business Group
- o Foxrock Avenue and Hollypark Residents Association
- o @bikedeansgrange

Declined to comment at this stage:

- A Resident on Deansgrange Road

Not available for comment (either were unavailable for a meeting or didn't reply to requests for a meeting):

- Deansgrange Management Committee

- Kill O' The Grange National School

**Recommendation:**

Following the engagement process, the Council Executive are recommending that the Park to Park and Mountains to Metals routes proceed to construction for all works except the Deansgrange Road elements. We recommend that a Section 138 notice for these works would be issued to the Elected Members and that an application for funding is made to the National Transport Authority (NTA) to carry out these works as part of the 2022 programme. It is envisaged that a section 138 notice would be issued to the Elected Members in advance of the January Council meeting, but this is subject to a final review of the design and engagement with the NTA.

The Council Executive recommends that a Part 8 planning application is prepared for the Deansgrange Road section from Clonkeen Park to Springhill Avenue in line with Option 6 above (a route along Deansgrange Road and through Deansgrange Cemetery). An indicative layout of this route is shown in Appendix B but we would note that this is a purely indicative at this stage and is subject to change. A more detailed design would have to be prepared in the normal way in compliance with Part 8 requirements. The design would address issues like:

- A preferred route through the Cemetery (noting that there are different alignment opportunities and options)
- Lighting options for the route
- Access options including the design of new entrances
- Issues relating to personal security and improving passive surveillance including engagement with An Garda Síochána)
- Planting and public realm improvements
- Various other surveys e.g. traffic, ecological etc.
- 

Assuming a positive outcome at the various stages we would expect the works outside of Deansgrange Road to commence in Q1 2022 and works relating to Deansgrange Road to commence in Q3 2022 assuming a favorable outcome of the Part 8 planning process.



# Appendix A: Expanded multi criteria analysis

Proposed Option	Option 1 – Two-way vehicular traffic with reduced traffic lanes to 5.5m. Two way segregated cycle facility. Note: All parking / loading removed and HGV ban required		Option 2 – One-way vehicular traffic southbound with a bus lane northbound; cyclists will be segregated southbound and integrated with the bus lane northbound. Note: Parking and Loading removed		Option 3 – One-way vehicular traffic with segregated two way cyclists facilities.		Option 4 - Cyclists routed via St. Fintan's Park with a short section of two-way cycle track north of St. Fintan's Villas on Deansgrange road. New signalised crossing on Kill Lane and Deansgrange Road with two way section of cycle track up to Kill Abbey	
Criteria Being Assessed	Comments	Score	Comments	Score	Comments	Score	Comments	Score
Economy	The removal of car parking / loading restricts the possibility to park at the existing businesses on Deansgrange Road by vehicle or to park on the public road. It also removes the opportunity for residents to park on Deansgrange Road	1	The removal of car parking / loading restricts the possibility to park at the existing businesses on Deansgrange Road by vehicle or to park on the public road. It also removes the opportunity for residents to park on Deansgrange Road	2	Existing parking and loading facilities are retained. Access by vehicle is maintained but access to the street will be from the northern end	4	Existing parking and loading facilities are retained.	4
	Reducing the traffic lanes to 5.5m total will require a HGVs ban. This will have an impact on existing deliveries to businesses and businesses along the route. This will also require the bus service to be diverted.		This option will maintain the existing bus route in both directions and the HGV access southbound		This option will maintain the HGV access from the northern end and the existing southbound bus route		This option will maintain the HGV access and the existing bus route in both directions	
	The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses		The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses		The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses		This option diverts users away from businesses on Deansgrange Road will reduce opportunity for these users to become customers	
	Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.		Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will remove the northbound vehicles.		Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.		This option will retain the bus service	
Criteria Being Assessed	Comments	Score	Comments	Score	Comments	Score	Comments	Score
Safety	This option will upgrade cycling and walking infrastructure along Deansgrange Road, through the Deansgrange/Kill Lane junction and along Kill Avenue to the entrance to the Park. This will be implemented as a fully segregated network separating walking and cycling from motorised modes which will meet the safety needs of users and encourage modal shift.	3	This will create a semi- segregated cycle route. Northbound cyclists will be required to mix with bus movements in the same lane. The option will partially meet the safety needs of users; with some more vulnerable users discouraged due to the mixing of very large vehicles and younger cyclists.	3	This option will upgrade cycling and walking infrastructure along Deansgrange Road, through the Deansgrange/Kill Lane junction and along Kill Avenue to the entrance to the Park. This will be implemented as fully segregated network separating walking, cycling from motorised modes which will meet the safety needs of users and encourage modal shift.	5	This option will upgrade cycling and walking provisions along the northern end of Deansgrange Road between Brookville Park and St. Fintan's Villas meeting the safety needs of users along that section of the street. For the section between St. Fintan's Villas and Kill Lane users will be mixing with vehicles on road through St Fintan's Park and Kill Abbey. This will be a less safe facility than a fully segregated one	1
	This option will reduce the road width along Deansgrange Road, making crossing for pedestrians along Deansgrange road safer.		This option will reduce the road width along Deansgrange Road making crossing for pedestrians along Deansgrange road safer.		This option will reduce the road width along Deansgrange Road making crossing for pedestrians along Deansgrange road safer.		This option will maintain the existing situation on Deansgrange Road. No safety benefit is expected under this option for this road.	
	Deansgrange Road will continue to be used by through traffic, which means the volume of motor vehicles is unlikely to reduce.		This option will remove the northbound vehicle movement. A reduction in vehicle volume will improve road safety for those walking and cycling		This option will remove the northbound vehicle movement. A reduction in vehicle volume will improve road safety for those walking and cycling		The circuitous nature of this route is less likely to encourage modal shift than a direct route. For example, users who want to travel along Clonkeen Road northbound will have to make a right turn onto Kill Lane before following this route. Users have more difficult and frequent manoeuvres to make in this option	
	The removal of parking and loading facilities is likely to increase illegal parking which reduces pedestrian and cyclist safety		The removal of parking and loading facilities is likely to increase illegal parking which reduces pedestrian and cyclist safety		The retention of the parking and loading facilities provides access to the local residents and businesses which will reduce illegal or inconsiderate parking			
	The reduced traffic lanes will reduce vehicle speeds							
Criteria Being Assessed	Comments	Score	Comments	Score	Comments	Score	Comments	Score
Environment	This option will retain the existing through traffic situation (representing 75% of the current traffic volumes) and is unlikely to result in a reduction in these movements or an improvement in air and noise quality	3	This option will remove northbound traffic movements. The corresponding reduction in volumes will result in improved air and noise quality	3	This option will remove northbound traffic movements. The corresponding reduction in volumes will result in improved air and noise quality	5	This option will retain the existing through traffic situation and will not result in a reduction in these movements or an improvement in air and noise quality	1
	Providing high quality cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips.		Providing cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips, but the integration with the bus lane may discourage new or less confident cyclists .		Providing high quality cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips.		Providing cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips but the circuitous nature of the route will be less likely to encourage new or less confident users as a fully segregated and direct route	
	This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan		This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan		This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan		This option does not deliver an objective of the GDA Cycle Network Plan.	
Criteria Being Assessed	Comments	Score	Comments	Score	Comments	Score	Comments	Score
	This option will improve facilities for active transport modes along Deansgrange Road.		This option will improve facilities for active transport modes along Deansgrange Road.		This option will improve facilities for active transport modes along Deansgrange Road.		This option does not provide any improvements for active modes along Deansgrange from St Fintan's Villas to Kill Lane	

<b>Accessibility and Social Inclusion</b>	This options result in the loss of bus services	<b>3</b>	This options retains the bus services	<b>3</b>	This options results in the loss of bus services in one direction	<b>3</b>	This option retains the bus service	<b>3</b>
	This option will remove existing car parking bays serving residential and business properties including disabled bays. This will result in a negative impact on accessibility.		This option will remove existing car parking bays serving residential and business properties including disabled bays. This will result in a negative impact on accessibility.		This option will retain existing car parking and loading bays serving residential and business properties.		This option will retain existing car parking and loading bays serving residential and business properties.	
					This option increases distance for local users who choose to drive			
<b>Criteria Being Assessed</b>	<b>Comments</b>	<b>Score</b>	<b>Comments</b>	<b>Score</b>	<b>Comments</b>	<b>Score</b>	<b>Comments</b>	<b>Score</b>
<b>Integration</b>	This option will facilitate an improvement in cycle network for active transport modes.	<b>3</b>	This option will facilitate an improvement in cycle network for active transport modes.	<b>5</b>	This option will facilitate an improvement in cycle network for active transport modes.	<b>3</b>	This option proposes a route for cyclists that does not align with the GDA Cycle Network and does not integrate well with the other routes in this network.	<b>2</b>
	This option results in the loss of bus service		This option retains the bus service		This option results in the loss of bus service in the southbound direction		This option retains the bus service	
<b>Physical Activity</b>	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips in this area are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift.	<b>1</b>	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips in this area are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift.	<b>2</b>	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips through Deansgrange Road are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift.	<b>5</b>	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips in this area are shorter than 4 km. The circuitous nature of this route and mixing with vehicles is less likely to encourage modal shift than a direct route.	<b>2</b>
	Maintaining the northbound vehicle movement is less likely to encourage modal shift for shorter trips.		The removal of northbound vehicle movements will encourage more users to undertake short trips by either walking or cycling. Concerns regarding the mixing of bus and cycle movement mean that this option has a lower potential to encourage new or less confident users than a fully segregated option		The removal of northbound vehicle movements will encourage more users to undertake short trips by either walking or cycling.			
<b>Overall Compliance Score</b>		<b>14</b>		<b>18</b>		<b>25</b>		<b>13</b>

Option 4a - Cyclists routed via St. Fintan's Park with a short section of two-way cycle track north of St. Fintan's Villas on Deansgrange road. New signalised crossing on Kill Lane and two way section of cycle track up to Kill Abbey. Modal filter introduced between St Fintan's Park and St Fintan's Villas		Option 5 - Remove the western footpath and replace it with a two way cycle facility. Retain two way traffic but reduce lanes to 5.5m. Loss of approx. 9 parking spaces		Option 5a - Remove the western footpath and replace it with a two way cycle facility. Retain two way traffic but reduce lanes to 6m. Loss of approx. 36 parking spaces		Option 6. Reconfigure west side footpath from Deansgrange Junction to cemetery to allow for the introduction of two way segregated facility. New route provided through the cemetery returning to Deansgrange Road north of the existing entrance near St Fintan's Villas. New two way segregated facility provided up to Springhill Ave. This option would require a Part 8 approve which is a reserved function of the Elected Members.	
Comments	Score	Comments	Score	Comments	Score	Comments	Score
Existing parking and loading facilities are retained.	4	The partial removal of car parking / loading reduces the possibility to reach the existing businesses on Deansgrange Road by car or to park on the public road. It also reduces the opportunity for residents to park on Deansgrange Road	3	The significant removal of car parking / loading reduces the possibility to reach the existing businesses on Deansgrange Road by car or to park on the public road. It also reduces the opportunity for residents to park on Deansgrange Road	3	Approximately 12 parking spaces and loading adjacent to the Pharmacy will be lost in this option (but some of this loss could be offset by indenting the existing path in this area)	4
This option will maintain the HGV access and the existing bus route in both directions		Reducing the traffic lanes to 5.5m total will require a HGV's ban. This will have an impact on existing deliveries to businesses and businesses along the route. This will also require the bus service to be diverted.		This option will maintain the HGV access and the existing bus route in both directions		This option will maintain the HGV access and the existing bus route in both directions	
This option diverts users away from businesses on Deansgrange Road will reduce opportunity for these users to become customers		The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses		The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses		The intervention will route cyclists along Deansgrange Road generating opportunities for increased footfall for existing local businesses	
Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.		Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.		Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.		Traffic analysis highlights that 75% of all motor traffic along Deansgrange Road does not have an origin or destination within the model extents. This option will retain these existing through movements of vehicles.	
This option will retain the bus service							
Comments	Score	Comments	Score	Comments	Score	Comments	Score
This option will upgrade cycling and walking provisions along the northern end of Deansgrange Road between Brookville Park and St. Fintan's Villas meeting the safety needs of users along that section of the street. For the section between St. Fintan's Villas and Kill Lane users will be mixing with vehicles on road through St Fintan's Park and Kill Abbey. This will be a less safe facility than a fully segregated option but in this case the introduction of the modal filter will reduce through traffic	2	This option will upgrade cycling infrastructure along Deansgrange Road, through the Deansgrange/Kill Lane Junction and along Kill Avenue to the entrance to the Park. This will be implemented as fully segregated network separating walking, cycling from motorised modes.	2	This option will upgrade cycling infrastructure along Deansgrange Road, through the Deansgrange/Kill Lane Junction and along Kill Avenue to the entrance to the Park. This will be implemented as fully segregated network separating walking, cycling from motorised modes.	2	This option will upgrade cycling and walking infrastructure along Deansgrange Road, through the Cemetery and Deansgrange/Kill Lane Junction and along Kill Avenue to the entrance to the Park. This will be implemented as fully segregated network separating walking, cycling from motorised modes which will meet the safety needs of users and encourage modal shift.	4
This option will maintain the existing situation on Deansgrange Road. No safety benefit is expected under this option for this road.		This option results in the removal of one of the footpaths for pedestrians which will encourage more crossing of the roadway or walking in the cycle facility		This option results in the removal of one of the footpaths for pedestrians which will encourage more crossing of the roadway or walking in the cycle facility		This option will reduce the road width along a section of Deansgrange Road making crossing for pedestrians along Deansgrange road safer.	
The circuitous nature of this route is less likely to encourage modal shift than a direct route. For example, users who want to travel along Clonkeen Road northbound will have to make a right turn onto Kill Lane before following this route. Users have more difficult and frequent manoeuvres to make in this option		This option will still facilitate vehicles in both directions along Deansgrange Road but will remove larger vehicles		This option will still facilitate vehicles in both directions along Deansgrange Road		Deansgrange Road will continue to be used by through traffic, which means the volume of motor vehicles is unlikely to reduce.	
		The retention of the parking and loading facilities provides access to the local residents and businesses which will reduce illegal or inconsiderate parking		The retention of the parking and loading facilities provides access to the local residents and businesses which will reduce illegal or inconsiderate parking		The retention of the parking and loading facilities provides access to the local residents and businesses which will reduce illegal or inconsiderate parking	
		The reduced traffic lanes will reduce vehicle speeds		The reduced traffic lanes will reduce vehicle speeds		The reduced traffic lanes will reduce vehicle speeds	
Comments	Score	Comments	Score	Comments	Score	Comments	Score
This option will retain the existing through traffic situation and will not result in a reduction in these movements or an improvement in air and noise quality	2	This option will retain the existing through traffic situation and will not result in a reduction in these movements or an improvement in air and noise quality	1	This option will retain the existing through traffic situation and will not result in a reduction in these movements or an improvement in air and noise quality	1	This option will retain the existing through traffic situation and will not result in a reduction in these movements or an improvement in air and noise quality	4
Providing cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips but the circuitous nature of the route will be less likely to encourage new or less confident users as a fully segregated and direct route		Providing high quality cycling infrastructure is likely to encourage modal shift for shorter trips. The loss of the footpath is likely to reduce existing pedestrian trips and may result in an increase in vehicle volumes		Providing high quality cycling infrastructure is likely to encourage modal shift for shorter trips. The loss of the footpath is likely to reduce existing pedestrian trips and may result in an increase in vehicle volumes		Providing high quality cycling infrastructure and improved facilities for pedestrians is likely to encourage modal shift for shorter trips. The integration with the cemetery also provides improved permeability in the area which may encourage more local trips	
This option does not deliver an objective of the GDA Cycle Network Plan.		This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan		This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan		This option will secure delivery of an identified County Cycle Network described in the GDA Cycle Network Plan	
Comments	Score	Comments	Score	Comments	Score	Comments	Score
This option does not provide any improvements for active modes along Deansgrange from St Fintan's Villas to Kill Lane		This option will improve facilities for active transport modes along Deansgrange Road.		This option will improve facilities for active transport modes along Deansgrange Road.		This option will improve facilities for active transport modes along Deansgrange Road.	

This option retains the bus service	3	This options result in the loss of bus services	1	This option retains the bus service in the southbound direction (there will be no path on the west side of the road to provide a bus stop)	2	This option retains the bus service	5	
This option will retain existing car parking and loading bays serving residential and business properties.		This option will result in the loss of parking		This option will result in the loss of parking		This option will retain the majority of existing car parking and loading bays serving residential and business properties.		
		This option will result in the loss of the western footpath on Deansgrange Road		This option will result in the loss of the western footpath on Deansgrange Road		This option retains existing access arrangements by vehicle		
Comments	Score	Comments	Score	Comments	Score	Comments	Score	
This option proposes to provide a route for cyclists that does not align with the GDA Cycle Network and does not integrate well with the other routes in this network	2	This option will facilitate an improvement in cycle network for active transport modes but results in the loss of footpath.	1	This option will facilitate an improvement in cycle network for active transport modes but results in the loss of footpath.	2	This option will facilitate an improvement in cycle network for active transport modes.	5	
This option retains the bus service		This option results in the loss of bus service		This option retains the bus service in one direction		This option retains the bus service		
This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips in this area are shorter than 4 km. The circuitous nature of this route and mixing with vehicles is less likely to encourage modal shift than a direct route	2	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips through Deansgrange Road are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift	1	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips through Deansgrange Road are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift	1	This option will facilitate an opportunity for modal shift from motor vehicular modes to active modes. 17% of all trips through Deansgrange Road are shorter than 4 km. The public consultation process identified that 68% of respondents will be willing to walk or cycle more often if the facilities were improved. This highlights a potential in the area for modal shift	4	
		The loss of footpath may result in existing walking trips moving to the car		The loss of footpath may result in existing walking trips moving to the car		The retention of northbound vehicle movements will not encourage as many users to undertake short trips by either walking or cycling.		
						The improved permeability in the cemetery will provide a destination that may encourage more local trips e.g. school, football fields etc.		
	15		9		11		26	

Criteria	Scheme Specific Objective
Economy	<ul style="list-style-type: none"> <li>• Improve the local economic capacity of Deansgrange Village to support localisation of the economy; and</li> <li>• Generate positive local economic benefits to businesses and consumers by: <ul style="list-style-type: none"> <li>○ Enabling an increase of footfall within the village;</li> <li>○ Removing unnecessary commuting motor vehicle traffic that currently does not engage economically; and</li> <li>○ Encouraging a space where children and adults feel comfortable and confident to economically engage.</li> </ul> </li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Improve safety for all road users, including vulnerable user <u>groups</u>;</li> <li>• Meet the safety needs of children and their parents when it comes to active travel</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• To reduce CO<sub>2</sub> emissions and particulate emissions through a reduction in fuel consumption;</li> <li>• To secure the development of a high-quality walking and cycling network across the County in accordance with relevant Council and National policy and guidelines.</li> <li>• To secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Cycle Network Plan for the Greater Dublin Area.</li> <li>• To manage noise impacts in populated areas.</li> </ul>
Accessibility and Social Inclusion	<ul style="list-style-type: none"> <li>• To provide a route that will encourage and support investment in the wider area in alignment with current investment plans on a County, Regional and National level;</li> <li>• To improve multi-modal transport journey time and multi-modal journey time reliability for active transport modes;</li> <li>• To expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.</li> <li>• To enable social equity by enabling people to choose a variety of travel options and active travel modes in particular; and</li> <li>• To achieve the objective of national, <u>regional</u> and local planning policy, as outlined at the start of this report.</li> </ul>
Integration	<ul style="list-style-type: none"> <li>• To improve connectivity to the existing cycle and walking networks; and</li> <li>• To provide continuity of network type for active modes through existing motorised vehicular dominated junctions;</li> </ul>
Physical Activity	<ul style="list-style-type: none"> <li>• To encourage active mobility as a mean of improving human health through physical activity.</li> </ul>

# Appendix B: Indicative Layout

**Notes**

1. Do not scale from this drawing.
2. All levels are in metres above Ordnance datum (A.O.D.).
3. All levels are in metres above Ordnance datum (A.O.D.).
4. UNCO, UNCL and UNL to be used in conjunction with all relevant Engineers drawings and specifications.
5. All road markings and road signage references refer to Traffic Signs Manual 2019.

**Legend:**

- PROPOSED FOOTWAY CONSTRUCTION
- EXISTING CARRIAGEWAY CONSTRUCTION
- PROPOSED CYCLEWAY CONSTRUCTION
- PROPOSED FULL HEIGHT KERB
- PROPOSED BOLT DOWN KERB
- PROPOSED DROPPED KERB
- PROPOSED EDGING KERB
- BUS STOP KERBS
- PROPOSED TACTILE BLISTER PAVING (CONTROLLED CROSSING)
- PROPOSED TACTILE BLISTER PAVING (UNCONTROLLED CROSSINGS)
- PROPOSED TACTILE CORRIDOR PAVING
- PROPOSED ROAD MARKINGS (WHITE)
- PROPOSED ROAD MARKINGS (YELLOW)
- EXISTING ROAD MARKINGS (WHITE)
- EXISTING ROAD MARKINGS (YELLOW)
- POUNCE (OR PROTECTED CYCLEWAYS AND CYCLEWAY ACCESS POINTS)

NO.	DESCRIPTION	DATE	BY	CHKD

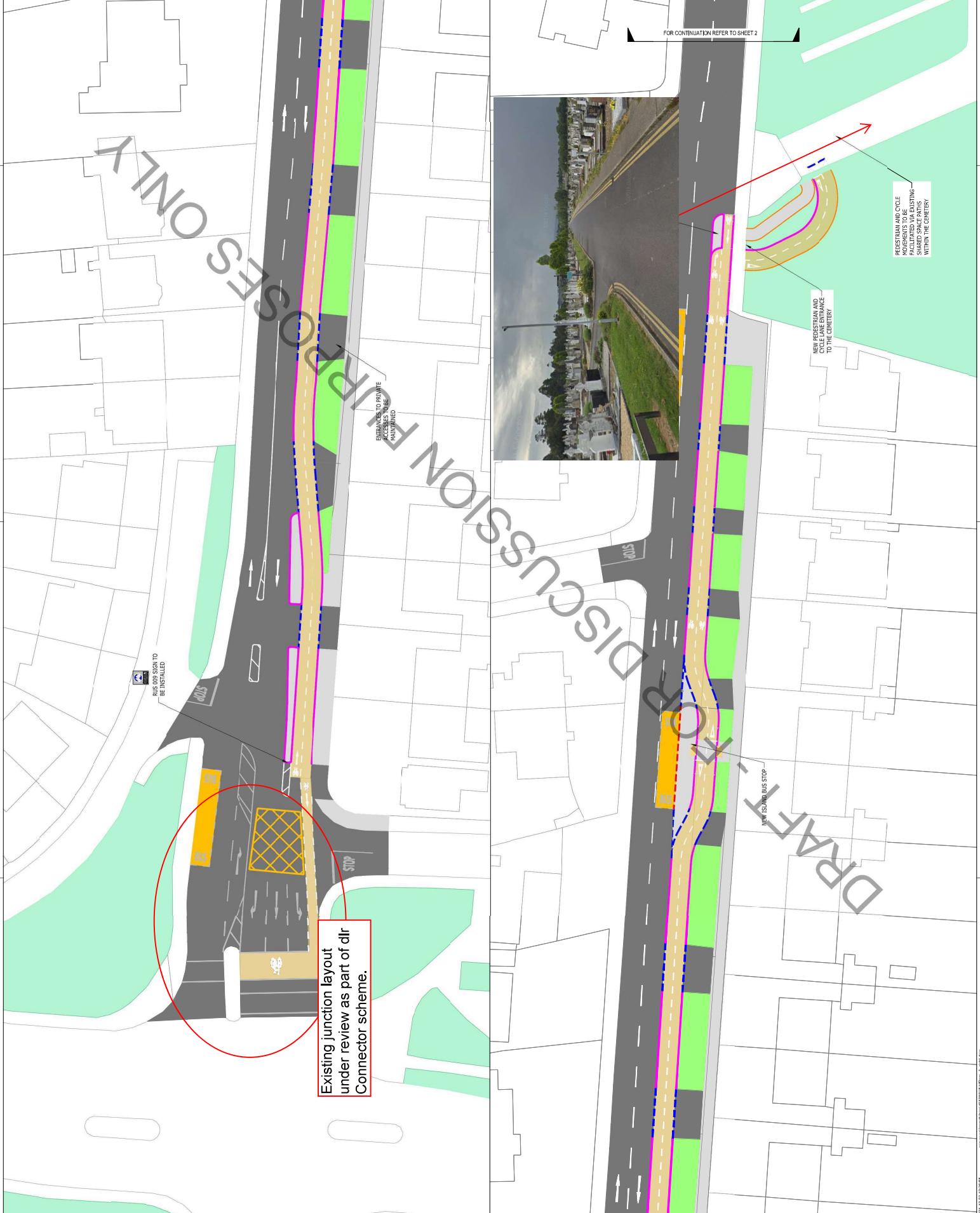
**FOR DISCUSSION**

Dun Laoghaire & Rathdown  
Active School Travel  
Deansgrange



General Arrangement  
Sheet 1 of 3

Project No:	1620010428	Scale:	1:250	Date:	2021-10-03
Drawing No:	1620010428-RAM-DG-02-DR-C-101	Sheet:	MB	Rev:	D0

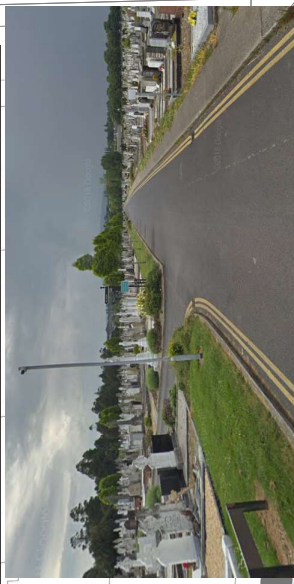


DISCUSSION FOR DRAFT

BUS STOP SIGN TO BE INSTALLED

EXPANSIONS TO PRIVATE ACCESSES TO BE MAINTAINED

Existing junction layout under review as part of dlr Connector scheme.



NEW PLANTING AND CYCLEWAY SIGNAGE TO THE CEMETERY

PEDESTRIAN AND CYCLE FACILITIES TO BE FACILITATED VIA EXISTING SHARED SPACE PATHS WITHIN THE CEMETERY

NEW ISLAND BUS STOP

FOR CONTINUATION REFER TO SHEET 2





**NOTES**

1. Do not scale from this drawing.
2. All dimensions are in metres unless stated otherwise.
3. All levels are in metres above Ordnance datum (AOD).
4. UNO, UNOC, UNOC2 and UNOC3 to be used in conjunction with all relevant Engineers drawings and specifications.
5. All road markings and road signage references refer to Traffic Signs Manual 2019.

**Legend:**

- PROPOSED FOOTWAY CONSTRUCTION
- EXISTING CARRIAGEWAY CONSTRUCTION
- PROPOSED CYCLEWAY CONSTRUCTION
- PROPOSED FULL HEIGHT KERB
- PROPOSED BOLT DOWN KERB
- PROPOSED DROPPED KERB
- PROPOSED EDGING KERB
- BUS STOP KERBS
- PROPOSED TACTILE BLISTER PAVING (CONTROLLED CROSSING)
- PROPOSED TACTILE BLISTER PAVING (UNCONTROLLED CROSSINGS)
- PROPOSED TACTILE COLOURBY PAVING
- PROPOSED ROAD MARKINGS (WHITE)
- PROPOSED ROAD MARKINGS (YELLOW)
- EXISTING ROAD MARKINGS (WHITE)
- EXISTING ROAD MARKINGS (YELLOW)

DR	REV	DATE	BY	CHK	APP

**FOR DISCUSSION**

Dun Laoghaire & Rathdown  
Active School Travel  
Deansgrange



1620010428-RAM-DG-02-DR-C-102

**General Arrangement**  
Sheet 2 of 3

Project No.	Scale (Sheet)	Drawn	CHK	APP
1620010428	1:250	MB	2021-10-03	
Drawing No.				
1620010428-RAM-DG-02-DR-C-102				

