



# DLR connector

← Dundrum

Councillor Briefing  
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Dún Laoghaire →

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# What is the DLR Connector?

The DLR Connector will connect neighbourhoods and villages East to West across the county through **a safe, accessible and attractive walking and cycling route with public realm and greening improvements.**

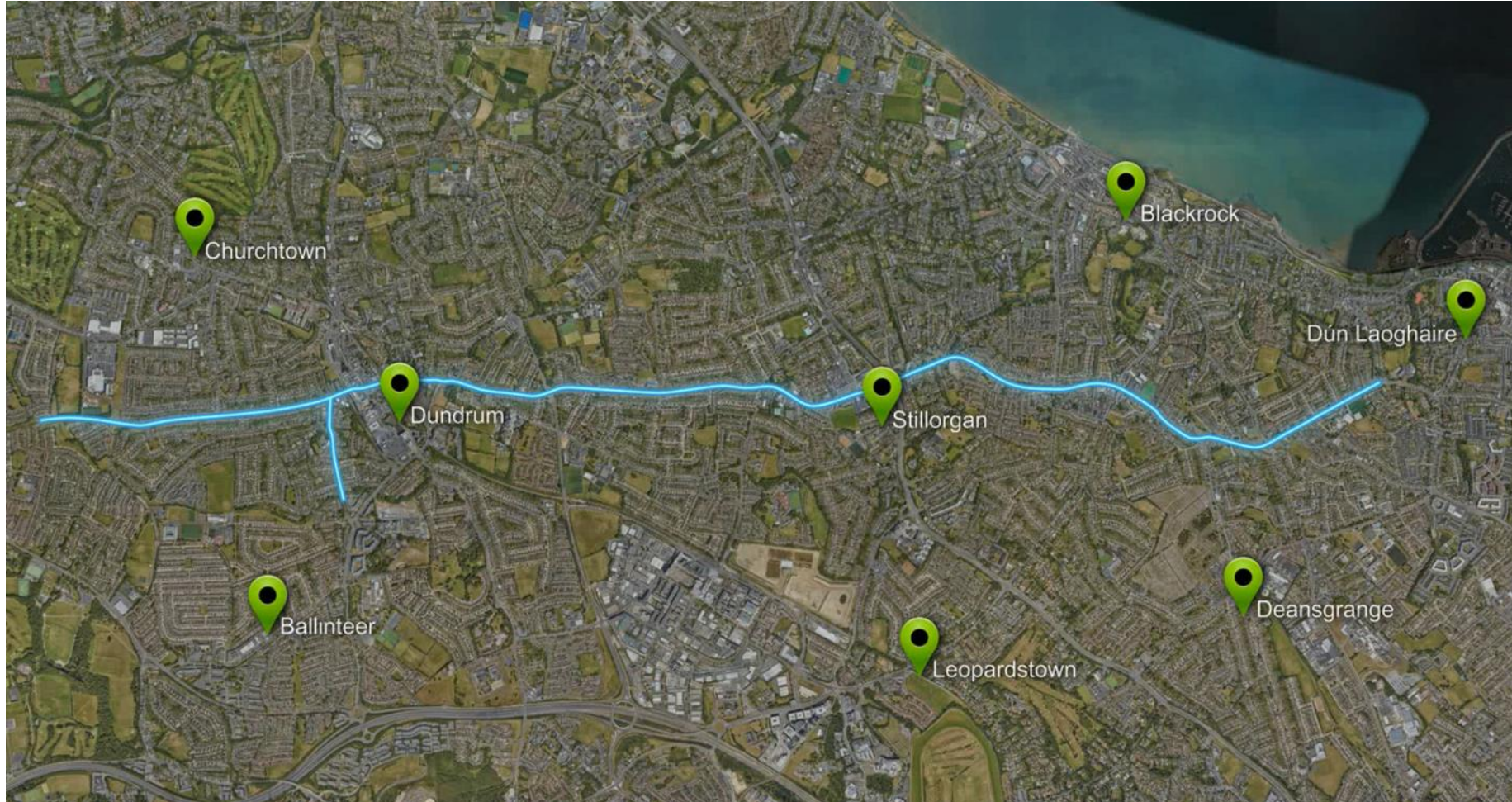
The new infrastructure will bridge the gaps between current and planned active travel routes, resulting in the **delivery of 8.5km of continuous cycling and walking facilities from Dún Laoghaire to Dundrum.**

This will enhance safety for all road users and improve access to local schools, shops and amenities by active travel modes.

# Route Overview



# Route Overview











# Why is the scheme needed?



# Why is the scheme needed?

- Existing walking and **cycling paths along the route stop and start** which discourages use – especially by children, older adults and more vulnerable road users.
- Parts of the route are unsafe for all road users and experience **heavy traffic** during peak times.
- Current **crossroads and roundabouts** are designed in a way that makes **it hard for pedestrians and cyclists to navigate safely**.
- **Public spaces** on the route could be improved with better design, **seating and planting** to enhance liveability and attractiveness.
- Local and national policies call for the creation of a **safe network of active travel facilities**, so people can choose walking and cycling for everyday journeys

Connected  
Active  
Travel  
Network

Road  
Safety

Urban  
Realm  
Upgrades

# Disconnected Active Travel Network



- Cycle lanes stop and start at random.
- Cyclists often forced to merge onto busy carriageways or into bus lanes.
- Unsafe and intimidating cycling environment.



# Congestion and unsafe crossing points



- Congestion at roundabouts. Roundabouts can be better for equal traffic flows but can cause backups when traffic is heavy in one direction.
- Pedestrian routes stop and start at random.
- Few signalised pedestrian crossing points.
- Unsafe and intimidating pedestrian environment. Especially for children, and more vulnerable groups.



# Scheme overview

# Design Process

- Multiple design options assessed for routes, junctions, crossings, and public realm.
- Informed by traffic modelling, technical and environmental studies.
- Multi-Criteria Analysis (MCA) to determine preferred options.
- Final layouts refined for safety, accessibility, and sustainability.
- Most junctions will operate within capacity.
- Minor delays at some junctions due to prioritisation of walking, cycling, and public transport.

# What are the main features?

- **CYCLE LANES:** 6km of new, high-quality, segregated cycle lanes, joining up with existing infrastructure to create an 8.5km continuous route
- **JUNCTION UPGRADES:** Ten significant junction upgrades along the route with improved layouts for pedestrians, cyclists, public transport and general vehicular flow
- **PEDESTRIAN IMPROVEMENTS:** Footpath upgrades and safer crossings for pedestrians
- **UNIVERSAL DESIGN** to support an environment that can be accessed by everyone regardless of their age, ability or disability
- **SEGREGATED ROUNDABOUTS** - fully segregated pedestrian and cyclist facilities, making it easier and safer to cross, while facilitating efficient vehicular flow
- **BUS STOP UPGRADES** - to promote safety and comfort
- **LANDSCAPING** - 10,000m<sup>2</sup> of new or enhanced green space will be created for tree planting, recreation, biodiversity and Sustainable Urban Drainage/Rain Gardens
- **QUIET STREETS** - for Rockford Park, Rockford Green, Stradbroke Road and Monkstown Avenue Local Access Road where the road can be safely shared by cyclists and motorists







# Dundrum Bus Gate Preferred Option



Proposed Layout of the Bus Gate on Ballinteer Road under Preferred Option



# Dundrum Bus Gate Interim Option

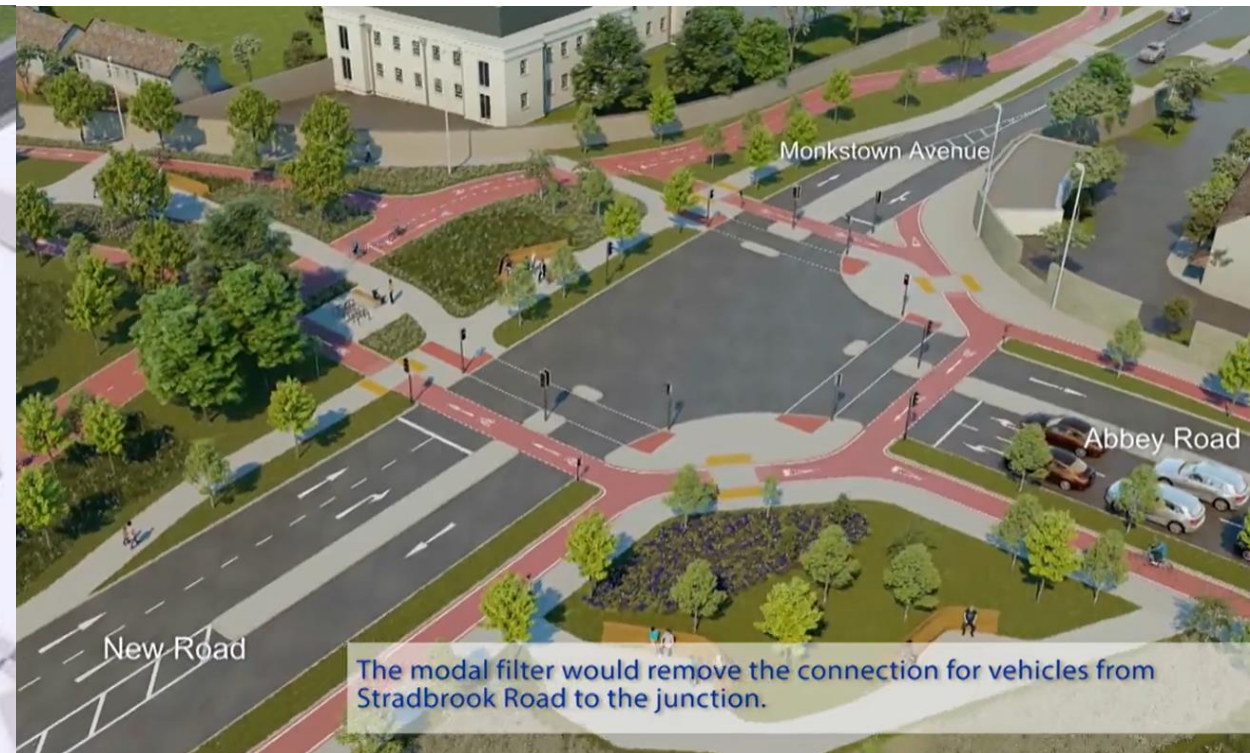
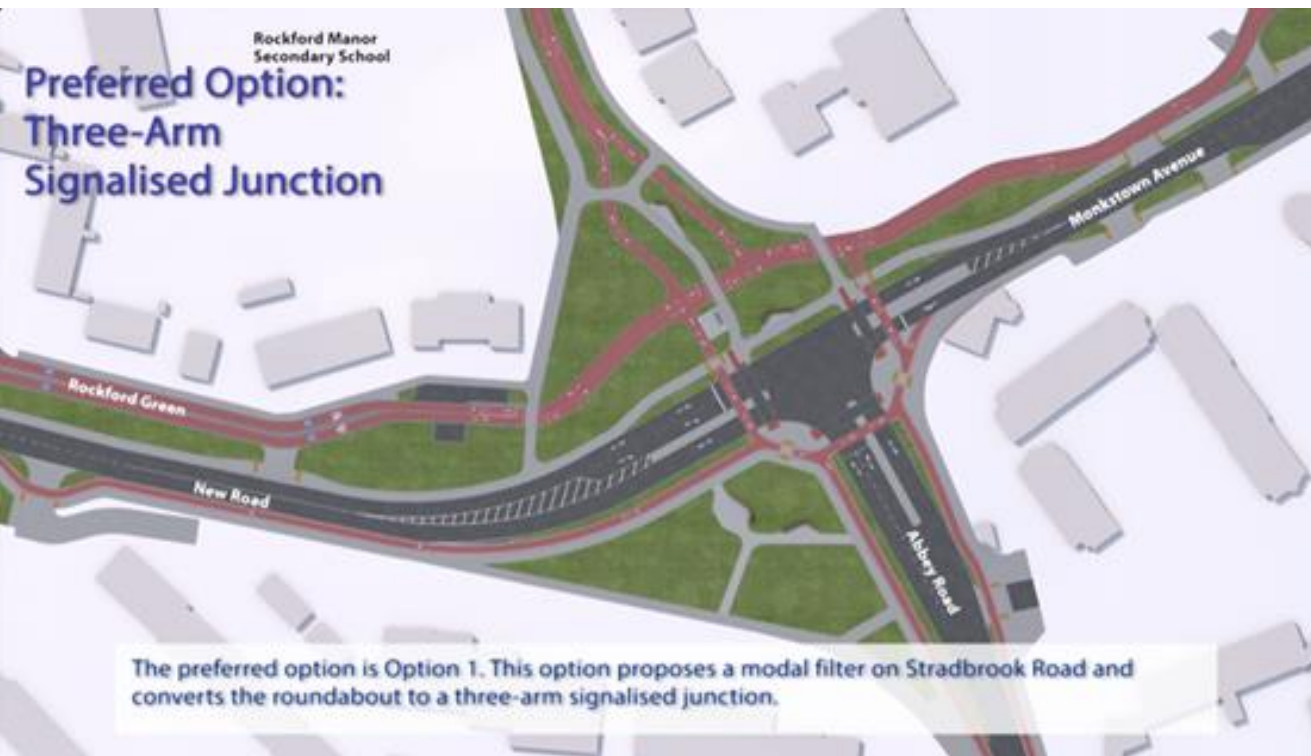
**Interim Option:  
Maintain Two  
Traffic Lanes**

**The Interim Option maintains the two traffic lanes on Ballinteer Road immediately west of the Dundrum Cross junction**

- No significant enhancement for public transport accessing the village
- Buses likely to experience greater delays and unreliability compared to Preferred Option due to mixing with general traffic at the junction.
- No segregated westbound cycle track can be provided due to space constraints.
- Main Street public realm enhancement scheme progresses before introduction of the bus gate.

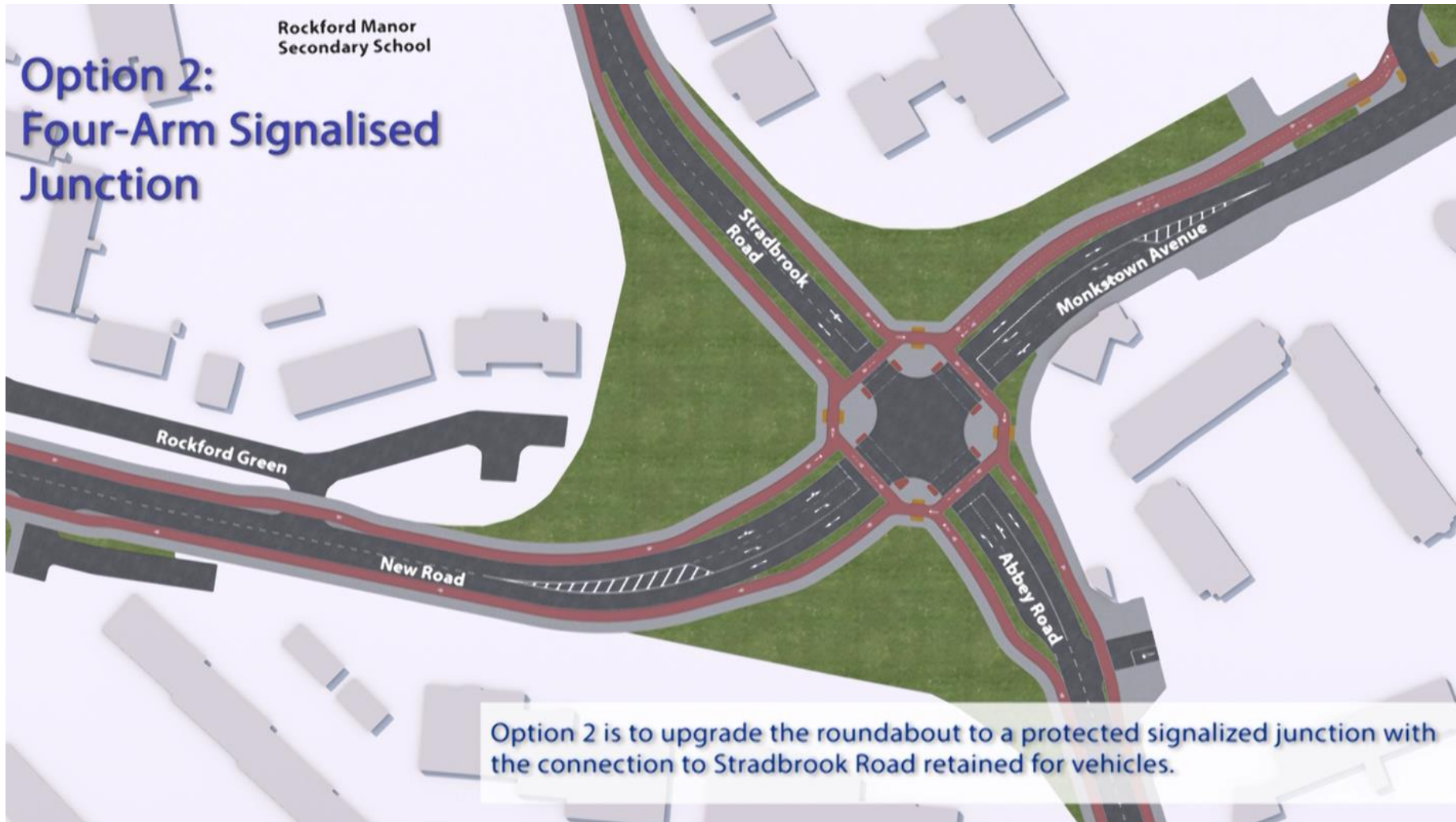


# Stradbroke Roundabout Preferred Option



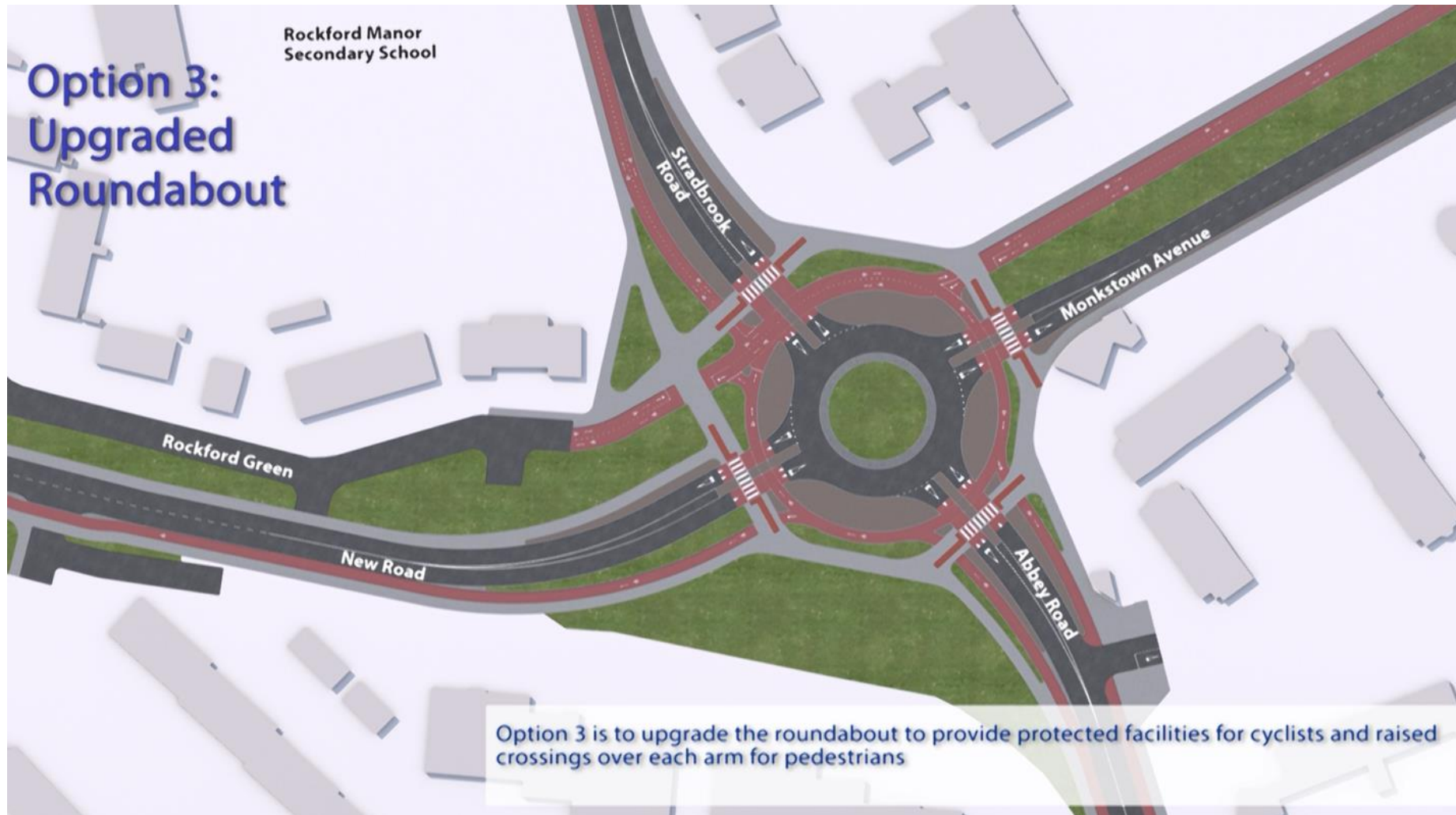


# Stradbroke Roundabout Option 2



- Separate pedestrian and cycle paths improve safety and accessibility.
- Compact junction design allows for some landscaping and public space, though less than a 3-arm layout preferred option.
- No modal filter would mean Stradbroke Road is not a Quiet Street, so dedicated cycle lanes would be needed, affecting on-street parking.

# Stradbroke Roundabout Option 3



- Improved facilities for pedestrians and cyclists compared to the existing arrangement.
- Provides some opportunities for landscaping and public space, though less than the 3-arm layout preferred option.
- Longer delays and queues than Option 1 and 2 as signalised junctions allow for better traffic management particularly during peak hours.

# Pre-Design Public Engagement

Q4 2021 – Q1 2022

# Summary of Pre-Design Feedback

## Engagement Activities:

- Councillor meetings
- An online survey with 320 responses
- Local Workshops with residents, youth groups, businesses and disability advocates
- Informational webinar.

- Broad support emerged for the project, especially to boost safety and promote walking and cycling, notably among youth.
- Young people and businesses welcomed safer routes and increased footfall.
- Key benefits: safer travel and better access to hubs like Dundrum and Dún Laoghaire.
- Concerns: traffic congestion, parking loss, and pinch points such as Monkstown Ave.
- Calls for stronger safety measures came from disability advocates and residents.
- Councillors stressed accessibility, efficiency, and integration with active travel routes.
- Despite COVID-19 limiting in-person input, valuable feedback shaped the preliminary design and preferred scheme.





# Non-Statutory Engagement

3<sup>rd</sup> June -15<sup>th</sup> July 2025

# Planning Process

- DLRCC are holding a period of non-statutory consultation between 3rd June and 15th July 2025. Feedback obtained will inform the final designs that they will submit as part of a formal planning application to An Bord Pleanála.
- An Bord Pleanála is the relevant permitting authority for this project due to its large scale and its need for an Environmental Impact Assessment (EIA).
- The aim is to apply for planning permission to An Bord Pleanála by the end of 2025.
- DLRCC will update designs and include detailed drawings, environmental and planning documentation in their An Bord Pleanála application.
- An Bord Pleanála will then run a formal public consultation process as part of its assessment during a specified consultation period (which will last a minimum of 5 weeks).

# Non-Statutory Public Engagement

- Online Survey: 3<sup>rd</sup> June – 15<sup>th</sup> July (on Citizen Space)
- Two Drop-In Events
  - *Dundrum* - Holy Cross Parish Centre, Dundrum Main Street: 10<sup>th</sup> June 4-8pm:
  - *Monkstown* - Quaker Meeting House, Pakenham Road: 25<sup>th</sup> June 4-8pm
- Webinar: 1<sup>st</sup> July 7-8pm
- ~44,000 leaflets delivered across the project area.
- FAQ document
- Website with project materials for the duration of the consultation period.
- Social media posts.
- Mail out to community groups and businesses.
- Meetings with local community groups and businesses.

Thank You