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Comhairle Contae County Council

DLR connector

A safe and accessible walking and cycling route from Dundrum to Dún Laoghaire.

FAQ'S / KEY MESSAGES

NTA Údarás Náisiúnta Iompair National Transport Authority
DBFL CONSULTING ENGINEERS
áit urbanism + landscape
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FAQS / KEY MESSAGES

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Where is the proposed scheme?

The proposed scheme area extends along Barton Road East (L3011), Ballinteer Road, Kilmacud Road Upper (R826), Kilmacud Road Lower (R825), Stillorgan Park Road (R825), Annaville Terrace, Rowanbyrn and Monkstown Avenue. The scheme ends at the Monkstown Avenue, Carrickbrennan Road and Mounttown Road Upper junction.

What does the scheme involve?

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.

What are the project objectives?

The DLR Connector scheme aims to:

- Design a high-quality scheme that provides direct, safe and attractive walking and cycling links
- Provide enhanced connectivity between Dundrum and Dún Laoghaire
- Improve and create safer access to local schools, shops and amenities
- Design a scheme which will deliver an improved public realm which will enhance the liveability of these areas
- Promote a shift towards a low-carbon, climate resilient and environmentally sustainable economy

Why is this project needed?

- Parts of the route suffer from significant congestion during peak times, and contain junctions that do not support the flow of car movement.
- Current crossroads and roundabouts make it hard for pedestrians and cyclists to navigate safely through.
- Existing walking and cycling paths along the route stop and start, which discourages use– especially by children, older adults and more vulnerable road users.
- Schools on the route need safe, direct and comfortable walking, cycling and public transport facilities to provide a viable alternative travel mode to driving.
- 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.

What are the main features of the DLR Connector?

- **6km of new, high-quality, segregated cycle lanes,** joining up with existing infrastructure to create an 8.5km continuous route.
- **Ten significant junction upgrades** along the route with improved layouts for pedestrians, cyclists, public transport and general vehicular flow.
- **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.
- **Improved roundabout designs** with fully segregated pedestrian and cyclist facilities, making it easier and safer to cross, while facilitating efficient vehicular flow
- **Upgraded bus stops** to promote safety and comfort**.**
- **Greening and landscaping improvements** – Almost 10,000m2 of green space will be created for tree planting, recreation, biodiversity and Sustainable Urban Drainage/Rain Gardens.
- **Quieter streets** for Rockford Road, Stradbrook Road and Monkstown Avenue local access roads, where the road can be safely shared by cyclists and motorists.

Has there been any public consultation before now?

A 'Pre-Design Public Consultation' was undertaken over a number of months from Q4 2021 to Q1 2022. The consultation sought to include communities along the route and key stakeholders to hear their ideas, hopes and concerns to be considered in the evolution of project designs. Feedback from the local community and Councillor workshops contributed to an understanding of local issues and constraints. The public's desire that the scheme should prioritise safety was re-enforced by Councillors, who emphasised that the route should be as accessible, safe and efficient for all road users as possible.

What is the current phase of 'Non-Statutory Consultation' for?

Dun Laoghaire Rathdown County Council (DLRCC) are holding a period of consultation between **3rd June and 15th July 2025**. This is a non-statutory consultation process and is designed to obtain feedback to inform the final designs that DLRCC will submit as part of their formal planning application to An Bord Pleanála.

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Why is the planning application for DLR Connector being submitted to An Bord Pleanála?

If a local authority wants to carry out a large-scale public project and that project needs an Environmental Impact Assessment (EIA), the local authority cannot approve the project itself under a Part 8 planning process. Instead, it must apply to An Bord Pleanála. Projects that require an EIA, must go through a rigorous planning process under Section 175, which is handled by An Bord Pleanála.

When will DLRCC submit a planning application for DLR Connector to An Bord Pleanála?

DLRCC will update project designs following the completion of the non-statutory consultation, with a view to applying for planning permission to An Bord Pleanála by the end of 2025.

Will there be more public consultation once DLR Connector is submitted to An Bord Pleanala?

DLRCC will include detailed designs, environmental and planning documentation in their An Bord Pleanála application. These will be made available by An Bord Pleanála for public inspection. An Bord Pleanála will then run a formal public consultation process as part of its assessment which will include inviting written submissions or observations from the public and statutory bodies during a specified consultation period (which will last a minimum of 5 weeks).

What do road safety statistics show for the route?

From 2005-2016 a total of 37 incidents were recorded at the key study junctions along the route comprising four fatal incidents, three 'serious severity incidents' and 30 'minor severity' incidents. Of these, 27 no. incidents were recorded with pedestrians with 18 no. incidents involving a car.

Three fatal collisions occurred on the N11-N31 / Lower Kilmacud Rd Junction, three of which involved pedestrians and two of these involved a bus. One fatal collision occurred on Stradbrook Roundabout which involved a pedestrian.

How was the current design developed?

A variety of different designs were considered for the cycle routes, junctions, paths, crossing points and public realm upgrades featured within the DLR Connector proposal. These were informed by traffic modelling, technical and environmental studies developed over recent years. This led to the refinement of different layout options.

How were the preferred option[s] f or the various scheme elements decided?

An options appraisal was undertaken by the engineers using Multi Criteria Analysis. This is a structured, transparent method to evaluate and compare different project options, considering multiple, often non-monetary, criteria to identify a preferred set of options or a single option. This includes criteria such as safety, accessibility, directness, comfort, environmental impact, cost, and alignment with policy objectives. A Full Options Report is available on the Citizen Space website.

What is a 'Dutch-style' protected roundabout?

A 'Dutch Style' protected roundabout comprises fully segregated pedestrian and cyclist facilities up to and surrounding a roundabout.

- A Dutch-style roundabout is considered one of the safest and most inclusive designs for modern intersections for a number of key reasons:
- Dutch-style roundabouts separate pedestrian, vehicle and bike traffic, which reduces the risk of collisions. Traditional roundabouts have multiple places where vehicles, bikes, and pedestrians cross paths.
- Dutch Roundabouts feature dedicated cycle lanes that run around the outside of the roundabout, separated from motor traffic, allowing cyclists to navigate the roundabout without mixing with cars.
- Pedestrian crossings are clearly marked and set back from the roundabout, often raised to slow down vehicles and increase visibility.
- Their layout encourages slower driving speeds and gives priority to people walking, wheeling and cycling, making the roundabout safer and more user-friendly.

Where are Dutch-style roundabouts planned for?

- Barton Road East / Nutgrove Way roundabout
- Barton Road / Ballinteer Road roundabout

What are the benefits of signalised junctions?

Signalised junctions have a variety of safety, traffic flow and accessibility benefits including:

- Dedicated crossings and controlled crossing times, making them safer and more accessible for pedestrians and cyclists, especially those with visual or mobility impairments. Roundabouts often lack dedicated crossing signals, which can be confusing or unsafe for vulnerable users.
- Timed controls for different directions of traffic movement, which is particularly helpful at busy or complex intersections with uneven traffic volumes. Roundabouts are better for equal traffic flows but can cause backups when traffic is heavy in one direction.
- Accessibility features include audible signals, tactile paving, and push-button systems that meet accessibility requirements.

Where are signalised junctions planned for?

- Dundrum Main Street
- Kilmacud Rd. Upper/Overend Ave.
- Carysfort Ave./Stillorgan Park Rd.
- Fleurville Rd. / Newtownpark Ave.
- Brookville Park / Deansgrange Rd.
- Stradbrook Rd. / Monkstown Ave.
- Monkstown Ave. / Mounttown Rd. / Carrickbrennan Rd.

What is the preferred design option for the Stradbrook Road roundabout?

Option 1 – Three-armed Signalised Junction

The Preferred Option for Stradbrook Roundabout is for a three-arm signalised junction. In this design there is a modal filter planned where Stradbrook Road meets the roundabout. A modal filter is a design feature at a single point in a road that prevents certain modes, in this case vehicles passing but allows pedestrians and cyclists to pass through, along with emergency vehicles.

The modal filter on Stradbrook Road will remove through traffic whilst still maintaining permeability for pedestrians and cyclists. Local access will be retained for properties on Stradbrook Road. The right turn from Deansgrange Road into Stradbrook Road will be reinstated.

As a result of these changes, Stradbrook Road will be less busy with cars, making it safer and more attractive for making trips on foot or by bike, especially for children traveling to local schools. It will also improve air and noise quality for local residents. Through traffic will be redistributed on the wider network with alternative routes on Deansgrange Road and New Road.

What are the other options for the Stradbrook Road Roundabout?

Option 2 Four-arm Signalised Junction

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

Option 3 – Upgraded roundabout

Option three would involve improved facilities for pedestrians and cyclists compared to the existing arrangement. It would provide some opportunities for landscaping and public space, though less than the 3-arm layout preferred option. It would result in longer delays and queues than the Preferred Option and Option 2 as signalised junctions allow for better traffic management particularly during peak hours.

What is planned for Monkstown Avenue / Farm junction –

The proposal is to introduce no right turn from Monkstown Farm onto Monkstown Avenue, this will reduce overall traffic flow through Monkstown Farm.

On Monkstown Avenue, between Monkstown Farm and Ashton Park, a new two-way cycle lane will be introduced, replacing one traffic lane. A revised traffic system will support two-way vehicle movement on a single lane through the introduction of a traffic light system.

What is planned for Dundrum town and why?

The Main Street/Kilmacud Road/Sandyford Road/Ballinteer Road junction, also known as Dundrum Cross, was one of the most challenging sections of the route due to the existing available space here being very limited.
The design team examined a number of potential options to improve facilities for pedestrians and cyclists through this junction, while maintaining access for public transport through the village.

What is the Preferred Option? (Bus Gate proposal)

The Preferred Option, which best aligns with the Dundrum Local Area Plan as well as local and national policies, is the introduction of a new bus only street

with the creation of a bus gate at the junction with Main Street and Sandyford Road prioritising public transport through the town. This means only buses will be able to turn left onto Main Street and travel straight from Kilmacud Road Upper to Ballinteer Road. General traffic will still be able to access the Dundrum Green Car Park on Ballinteer Road, and local access will be maintained to the properties located within the short bus gate section.

This option will provide fully segregated cycle facilities in both directions along Ballinteer Road. It will increase reliability and reduce delays for public transport travelling through Dundrum Village. The bus gate will be clearly signed in advance so that motorists can take alternative routes.

What is the Interim Option?

The Interim Option maintains two traffic lanes on Ballinteer Road immediately west of the Dundrum Cross junction. It would mean no significant enhancement for public transport accessing the village. Buses would be likely to experience greater delays and unreliability compared to the Preferred Option due to mixing with general traffic at the junction. No segregated westbound cycle track can be provided due to space constraints. The Main Street public realm enhancement scheme would progress before introduction of the bus gate.

How big is the scheme?

8.4 km of which 6km is new - extends along Barton Road East (L3011), Ballinteer Road, Kilmacud Road Upper (R826), Kilmacud Road Lower (R825), Stillorgan Park Road (R825),Annaville Terrace, Rowanbyrn and Monkstown Avenue. Almost 10,000m2 of green space for pocket parks and public realm enhancements.

How much will the project cost?

Estimated €45 million, subject to detail design and procurement.

Who is paying for it?

The National Transport Authority (NTA) is paying for the project.

When will it commence and how long will it take to build?

The scheme will be delivered in a phased approach to minimise disruption . Subject to when a planning decision from An Bord Pleanála is received, it is estimated that construction could commence in 2027 and be completed towards the end of 2028.

TRAFFIC MODELLING FAQs

The full traffic modelling report is available on the DLR Connector project website, while a summary is presented below.

What was the Traffic Modelling methodology?

- **Site Audit:** A site audit was undertaken to quantify existing road network issues and identify local infrastructure characteristics, in addition to establishing the level of accessibility to the site in terms of walking, cycling and public transport. An inventory of the local road network was also developed during this stage of the assessment.
- **Data Gathering:** the main sources of information used included traffic counts undertaken in 2021 and 2025 and the National Transport Authority's Eastern Regional Model 2016 Base Reference Model which includes:
- **Network Analysis:** Undertaken using detailed computer simulations to assess the operational performance of key junctions in the ''Do Minimum'' and ''Do Something'' scenarios in the 2028 future year.

How are the impacts on junctions analysed?

The assessment of the local road network within the DLR Connector scheme used software packages to predict capacities, queues, and delays at all the roundabouts and signalised junctions being studied.

What does "operating capacity" mean?

Our road network has a designed capacity, which is the maximum number of vehicles it can efficiently process within a certain time (often measured in vehicles per hour). If a junction is "operating within capacity", it means traffic is moving relatively smoothly, queues are manageable, and delays are within acceptable limits. If a junction is "over capacity", traffic and delays can increase.

What Scenarios were used in the assessment?

The assessment was analysed using two scenarios:

- 1. D**o-Minimum (DM),** which means keeping the roads/junctions mostly the same. It includes current traffic levels and forecasted changes to 2028 arising from predicted traffic increases and any

planned developments or network changes (like those involved in Bus Connects).

- **2. Do-Something (DS)**This is the same as the Do-Minimum **plus** the different interventions (and associated options) under consideration for DLR Connector, with predicted impacts in 2028.

The traffic modelling results only outline peak hour time conditions in the AM and PM periods as worse-case scenarios for a balanced and functional multi-modal operation which will cater for traffic, active mode and bus movements. During off-peak times the junctions are anticipated to operate with improved capacity to that presented within the report and will cater for all traffic movements comfortably and with reserve capacity.

High level summary findings of Traffic Modelling

The assessment has been undertaken for the year 2028, which will be the Opening Year of the scheme.

The modelling indicates that the proposed junction upgrades will provide comparable, and in most cases improved traffic efficiency as a result of the changes, while greatly enhancing facilities for pedestrians and cyclists. The proposed introduction of traffic signals will significantly improve traffic management capabilities to adapt and control any congestion that may arise at particular peak periods.

Some junctions will see increased delays not necessarily due to more traffic, but reduced capacity (e.g. narrower lanes, prioritised cycling/pedestrian movements). This is an intentional trade-off to improve safety, accessibility, and comfort for people walking, cycling, and to prioritise public transport.

The traffic modelling results suggest that the proposed interventions offer a number of benefits to the network over both the existing conditions and the *Do Minimum* baseline. These will benefit motorists as well as the enhanced active travel facilities for pedestrians and cyclists.

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