Dún Laoghaire-Rathdown County Council

Active School Travel

New Safe Walking and Cycling Routes

Frequently Asked Questions (FAQs)

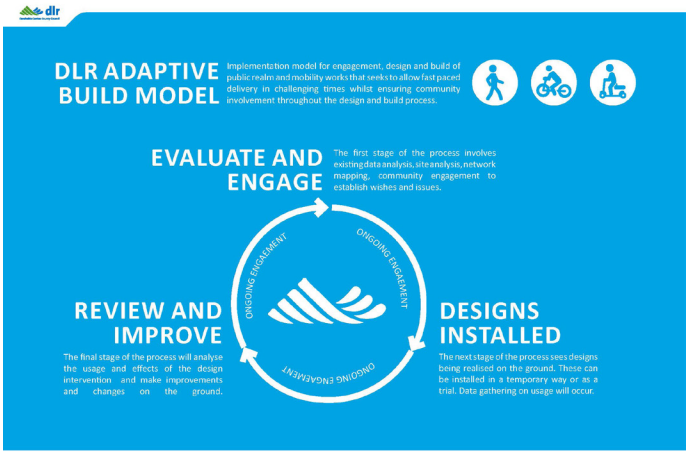
GENERAL QUESTIONS

How can I find out more detail about the Active School Travel Routes?

Please refer to the Information and Engagement booklet available on our website (https://www.dlrcoco.ie/sites/default/files/atoms/files/07.09.2020_activeschooltravel_info_pamphlet.pdf) Detailed route drawings are available on our consultation page (https://dlrcoco.citizenspace.com/infrastructure-climate-change/dlr-safe-walking-cycling-routes-consultation/).

We hosted a webinar on the 13th of October to go through the information contained in these documents. To watch the recording of this webinar please follow the link on the Active School Travel Page (https://www.dlrcoco.ie/en/environment/active-school-travel).

Online meetings or site meetings (subject to Covid-19 restrictions) will be facilitated on request. Consultation is supported through the Citizens Space (https://dlrcoco.citizenspace.com/infrastructure-climate-change/dlr-safe-walking-cycling-routes-consultation/) and via traditional postal submissions.



How is DLRCC Engaging in consultation on the Active School Travel Routes?

DLRCC has developed an adaptive design and delivery model to support the execution of the works. We are currently in Phase 1 of that model where we consult with key stakeholders like DLR Councillors, the NTA (National Transport Agency) and the wider public to engage and understand how people feel about the proposals.

From 25th September to 23rd October 2020 DLRCC have published our proposals and information through paper and digital means to receive people's opinion. To date the Public Consultation has received almost 1,000 responses from a broad representation of society.

What are the proposed interventions along each of the Active School Travel routes?

In the majority of cases the Active School Travel routes seek to facilitate active mobility across the county through existing quiet streets and greenways, with interventions seeking to add new signage and wayfinding information to support users along the way. In the majority of locations, we are proposing paint markings in the three colours of the routes on the ground in the form of dots and arrows along with signs at key junctions. Where needed there will also be statutory cycling and walking signage.

Marking and signage will be supplemented by some more minor interventions like adjustments in kerbing and footway/cycleway alignments and significant interventions at specific locations like Lower Kilmacud Road or Dean's Grange Road. These are detailed on the detailed route maps which are available online. Our interventions will seek to connect existing off-road infrastructure together, to make generate safer connected route, while also limiting the impact to existing traffic corridors so far as reasonably practicable.

This is the printed version, as more questions arise and more information becomes available we will update the online version to reflect this, please find it at https://www.dlrcoco.ie/en/environment/active-school-travel

Please see page 15 of the Information and Engagement booklet for more details.

The table below summaries the key network utilisation and interventions.

ROUTE	SEA TO MOUNTAINS	PARK TO PARK	MOUNTAINS TO METALS
Overall Length	6.2kms	10.1kms	8.7kms
Proportion of route utilising a Quiet Street with wayfinding and signage	3.4kms	3.3kms	4.2kms
Proportion of route utilising an existing Cycleway with minor interventions	1.2kms	0.4kms	2.4kms
Proportion of route utilising an exisitng park path	0.8kms	5.5kms	0.7kms
Proportion of new infrastructure	0.8kms	0.9kms	1.4kms
Number of schools*	26	28	30

**It is noted that some schools are accessible by more than one route, the total number of schools in close proximity to at least one route is approximately 65.*

Why not new infrastructure instead of motorised traffic lanes?

The three proposed Active Mobility Routes utilise a combination of existing quiet streets, park paths, existing infrastructure and new infrastructure interventions. In the majority of cases infrastructure which can easily accommodate active mobility modes has been utilised. A number of key interventions have been proposed to enable the routes which, due to spatial constraints like housing, commercial properties etc, require the use of existing motorised road space.

To facilitate 25kms of new Active Mobility Routes the key intervention requiring removal of a length trafficked lane is at Dean's Grange road where 800m of northbound road width will be removed. It is worth noting that this section of the road has also been identified in the 2012 GDA Cycle Network Plan (Route 13c). Traffic interventions are also proposed at Avoca Avenue to restrict 'rat-running' and some interventions seek to formalise walking and cycling space. The interventions are illustrated in the shared detailed maps available.

Who can use these routes?

Everyone is invited to use these routes. By designing for children and their parents, who are generally more concerned about safety, we ensure that these routes are suitable for everyone, including children, the elderly and/or people with disabilities. The aim is to provide a coherent network of safe walking and cycling routes that is convenient and inviting for all, and gives people more options to move around independently.

Which age do you think that is appropriate for children to use these routes independently?

Parents and schools are best placed to decide and advise when children feel confident to walk and cycle independently. DLR has provided guidance for parents on active mobility, we also advocate for walking and cycling buses and support school active travel plans. You can find out more in the related documents on the active school travel page of our website (https://www.dlrcoco.ie/en/environment/active-school-travel). Age is generally not the best metric for determining independant cycling or walking competence rather each parent will have a better understanding of their child's skill or competence level.

Will cycle traffic be limited to just these routes?

No. People are free to use the entire cycling network, these routes complement the existing infrastructure and are aimed at connecting across the network. For example St. Brigid's NS does not sit directly adjacent to the Mountains to Metals route yet can be easily joined via Merville Road and Clonmore park which safe and quiet space.

Will cyclists and pedestrians by segregated on these routes?

On busy streets cycling and walking will be clearly segregated both from car traffic and each other. In quiet residential streets cyclists will continue to cycle in the lefthand lane on the street while following the wayfinding marking along the centre of the route. Pedestrians will use the pavement. In parks and car free spaces wayfinding markings will be provided cyclists and

pedestrians will use the same pathways as is standard on the Greenways across the county. The aim is create a joined up active mobility network that is safe and accessible to all. Through this there should be less need for cyclists to use pedestrian only spaces.

Will sections through the Parks be upgraded?
The proposed Active School Travel Mobility Routes utilise a number of existing park paths, as part of our adaptive design and delivery model; refer to FAQ 2 above, the routes will be monitored and evaluated to assess and evaluate their effectiveness. Where appropriate additional interventions can be made to support increasing demand for active mobility along the routes. The DLR Parks Department have been successful in securing funding from the NTA to upgrade a number of their parks. These upgrades compliment the proposed routes.

How will these routes impact people with disabilities?
The aim is to provide a coherent network of safe walking and cycling routes that is convenient and inviting for all. That includes people with disabilities. Along these routes more space is provided to vulnerable road users, pedestrians and cyclists are segregated as much as possible, new crossings are implemented and the speed of motor vehicles is reduced. Together this makes traveling along these routes on foot, with a rollator, a wheelchair or a mobility scooter safer than before and provides people with more freedom to move independently. Obstacles such as kissing gates will be removed or an alternative solution will be found to ensure convenient access. Providing good quality cycle paths means that people will not cycle on the footway ensuring these spaces are preserved other mobility modes.

For those that still need or wish to drive, destinations along these routes will still be accessible by car although travel times may be slightly longer due to some detours for motor vehicles. Dedicated car parking for people with disabilities will be maintained.

How will drivers know that they've entered a quiet street will there be interventions to slow them down?
These are primarily existing residential streets that ensure slow speeds for motor vehicles due to street width, no through traffic, and speed reducing measures, which allows safe conditions for walking and on-street cycling. In addition the wayfinding markers will help to remind people of the presence of the routes. In some cases additional measures are taken to reduces speeds, such as street narrowing at junctions.

Will there be impacts on Parking Spaces?
The majority of the proposals will not affect existing on street parking. On quiet residential streets, it is not proposed to remove formal existing parking, rather the proposals seek to normalise cycling mobility along these routes and encourage sharing of these spaces for all mobility modes.

On busy roads it is not proposed to remove on street parking except in the following three locations; Lower Kilmacud Road, Belmont Terrace and Silchester Road. Where formal infrastructure is proposed we will remove some informal parking to implement cycle infrastructure. Details can be found here: https://dlrcoco.citizenspace.com/infrastructure-climate-change/dlr-safe-walking-cycling-routes-consultation/.

What do you mean by pilot routes?
We are putting these routes in place with pop-up measures so that the community can use and experience the routes. In the majority of cases these include markings, bollards and hatching on the ground. The interventions are illustrated in the shared detailed maps available. These pilot routes will go through the 2-month testing phase (Phase 2) after which we will assess them based on how people have experienced the new routes (Phase 3). Then we will look to make changes where needed and implement the routes permanently with high quality finishes and placemaking measures.

How will you be monitoring impacts on traffic?
We are working with Ramboll, the sustainable society consultant, to look at both historic and current car traffic movements via GPS data. This data allows us to track changes to car traffic movement in real time as well as comparing to historic car movements. In addition, we will also count the people walking and cycling along the new routes at key points. We are engaging with the National Transport Authority (NTA) to monitor impacts on bus traffic.

What happens if part of your scheme causes issues with car traffic congestion?
Using GPS data, we can monitor average time taken for cars to travel through junctions as well as delays. If we are observing undue delays, we will be able to make alterations to minimise the impact as we have been doing on the coastal route, and other mobility intervention projects we've completed in the last number of months. In the first few weeks we would expect congestion while users adjust to the changes but after 2-3 weeks traffic patterns should become more established.

Will these proposals prevent emergency vehicle access?
Emergency vehicle access will be maintained across all of the routes. At places where we are proposing on street interventions these will be designed to allow emergency vehicle access.

Will these proposals be utilised in the autumn and winter months?
Experience from countries with an extensive walking and cycling network, like Denmark and the Netherlands, shows that walking and cycling to school or work is fairly consistent year round. Weather conditions in these places are similar to DLR, with cold weather and rain during the autumn and winter months. The key thing is that a safe and convenient network for walking and cycling should be in place. In Copenhagen for example over 70% of people keep cycling during the winter months. Our cycle counters also show that there is no large scale drop off of numbers in the winter.

QUESTIONS ABOUT THE SEA TO MOUNTAINS ROUTE

What is going to happen on George's Avenue in Blackrock?
A contraflow cycle lane is only proposed along George's Avenue between Frascati Road and Blackrock Village. More detail on this specific information can be found on the detailed maps:

What is going to happen on Avoca Avenue?
Avoca Avenue will connect Blackrock to the Mount Merrion Avenue-Stillorgan Road junction. To improve safety for walking and cycling at this location, the speed limit for motor vehicles will be reduced to 30km/h and there will be no through access on Avoca Avenue at Avoca Park for motor vehicles. The closure in the middle of the street is an effective way to eliminate through traffic whilst maintaining local access for motor vehicles. The lower traffic volumes create a safer environment for both users of the active school routes and for residents along the street. The closure would be in effect 24/7.

In the current situation Avoca Avenue is not a safe route for walking and on-street cycling due to the street width, the speed limit of 50 km/h and the street's attractiveness for through traffic between Mount Merrion Avenue and Frascati Road.

Will vehicle access to Blackrock be maintained?
These measures make walking or cycling to Blackrock village more convenient and we hope the majority of people will choose these modes whenever possible. Driving will still be possible as well for those need or

wish to. Local access for motor vehicles will be retained on each side of the street closure. From north of the street closure the route to/from Blackrock village are unchanged. From south of the street closure it would still be possible to get to Blackrock village by car via Mount Merrion Avenue.

Why are traffic calming measures not used instead of a street closure?
Traffic calming measures such as speed ramps would be an option but requires more physical interventions to be implemented at several points along the street compared to the suggested street closure. The placement of speed ramps would also have to be carefully considered so they do not cause issues for nearby residents (e.g. vibrations), especially if through traffic remains.

Why is the route not using Mount Merrion Avenue?
The nearest alternative route, Mount Merrion Avenue, is currently not suitable as a safe route because there is no continues safe cycle infrastructure. Only a short section, between Stillorgan Road and The Elms, has protected cycle infrastructure, but only one-way and on one side of the street.

How will you ensure safety at the junctions with Grove Avenue and Woodlands Park?
Both junctions will be narrowed to ensure lower speeds of motor vehicles and shorter crossing distances.

QUESTIONS ABOUT THE PARK TO PARK ROUTE

How will the Park to Park route link to the Coast?
From the Loughlinstown to Deansgrange greenway the route will use the existing paths in the green spaces alongside Shanganagh Road. At the roundabout with Killiney Hill Road the route will use the existing pedestrian crossings which will be upgraded to allow cycle and pedestrian crossing. From here the route will continue through the Bayview estate to the railway underpass onto the coastal pathways.

What is going to happen on Deansgrange Road?
The proposal is to prioritise walking and cycling by implementing a protected two-way cycle track on Deansgrange on the west side of the street (adjacent to the cemetery) between Brookville Park and Kill Lane. To provide the space needed for the protected two-way cycle track the proposal is to change Deansgrange to one way for cars whilst retaining on-street car parking. Buses 84 and 84a (BusConnects line 226) will be redirected to Abbey Road and use the existing bus stops.

Why are you not using Abbey Road?
The objectives of the scheme are to facilitate vulnerable users via safe walking and cycling routes. The existing infrastructure on Abbey Road and at the roundabout with Stradbrook Road does not support this objective. Rather Abbey Road requires a greater level of pedestrian and cyclist confidence and skill to navigate.

What will happen to northbound car traffic on Deansgrange Road?
Given the current recommendation regarding public transport, it is expected that more people will choose to use private transportation. If most people choose to make use of private cars, then this has the potential to create significant traffic congestion if no interventions are made. The proposed interventions on Deansgrange Road and throughout other parts of the county enable more people to use the most space efficient modes, namely walking and cycling, particularly those movements to and form school.

Where northbound movements cannot transfer to an active model, traffic through Deansgrange will be encouraged to use the N11 and Abbey road. Northbound motorised traffic will be monitored using live Traffic Management Software, along with a Traffic Management Plan utilising variable messaging signage to inform motorised vehicles at key decision points, which is being considered. Traffic moving southbound will continue to be facilitated.

Can I travel by bus on Deansgrange Road?
Buses 84 and 84a (BusConnects line 226) will be redirected to Abbey Road and use the existing bus stops.

How will you connect Deansgrange Road to Clonkeen Park?
The route will use the existing signal crossing at the junction with Kill Lane. Some space on the wide pavement will be reallocated to implement a two-way cycle track on the south side of Kill Lane. This will run to the start of the Loughlingstown to Deansgrange Greenway next to the Kill O'Grange Church.

QUESTIONS ABOUT THE MOUNTAINS TO METALS ROUTE

What are you proposing at Belmont Lawn/Ardagh Crescent?
We are proposing to make a small opening in the wall between Belmont Lawn and Ardagh Crescent. This would not be accessible to motor vehicles. To access this opening we are proposing a short section of pathway across the lawn to link to the existing pathways across Belmont Lawn.

Have you consulted with residents in Belmont Lawn and Ardagh Crescent about your proposals?
Yes further to the wider public consultation and engagement materials, we had a site meeting with residents in both areas to discuss the proposals and their queries.

Some specific queries have also been raised by local residents through formal letters and we are engaging with these directly, as a result they are not addressed here.

Why is the route not going through the Farmleigh Estate instead?
The Mountains to Metals route links Sandyford to Deansgrange. There are very few options to cross Stillorgan Road (N11) for cyclists and pedestrians.

We looked at different options for this route to balance directness with minimal interventions and in our view the link at Belmont Lawn and Ardagh Crescent allows us to link the quiet streets on either side of the N11 with the least amount of intervention.

On the suggested Sandyford to Deansgrange via Farmleigh route. A significant intervention would be required in front of St John of God Hospital to facilitate a two-way cycle track which would include major construction works.

What's happening at Belmont Terrace?
We are proposing a contraflow cycle lane to link Belmont Green to the signal crossing at Stillorgan Road (N11). Informal parking will be removed, parking spaces will be unaffected.

OTHER QUESTIONS

What is happening with School zones?
The Council has also launched its trial School Zone initiative, which forms part of larger Active School Travel initiative. The Council will be working with Carysfort NS, to implement measures to prevent obstruction of school entrances and footpaths by vehicles, making it safer for those who walk and cycle to school. This will also include temporary traffic calming measures in the vicinity of the school. In the longer term, the Council will work with the school, the wider community, the NTA and An Taisce, to put in place more sustainable measures such as additional pedestrian crossings, markings and more permanent traffic calming measures. This trial will inform appropriate approaches and measures that may be used elsewhere in the County in the future.

Can I suggest placemaking measures or utilisation of public space for businesses along the routes?
The council will be sharing a scheme to work with local communities to enhance streets and spaces, more information on this will be shared in the coming weeks.

There are schools that haven't been linked by these routes, can I make suggestions?
Local schools have been invited by the Council, through the Active School Travel initiative to identify local travel and transport issues, where the Council can provide assistance and support in overcoming. These issues and hazards include the need for cycle parking, deteriorated footpaths, traffic pinch points, pedestrian crossing etc. Schools should raise these issues by using the Council's 'Report It' tool, available on our website at: https://www.dlrcoco.ie/en/report. Submissions from schools should reference this Active School Travel initiative.

These three routes are a starting point for linking up the active mobility network in dlr, we aim to extend the network and connect more schools in the future.

Information on the Coastal Mobility Route?
It should be noted that the Coastal Mobility Route does not form part of this consultation, rather the focus of this engagement is the 3 new Active School Travel Mobility routes; The Sea to Mountains Route, The Park to Park Route and The Mountains to Metals Route. DLR will be holding a dedicated public consultation on the Coastal Mobility Route where users can express their views.

Although it is noted that the Coastal Mobility Route has recorded more than 20,000 per week in some areas. Users would all be passing through the route, not requiring car parking, and often seeking places to stop and avail of the local offering. In relation to the traffic impacts on the Coastal Route, on average journey time through junctions is less than 2 minutes and it is evident that increased cycling and pedestrian movements are reducing the potential for queuing at junctions.

**This update seeks to address the broad scope of questions asked during the public consultation event on the 13.10.2020. Please note that we received over 400 comments from over 130 contributors at the event.*