

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Kilmainham to Thomas Street

Interim Scheme from Suir Road to Thomas Street

**Report on Non-Statutory Consultation
July 2023**



Active Travel Programme Office

Environment & Transportation Department

Dublin City Council

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1 INTRODUCTION

The Kilmainham to Thomas Street walking and Cycling Scheme project is part of the Dublin City Council (DCC) core active travel network, and is funded by the National Transport Authority (NTA). It will provide 2.6km of high quality walking and cycling facilities from Kilmainham Gaol to Thomas Street extending from the South Circular Road /Kilmainham Lane junction along South Circular Road, Suir Road, Grand Canal View, St James Linear Park, James Walk, Forbes Lane, Marrowbone Lane and Thomas Court to the junction with Thomas Street.

The Project will be delivered in two distinct phases. The first phase will be an Interim Scheme from Suir Road to Thomas Street delivered in 2023. The second phase is a permanent scheme which will be delivered between 2024 and 2026. This phased approach has the benefit of:

- Earlier implementation of improved safety measures; and
- Flexibility to allow minor alterations to the layout, if necessary, before the permanent features are constructed.

The Interim Scheme from Suir Road to Thomas Street will deliver 1.8km of new walking and cycle facilities including:

- A two way segregated cycletrack along James Walk using lane dividers and bollards.
- A one way protected cycletrack along Marrowbone Lane using flexible kerbs and bollards, both sides (from Robert Street South to Summer Street South).
- New road markings, cycle logos and traffic signage across the route.
- Improvements to all pedestrian crossings along the route.
- A shared use lane for car traffic and cyclist traffic on Grand Canal View, Forbes Lane, Marrowbone Lane (Forbes Lane to Robert Street South) and Thomas Court.
- A share with care section for pedestrian traffic and cyclist traffic through St James Linear Park.
- Upgrade to Suir Road Davitt Road Junction.

A non-statutory public consultation was held on the Interim Scheme from Monday 3rd October to the 2nd of December 2022 to inform the public and get their view on the scheme.

1.1 DESCRIPTION OF INTERIM SCHEME

The interim scheme will provide improved walking and cycling facilities from Suir to Thomas Street along Grand Canal View, St James Linear Park, James Walk, Forbes Lane, Marrowbone Lane and Thomas Court. These measures are interim until a permanent scheme is put in place.

The detailed drawings are available on the Dublin City Council Active Travel webpage at the following link: <https://www.dublincity.ie/residential/transportation/active-travel/projects/kilmainham-thomas-street-project>

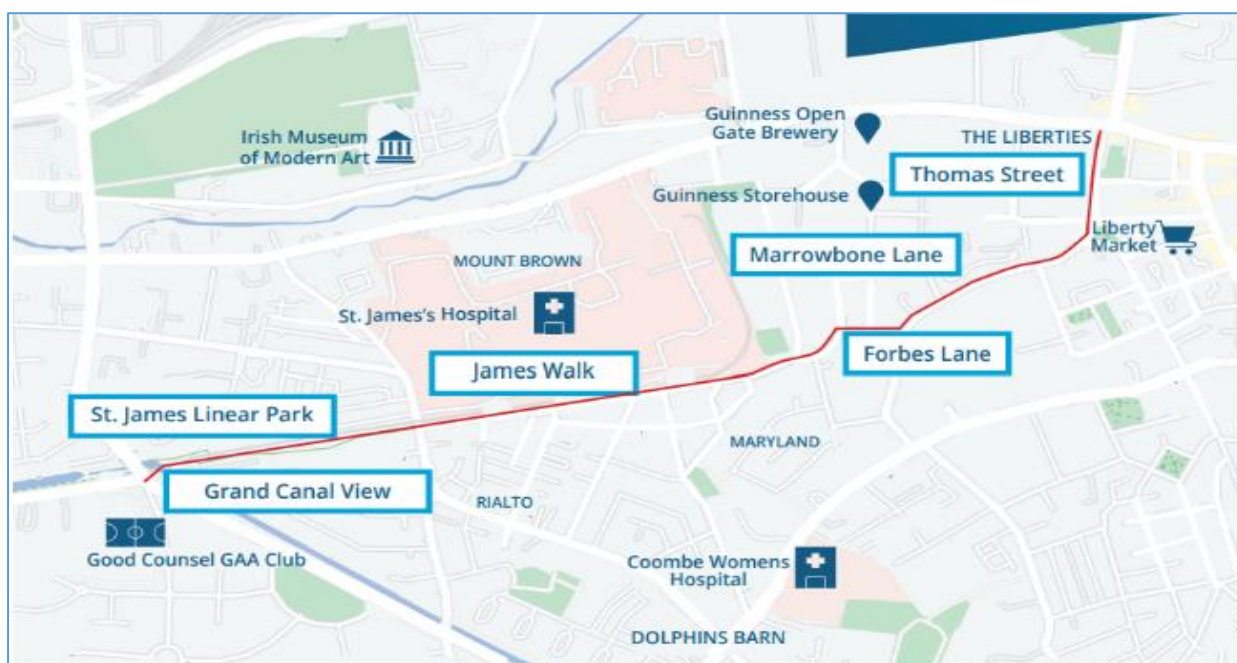


Figure 1: Suir Road to Thomas Street interim scheme route map

Objectives of the Project

Dublin City Council is developing a safer, inclusive and sustainable walk-wheel cycle network.

The objectives and benefits of the scheme can be summarised as follows:

- This scheme will enhance quality of life by improving access, connectivity and sustainable mobility for all, whilst reducing transport-related carbon emissions.
- The scheme will provide a safer environment for walking and cycling. This is especially important to improve walking and cycle access to the Coombe Hospital, St James' Hospital, Rialto Luas stop, Fatima Luas stop and a number of schools in the area such as Canal

Way Educate Together, CBS James Street, St James Primary School and Mater Dei National School.

- The scheme will service leisure, school and commuter traffic facilitating movements to shopping and work locations along the route from Kilmainham Gaol to Thomas Street.
- The scheme will reduce the risk of pedestrian and cyclist collisions through segregation from traffic, improved crossing locations and minimising conflicts.
- The scheme will encourage increased levels of physical activity and leisure use along the corridor through provision of a safe, high-quality and attractive route for both cyclists and pedestrians.
- The scheme will facilitate the delivery of the Greater Dublin Area (GDA) Cycle Network Plan by providing continuous, segregated cycling facilities.

2 PUBLIC ENGAGEMENT

The Public Consultation for the scheme was carried out over October and November 2022 using a number of different forms to ensure that the consultation captured the full range of stakeholders affected.

Information on the scheme, the design drawings along with accessible word documents were published the Dublin City Council Public Consultation hub on Monday 3rd October. The initial period was from Monday 3rd to Monday 31st October 2022. The consultation period was extended to the 14th November 2022 following requests from Elected Members to ensure adequate time for submissions.

Kilmainham to Thomas Street Interim Scheme from Suir Road to Thomas Street

Overview

Dublin City Council is proposing to provide improved walking and cycling facilities from Suir to Thomas Street.

Closed 14 Nov 2022
Opened 3 Oct 2022

Contact
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Dublin City Council has developed a design for Interim (temporary pending permanent) walking & cycling measures along Grand Canal View, St James Linear Park, James Walk, Forbes Lane, Marrowbone Lane and Thomas Court. These measures are interim until a permanent scheme is put in place.

The main aim of the scheme is to provide a safer environment for walking and cycling. This is especially important to improve walking and cycle access to the Coombe Hospital, St James' Hospital, Rialto Luas stop, Fatima Luas stop and a number of schools in the area such as Canal Way Educate Together, CBS James Street, St James Primary School and Mater Dei.

Protection of the cycle lanes on James Walk and Marrowbone Lane (Robert Street South to Summer Street South) will be provided by bolt on kerbs/bollards and flexi bollards. New road markings, cycle logos and signage will be installed across the full route of the interim scheme. The will be new shared cycle/traffic lanes on

Figure 2: Extract from the DCC Public Consultation Hub for Suir Road to Thomas Street Interim Walking & Cycling Scheme

A hard copy of the design drawings were on display for members of the public and residents to view in Eblana House, Marrowbone Lane, Dublin 8 for the extended period.

Information Leaflets were distributed to 4,103 houses and apartments along the route and surrounding area.

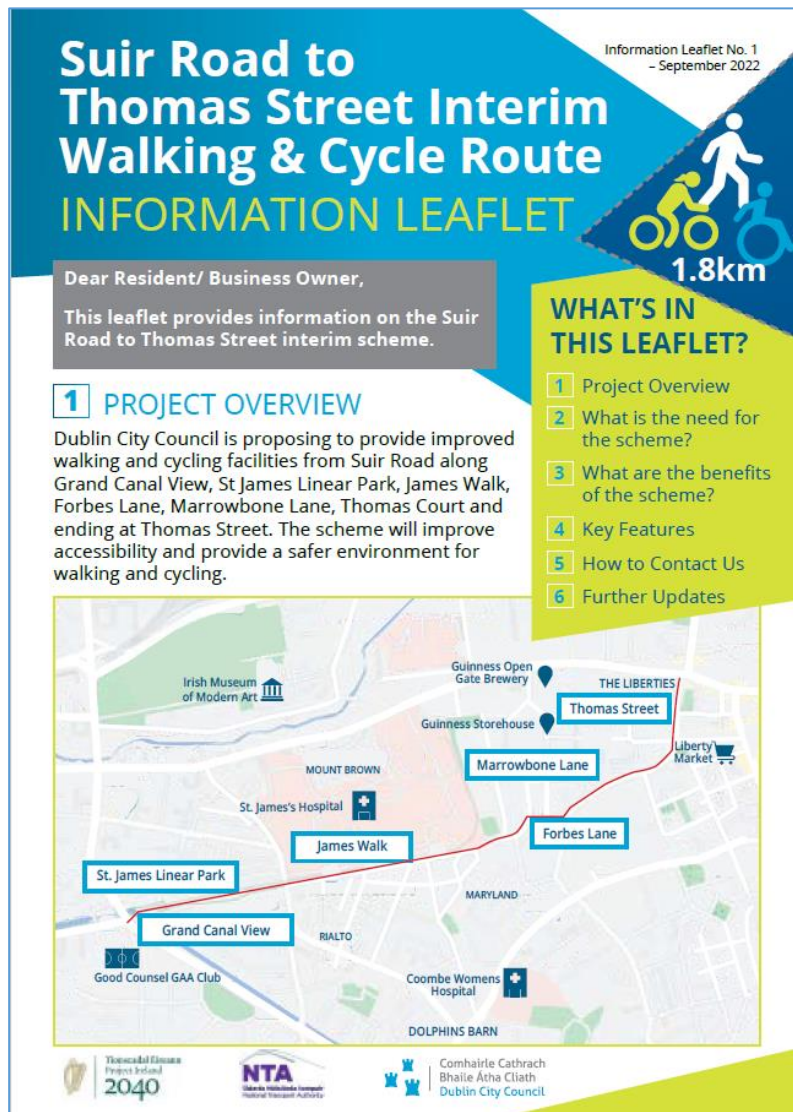


Figure 3: Copy of Information Leaflet for the Suir Road to Thomas Street Interim Walking & Cycling Scheme

The public consultation for the scheme was advertised on social media using Dublin City Council's Facebook and Twitter sites.

A Public information day was held from 4:00 – 7:00pm on the 24th November 2022 in the F2 Fatima centre, 3 Reuben Plaza in Rialto, Dublin 8.

Further submissions following the information day were accepted until the 2nd December, 2022.

DUBLIN CITY ACTIVE TRAVEL NETWORK

Suir Road to Thomas Street Interim Scheme

PUBLIC INFORMATION DAY

THURSDAY 24TH NOVEMBER 4-7PM

1.8km

HAVE YOUR SAY!

Members of the community are invited to drop in to view the project proposals and meet the design team. All are welcome.

Multipurpose Room (upstairs) F2 Fatima Centre
3 Reuben Plaza, Rialto, Dublin 8.

Logos: Tionscatal Éireann Project Ireland 2040, NTA (National Transport Authority), Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Figure 4: Copy of Flyer for Information day for the Suir Road to Thomas Street Interim Walking & Cycling Scheme

In total, there were 62 responses received to the public consultation. A detailed review of all submissions was carried out with the main concerns and issues identified for all submissions.

The overall sentiment of each submission was assigned as expressing support or objection to the scheme, if neither support nor objection to the scheme was explicitly expressed, the submission was deemed to be neutral.

Twenty three (23) respondents were determined as expressing support for the scheme, while nine (9) respondents objected to the scheme. 29 respondents expressed neither support or objected but submitted suggestions or comments. (See Chart 1).

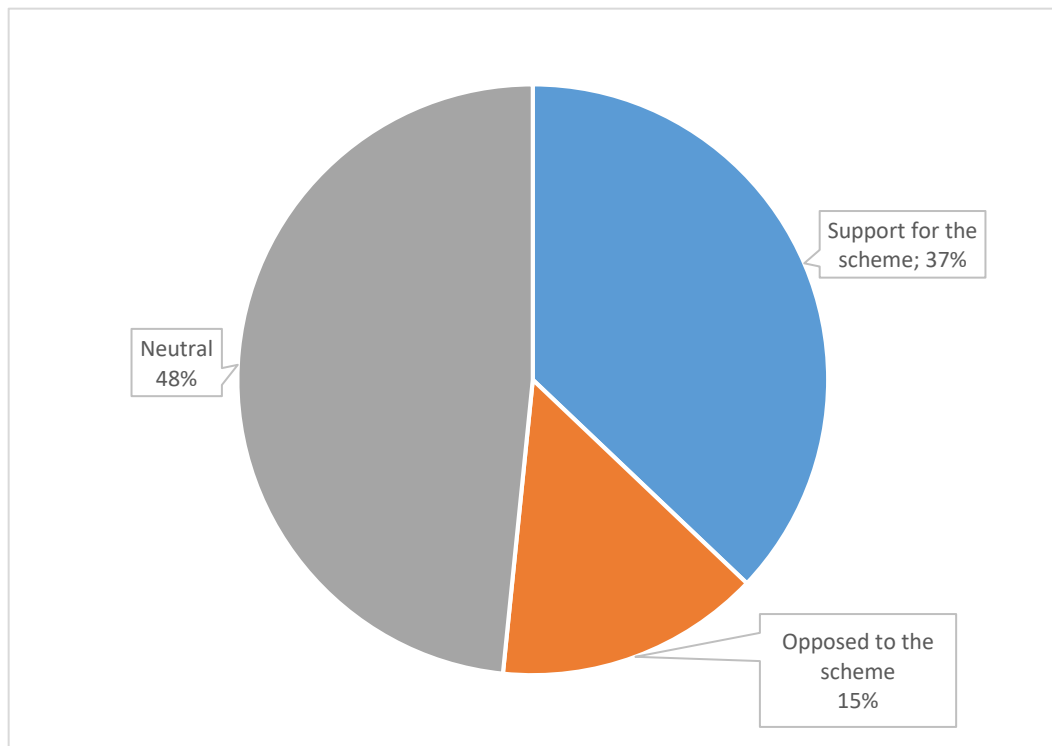


Chart 1: Public Consultation responses

The submissions received included three detailed submissions received from Elected Members of Dublin City Council, two detailed submissions from cycling advocacy groups, 33 submissions from residents, 22 submissions received from members of the public, and 2 received from state bodies.

The responses were received by email, letter, by phone and submissions made on the information day. All the submissions were reviewed and the main issues grouped into 23 distinct categories. Some of the respondents dealt with multiple categories in one submission.

3 ISSUES RAISED & DCC ACTIVE TRAVEL TEAM RESPONSES

This section outlines the main issues raised during the public consultation, addresses each of the issues individually and provides detailed responses.

3.1 TRAFFIC CONGESTION

Concerns on the potential traffic impact in the area.

Response

The scheme proposes to change the traffic layout along James Walk from two-way to one way west bound, from Our Lady's Road to Rialto Bridge. Two way traffic will be maintained from Our Lady's Road to Forbes Lane. The scheme also proposes to change the traffic layout along Forbes Lane from two way to one way westbound for local access only.

It is an objective, as set out in the Dublin City Development Plan 2022 - 2028 to improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA's Cycle Network Plan for the Greater Dublin Area, to facilitate a modal shift away from private vehicles to walking and cycling. The goal is to increase the share of journeys to 13% for each of these modes and reduce the portion of journeys made by private vehicles from 29% to 17%.

It is anticipated that in the medium to long term as the target modal shift occurs, traffic congestion will be relieved.

The scheme also proposes to reduce the number of free parking spaces in the area. A parking study was carried out by a survey company on behalf of DCC in May 2021. The results of the survey show that approximately 82% of these spaces are being used by cars parking between 07:00am and 18:00pm. This indicates these spaces are being used commuters and not residents and therefore by eliminating these spaces it will reduce the number of cars entering the area solely to park for the day. It is an objective, as set out in the Dublin City Development Plan 2022 – 2028 to elimination free on-street parking and to control the supply and pricing of public parking.

3.2 FLEXI BOLLARDS

Concerns over use of Flexi bollards and request for kerb segregation.

Response

The scheme is interim in nature so in order to provide segregation between motor vehicles and cycle lanes a mix of temporary quick deploy bollards, kerbs and road markings will be used in lieu of more permanent measures.

The use of flexi bollards will be kept to a minimum although will be required to ensure visibility and safety throughout the scheme.

Consultants have been engaged to develop the design for the permanent scheme and this work is in progress.

3.3 SIGNAGE

Concerns about too many poles and suggestions to provide clear cycle routing signage.

Response

The use of poles will be minimised throughout the scheme. Single pole can be used for a number of signs were it is appropriate.

Cycle routing signage is not considered as part of this scheme however waymarking signage of the entire network will be delivered as a separate project.

Submission relating to signage and a yellow box outside the underground car park on Marrowbone Lane right before it meets Cork Street:

Response

This area is outside the scope of the scheme.

3.4 PLANTING

Request for more planting in the scheme.

Response

It is intended to provide planting/greening at some locations along the route. Planting options are limited within the scope of an interim scheme. Additional planting will be provided in the permanent scheme.

3.5 CYCLE TRACK WIDTH

Concerns about the segregated 2-way contra flow cycle track width on James Walk (near Rialto Bridge).

Response

Every effort has been made in the designs to maximise cycle lane width, due to road width constraints the track width has had to be reduced at localised sections.

In the interim, the cycle widths have been reviewed since consultation and increased where possible.

In some locations, considerable civil engineering works are required to provide additional cycle width and therefore out of scope of the interim scheme. It is intended to address these pinch points and where possible increase overall width of the facility in the permanent scheme where modifications to kerb lines will be within scope of works.

3.6 VEHICLE LANE WIDTH

Submissions received relating to instances of 3.6m traffic lane width in the proposed designs suggesting potential for increased vehicle speeds and impingement on available cycle track widths.

Response

Lane widths, in one way street are required to comply with design guidance in addition to the requirements of Dublin Fire Brigade (DFB) in order to maintain and improve emergency response times.

Design widths along the route have been reviewed following this feedback, including engagement with DFB, as a result the modified design provides reduced effective traffic lane width to 3.25m where possible along James Walk and Marrowbone Lane to provide a traffic calming effect and increase the cycle lane width where the alignment allows.

A wider road space is required at a number of locations in order to cater for vehicle turning movements.

3.7 NON SEGREGATED CYCLE LANES

Concerns over non segregated cycle lanes on Forbes Lane and Thomas Court.

Response

There is insufficient space on Forbes Lane and Thomas Court to provide segregated cycle lanes. The volume of traffic on these streets is quite low and therefore are deemed suitable for a shared carriageway. Appropriate road markings and signage will be installed to advise motorists of cyclist priority and contraflow movements.

3.8 LOSS OF PARKING 75A – 86 JAMES WALK

Submissions were received setting out specific concerns over the loss of parking at 75A – 86 James Walk.

Response

DCC acknowledges the concerns raised and have proposed some mitigation measures.

The design for the two way cycle path at this location has been revised to facilitate and retain parking outside 75A – 86 James Walk. 12 parking spaces are now being retained here. As a result there are approximately 41 parking spaces being maintained on James Walk on the south side. All existing uncontrolled parking on the north side of James walk will be removed.

Please refer to updated design drawings.

3.9 PEDESTRIAN CROSSING REQUESTS

Request for a pedestrian crossing on James Walk near Basin View and on School Street.

Response

DCC acknowledges the concerns raised and have proposed some improvement measures.

The design has been revised at this location and it is now proposed to realign and improve the existing pedestrian crossing. Please refer to updated design drawing.

Request for a Pedestrian crossings on School Street and mid-way between Suir Road and the Mace shop beside St James's hospital:

Provision of a crossing at these locations is beyond the scope of the interim scheme. The requests have been passed to the appropriate team in Dublin City Council for consideration.

A suggestion was received to provide pedestrian refuges between the cycle track and carriageway on uncontrolled crossings:

Available road space is limited along James Walk where the 2-way cycle track runs making the provision of such refuges challenging. A refuge will be provided at the uncontrolled crossing across James Walk at Rialto Bridge. The remainder of the crossings are being examined and a small refuge zone will be considered for provision where possible.

3.10 NO RIGHT TURN FROM OUR LADYS ROAD

Concerns from residents about a no right turn from Our Lady's Road onto James Walk.

Response

DCC acknowledges the concerns raised and have developed changes to the design.

The scheme has been amended to allow a right turn. A new mini roundabout is proposed at this junction to allow residents on Our Lady's Road to take a right turn on to James Walk. This feature will also provide a traffic calming effect. Please refer to updated design drawing.

3.11 SHARE WITH CARE FOOTPATH

Concerns about ‘Share with Care’ on the footpath in the Linear Park south of the Luas line & suggestions for additional improvements at the Grand Canal View end.

Response

‘Share with Care’ signage and road markings will be installed along the shared route to alert all users to proceed with care. This initiative promotes responsible behaviour & respect between pedestrians & cyclists. This approach has been used in other DCC parks and the share with care concept is reported to be working very well.

Direct cycle route options are limited between Suir Road and Rialto Bridge. As the route (through the Linear Park) is identified as part of the NTA Greater Dublin Cycle Network Plan and is a popular cycle route, the intention under the interim scheme is to improve safety along the route.

The design scope for the permanent walking and cycling scheme includes further improvements through the park.

3.12 ONE WAY SYSTEM ON JAMES WALK

Concerns about the one way system on James Walk.

Response

The existing road widths along significant portions of James walk is insufficient to maintain two way traffic, a two way protected cycle track and parking.

Due to the relatively low traffic levels on the road and the extensive alternative routes connecting it with the South Circular Road, a one way system for vehicular traffic was considered an appropriate means to provide for the cycle infrastructure required.

Traffic counts were undertaken in the early design phase to ascertain traffic flows and patterns in the area.

Table 3: Traffic Flow Data

Traffic Flows (no. of vehicles)	AM Peak 7am – 10am	PM Peak (5pm – 7pm)
Westbound	378	891
Eastbound	764	485

Note: This traffic data has been adjusted to take into account that the traffic survey was carried out in June 2021 which was during Covid 19 Pandemic.

In order to help reduce congestion, one way traffic west bound only was selected as the preferred direction of flow in order to: route traffic away from the network of small streets in the Rialto area to Arterial South Circular Road, rather than increasing traffic flows into the area. Additionally traffic volumes travelling west bound in the evening are greater than the traffic travelling east bound in the morning.

An alternative route along Dolphin Road was proposed in a submission received. The Suir Road to Thomas Street interim cycle route is part of the Kilmainham to Thomas Street cycle Scheme which is a priority route in the Greater Dublin Area Cycle Network Plan. Dolphin Road is already on the route of another walking and cycling route (Grand Canal Greenway). It is an objective of DCC to provide cycling infrastructure along these routes and all routes identified in the GDA Cycle Network Plan.

3.13 REQUESTS FOR ADDITIONAL LIGHTING

Concerns about inadequate lighting.

Response

The installation of new public lighting is beyond the scope of this interim scheme. This will be addressed in the permanent scheme.

3.14 CYCLE TRACK IN LINEAR PARK (ST JAMES LINEAR PARK)

Request for cycle track to be in the green area. St James Linear Park from Rialto Bridge to Basin View.

Response

Following engagement with DCC Parks Dept. it was determined that following a proposal for a cycle path through the linear park, previously examined as part of consultation process for the St James Linear Park Masterplan, found that this could have potential negative impact on the two hospital entrances from Linear Park and that public opinion did not favour the park becoming more of a transport link than parkland.

3.15 RAISED SIDE ROAD CROSSINGS

Recommendation to raise and shorten side road crossing points.

Response

Due to the light segregation nature of the proposed construction methodology, installation of raised crossings at side roads and the associated drainage works are beyond the scope of an interim scheme.

The permanent project design will raise all side road pedestrian and cycle crossings where road profiles are suitable.

3.16 CYCLE SIGNALS

Request for Early Start Cycle signals.

Response

Cycle specific signals will be provided at all signalised junctions along the route. The potential for early start signals will be considered on a case by case basis during detailed design of each junction.

3.17 FORBES LANE TO BE A VEHICLE CUL DE SAC

Request to close Forbes Lane to vehicles at the junction with Marrowbone Lane:

Response

Forbes Lane is very narrow particularly along its western end where it is of sub-standard width for two way traffic. Making the street a cul de sac it would require two way traffic leaving substandard space to cater for vehicle turning movements.

A 3.5 Tonne vehicle weight limit restriction is proposed for Forbes Lane which in addition to the reduction in road width created by footpath build out areas will improve safety and comfort for residents and active travel road users.

3.18 SHARED CARRIAGEWAY ON MARROWBONE LANE

Concerns about the shared carriageway and request for full segregation on Marrowbone Lane.

Response

The proposals are for full segregation of cycle facilities along Marowbone Lane between a point approx. 30m East of Summer Street South and just west of the recycling bring centre, after which, due to insufficient road width 2 way traffic and segregated cycle tracks cannot be facilitated for approximately 35m to Forbes Lane.

It is now proposed in addition to cycle symbols and signage, to colour the full surface of the shared portion of the carriageway in order to alert motorists to cycle priority. Additionally Since the consultation completed, designs have been revised to segregate the cycle track on the south side of the street a further 10m where it was possible to reduce and regrade some of the wide footpath providing additional cycle routing.

This shared carriageway section will be examined further in the permanent scheme.

The section of Marrowbone Lane from 30 east of Summer Street South to the School Street junction, remains as-is with advisory cycle lanes for the interim scheme. It is within the permanent scheme scope to upgrade this junction and redesign to segregate the cycle facilities along this section.

3.19 CONTRA FLOW CYCLE LANE ON FORBES LANE AND THOMAS COURT

Concerns about shared carriageway with contra flow cycling on Forbes Lane & Thomas Court.

Response

Due to limited available road width on these narrow streets it is particularly challenging to provide a segregated cycle tracks for east bound cyclists within the scope of an interim scheme. Traffic speeds and volumes are relatively low, and the streets are located within an existing 30km/hr zone. The design includes for footpath buildouts to regularise the cross section and provide a traffic calming effect.

The updated design now includes for provision of full road width coloured surfacing and additional road markings to alert motorists of the change in nature of the street to cycle priority.

It is proposed to implement a 3.5 Tonne weight restriction on Forbes Lane. In addition to the above, the designs will be modified to include for further traffic calming features on Thomas Court. The above features will reinforce visibility and impact of the shared contraflow arrangement which has been identified as a concern in the consultation feedback.

3.20 ONE WAY SYSTEM ON FORBES LANE

Concerns raised about introduction of one way system on Forbes Lane.

Response

There is insufficient available road width on Forbes Lane to maintain two way traffic as well as two way cycling. It is proposed to implement a 3.5 Tonne weight restriction on Forbes Lane.

3.21 FILTERED PERMEABILITY

Request to close off James Walk at both ends so that there is no through traffic permitted.

Response

The selected option is to provide a one way traffic system with segregated cycle facilities. This provides a cycle route of higher quality of service than shared carriageway in a filtered permeability arrangement. Additionally, due to the constrained road widths on James Walk, in order to help reduce congestion, one way traffic is considered appropriate to help route traffic away from the network of small streets in the Rialto area to the more arterial South Circular Road.

3.22 UPGRADE SUIR ROAD/ DAVITT ROAD JUNCTION

Submissions were received seeking the inclusion of the Suir Road/ Davitt Road junction in the interim scheme scope and suggesting specific measures.

Response

The Suir Road junction upgrade is now to be delivered within the scope of the interim works in order to provide continuity across this large junction.

3.23 MISCELLANEOUS ISSUES RAISED

The miscellaneous items listed below were reviewed and included in this category as they are outside the scope of the interim project but have been passed on to the permanent project design team or the appropriate departments within Dublin City Council for consideration as indicated in the list.

Referred to DCC Traffic Department

- Reduction in speed limits to 30km/h
- Mirrors on the lamp posts at the carpark exit on Marrowbone Lane near Cook Street
- Removal of slip roads in the area
- Fixed speed cameras
- Removal of Rialto roundabout
- Parking enforcement
- Making Reuben Street one way
- Installing double lines at every corner.

Referred to DCC Waste Management Section

- Road sweeping on the stretch from Suir Road to the hospital.
- Cleaning footpaths in Bulfin estate
- Installing of litter bins.

Suggestions to be considered for or in scope of permanent project design

- Improving the turning radii and footpaths on Grand Canal View. Will be addressed in future stages
- Road Surface treatment of Grand Canal View
- Installing a ramp in the alleyway connecting New Ireland Road to the Linear Park
- Providing a permeability link through Basin View
- Improving the School Street Marrowbone Lane junction
- Traffic light to filter a northern cyclist into Thomas Court

Other Submissions:

- Increased air pollution as a result of cycle infrastructure related congestion

Response

As more active travel infrastructure projects are introduced a modal shift away from private vehicles to walking and cycling is expected. This will result in a reduction in the number of cars which will ultimately lead to reduced car traffic congestion and to a cleaner sustainable mobility.

- Make the city accessible for all

Response

The Active Travel Programme Office are currently working closely with a range of stakeholders to ensure that the new active Travel walking and cycling infrastructure is universally accessible.

- Two way cycle lane on the length of the South Circular Road.

Response

The South Circular Road is part of the National Transport Authority (NTA) , Greater Dublin Area (GDA) Cycle Network Plan. However, it sits outside of the roads that have been prioritised for delivery over the next 8 years. However the Kilmainham to Ballsbridge south City Loop Walking & Cycling scheme includes a short stretch of the South Circular Road (from Brookfield Road to Herberton Road). The planning and design for this scheme is earmarked to commence in 2024.

4 CONCLUSION & RECOMMENDATION

DCC would like to thank the elected members, members of the public and various stakeholders who took the time and effort to make submissions and especially a number of very detailed and comprehensive ones that we received. We have analysed all the submissions and believe that they have helped in the preparation of the final proposal and to inform how this scheme can be delivered.

The outcome of the consultation shows a strong desire for the scheme and for the implementation of cycling schemes in the area. It is clear that from the residents, businesses and the general public that there is a wish to see a change from the current traffic arrangements to a new arrangement with an emphasis on active travel.

Dublin City Council have considered all the comments and suggestions and have amended the design as set out in the categories listed in previous sections of this report including the following significant changes:

- Provision of improved pedestrian crossing at Basin View
- Retention of parking at James Walk outside No: 75A to 86 James Walk
- Inclusion of right turn from Our Lady's Road onto James Walk
- Inclusion of Suir Road Davitt Road junction
- Increased cycle track width
- Inclusion of South Circular Road James Walk (Rialto Bridge) junction improvement.
-

A number of very worthwhile and valid submissions were made during the Consultation period which were outside the scope of this interim scheme. These will be considered in further detail as part of the development of the permanent walking and cycling scheme.

It is recommended that the scheme as set out above proceeds to implementation under Section 95 of the Road Traffic Act 1961 as amended by Section 37 of the Road Traffic Act 1994 and as required by Section 38 of the Road Traffic Act 1994.

The design drawings may be viewed on the Dublin City Council Active Travel website which can be accessed at the link below:

<https://www.dublincity.ie/residential/transportation/active-travel/projects/kilmainham-thomas-street-project>